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1912.

PARLIAMENT OF TASMANIA.

HOBART FIRE BRIGADE BOARD:

REPORT FOR THE YEAR ENDING 31ST DECEMBER, 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£4 6s. 6d.]

HOBART FIRE BRIGADE BOARD: REPORT FOR THE YEAR ENDING 31ST DECEMBER, 1911.

Hobart, 3rd January, 1912.

SIR,

During the past year the Brigade has attended 85 calls, being a decrease in the number of calls received for the preceding 12 months. Of these, 42 were genuine fires, 19 chimney fires, 7 rubbish or grass, and 17 false alarms.

The new headquarters fire-station in Argyle-street has been practically completed during the year at a cost of about £3200. The building is up to date in every respect, and should fill the requirements of Hobart for many years to come.

The board has to report the conduct of the firemen satisfactory, and their duties performed efficiently.

The net expenditure for the year amounts to £1837 5s. 5d., which sum is divided equally between the Government, Corporation, and insurance companies.

The Superintendent reports that the plant and appliances of the Board are in good order.

T. M. EVANS, Chairman.

CLYDE HAMILTON,
W. A. WEYMOUTH,
W. COOPER,
GEO. SMITH, } Members.

The Hon. the Chief Secretary.

STATEMENT showing Expenditure for the Year ending 31st December, 1911, and its distribution among the contributing bodies.

RECEIPTS.			EXPENDITURE.		
	£	s. d.		£	s. d.
Contributions—					
Tasmanian Government*	612	8 5	Salaries, Superintendent and Secretary	297	1 8
Hobart Corporation*	612	8 6	Wages, permanent staff	474	5 0
Insurance companies	612	8 6	Wages and monthly practice partially-paid staff	269	12 6
					1040 19 2
			Expenses, Brigade attendance at fires	311	5 0
			Less wages an account of same recovered and unclaimed	34	9 10
					276 15 2
			Miscellaneous expenses	67	2 2
			Less recoveries, medical fees, &c.	8	15 0
					58 7 2
			Telephone and rent of lines	20	0 9
			Printing and stationery	14	11 0
			Insurance premiums, accident and fire	41	0 3
			Rates, taxes, and rent	23	13 8
			Hobart Gas Company accounts	20	2 1
			Interest on Government loan (new building)	74	17 3
			Repairs to property and plant...	27	18 2
					222 3 2
			New appliances and plant	174	0 9
			Less sale of old hose	1	18 9
					172 2 0
			New clothing for firemen	10	0 0
			Furnishing for new building ...	56	18 9
					66 18 9
	£1837	5 5		...	£1837 5 5

BUILDING ACCOUNT.

RECEIPTS.			EXPENDITURE.		
	£	s. d.		£	s. d.
Tasmanian Government	3000	0 0	Expended on account of new building	2879	9 3
			Balance	120	10 9
	£3000	0 0		£3000	0 0

* The Board has an advance of £600 towards the annual outlay, contributed in equal proportion by the above bodies.

T. A. TABART, JUN., Secretary.

T. M. EVANS, Chairman.

Examined and certified to be correct.

J. E. BENNISON, Auditor-General.
27th January, 1912.

DETAILED Statement of Fires attended by the Fire Brigade for the City of Hobart for the Year ending December, 1911.

(No. 1.)

3

Date.	Time.	Locality.	Nature of Risk.	Occupied by.	Owned by.	Damage.	How Insured.		Appliances and Men.	Remarks.
							Building.	Contents.		
1.1.11	10.30 a.m.	25 Brisbane-st.	...	Mr. L. Saunders	...	Chimney fire	...	...	2 H.C., 15 men	
5.1.11	9.30 p.m.	31 Bathurst-st.	...	Mrs. L. Kirk	...	False alarm	...	...	1 H.C., 3 men	
6.1.11	2.10 p.m.	Off Gashouse-lane	Fenced-in land	Corporation horse paddock	City Council	Trifling	...	...	1 H.C., 8 men	
6.1.11	3.40 p.m.	Albert-rd., Moonah	Ditto	Unoccupied	...	Ditto	...	...	2 H.C., 12 men	
14.1.11	2.30 p.m.	Domain	Ditto	Domain trustees	Tasmanian Govt.	Ditto	...	...	2 H.C., 8 men	
15.1.11	12.58 p.m.	Park-st., New Town	Ditto	Sing Wing	S. K. Chapman	Ditto	...	...	1 H.C., 1 O.C., 10 men	
16.1.11	11.30 a.m.	131 Patrick-st.	7-room dwelling	J. E. Bingham	J. E. Bingham	Ditto	D. & T., £630	D. & T., £250	1 H.C., 1 H.R., 1 O.C.,	
16.1.11	11.30 a.m.	"Ventnor," Patrick-st.	5-room dwelling	L. K. Plaister	L. K. Plaister	Ditto	D. & T., £500	L. & L., £250	Ditto [14 men	
18.1.11	8.40 a.m.	Queen-st., East, Sandy Bay	Printing works	Cox, Sons, & Kay	Cox, Sons, & Kay	Ditto	Uninsured	Uninsured	3 H.C., 1 L.C., 16 men	
18.1.11	6.44 p.m.	Collins-st. (City)	"Examiner" office	...	...	False alarm	...	...	2 H.C., 1 L.C., 15 men	Wilful
22.1.11	1.30 p.m.	Collins-street	Licensed hotel	F. E. Westbrook	Geo. Adams' est.	Trifling	...	L. & L., £1845	1 man for particulars	
29.1.11	2.35 a.m.	Beach-rd., Brown's River	12-room dwelling	E. A. Peacock	Mr. E. Hart	Considerable	S. British, £500	Nil	1 O.C., 2 men	
30.1.11	9.30 p.m.	Domain	Fenced-in land	Domain trustees	Tasmanian Govt.	Trifling	...	...	2 H.C., 8 men	
1.2.11	11.50 a.m.	Ditto	Ditto	Ditto	Ditto	Ditto	...	...	2 H.C., 8 men	
2.2.11	10 a.m.	Queen-st., N. Hobart	...	...	...	False alarm	...	...	2 H.C., 1 L.C., 12 men	Wilful
3.1.11	4.41 p.m.	Cornelian Bay	Fenced-in land	...	Trustees of Cemetery	Trifling	...	...	2 H.C., 10 men	
13.2.11	7.8 a.m.	3 Burnett-place	4-room dwelling	E. H. Smith	...	Ditto	Royal Ex., £300	Nil	2 H.C., 1 L.C., 14 men	
18.2.11	6.2 p.m.	129 Melville-st.	...	Mrs. A. Craig	Clay Bros.	Ditto	...	...	1 H.C., 4 men	
27.2.11	3.50 p.m.	199 Davey-st.	8-room dwelling	Chas. Horton	W. P. Brownell	Considerable	Royal, £700	...	2 H.C., 17 men	
27.2.11	3.50 p.m.	201 Davey st.	Ditto	Mrs. E. Mitchem	...	Ditto	(Joint)	Nil	Ditto	
27.2.11	3.50 p.m.	203 Davey st.	Ditto	Mrs. A. Cruise	...	Ditto	...	Nil	Ditto	
8.3.11	11.35 p.m.	8 Central-st.	4-room dwelling	Mrs. E. Smart	Miss Bennison	Trifling	L., L., & Globe, £910 (joint)	Nil	2 H.C., 1 L.C., 18 men	
11.3.11	10.30 p.m.	Sandy Bay	...	Heathorns' resid.	...	False alarm	...	...	2 H.C., 1 L.C., 17 men	
23.3.11	10.10 a.m.	12 Scott st., Glebe	...	Mr. C. Lewis	...	Chimney fire	...	...	1 H.C., 7 men	
4.4.11	10.45 a.m.	Corporation Tip	Rubbish tip	...	City Council	Rubbish fire & fencing	...	...	1 H.C., 1 L.C., 9 men	
9.4.11	3.20 a.m.	Campbell st.	6-room dwelling	O. Koerbin	O. Koerbin	Trifling	L., L., & Globe, £350	L., L., & Globe, £200	2 H.C., 1 L.C., 14 men	2 persons slightly burned, have since recovered
21.4.11	2 p.m.	64 Barrack-st.	...	Wm. Reason	...	Chimney fire	...	...	2 H.C., 9 men	
24.4.11	5.30 a.m.	159 Murray-st.	Furniture shop and store	Mrs. H. Smith	Mrs. H. Smith	Trifling	National of N.Z., £100	S. British, £400	2 H.C., 14 men	
30.4.11	5.28 p.m.	Partrick & Harrington sts.	School-room	R.C. Boys' School	R.C. Archbishop of Hobart	Ditto	New Zealand, £200	N. Zealand, £25	2 H.C., 1 L.C., 20 men	
6.5.11	8.10 p.m.	Harrington & Macquarie sts.	...	...	...	False alarm	...	...	1 H.C., 4 men	Wilful
10.5.11	11.25 p.m.	Hamilton-st., West Hobart	...	Mr. W. Parker	...	Chimney fire	...	...	2 H.C., 1 H.R., 20 men	
12.5.11	6.20 p.m.	Princes-st., S. Bay	...	Mr. D. Bowden	...	Ditto	...	...	1 H.C., 6 men	
16.5.11	3 p.m.	Argyle-st.	Fire Station	Fire Brigade	Fire Brigade Bd.	False alarm	...	...	22 men	Drill
20.5.11	6.15 p.m.	410 Macquarie-st.	4-room dwelling	F. Fowler	Tasmanian Govt.	Trifling	Uninsured	Uninsured	1 man for particulars	
21.5.11	6.20 a.m.	Warwick-st.	Building in course of erection	...	A. Jackson, builder	Ditto	Ditto	Ditto	2 men with shovels	

DETAILED Statement of Fires attended by the Fire Brigade for the City of Hobart for the Year ending December, 1911—continued.

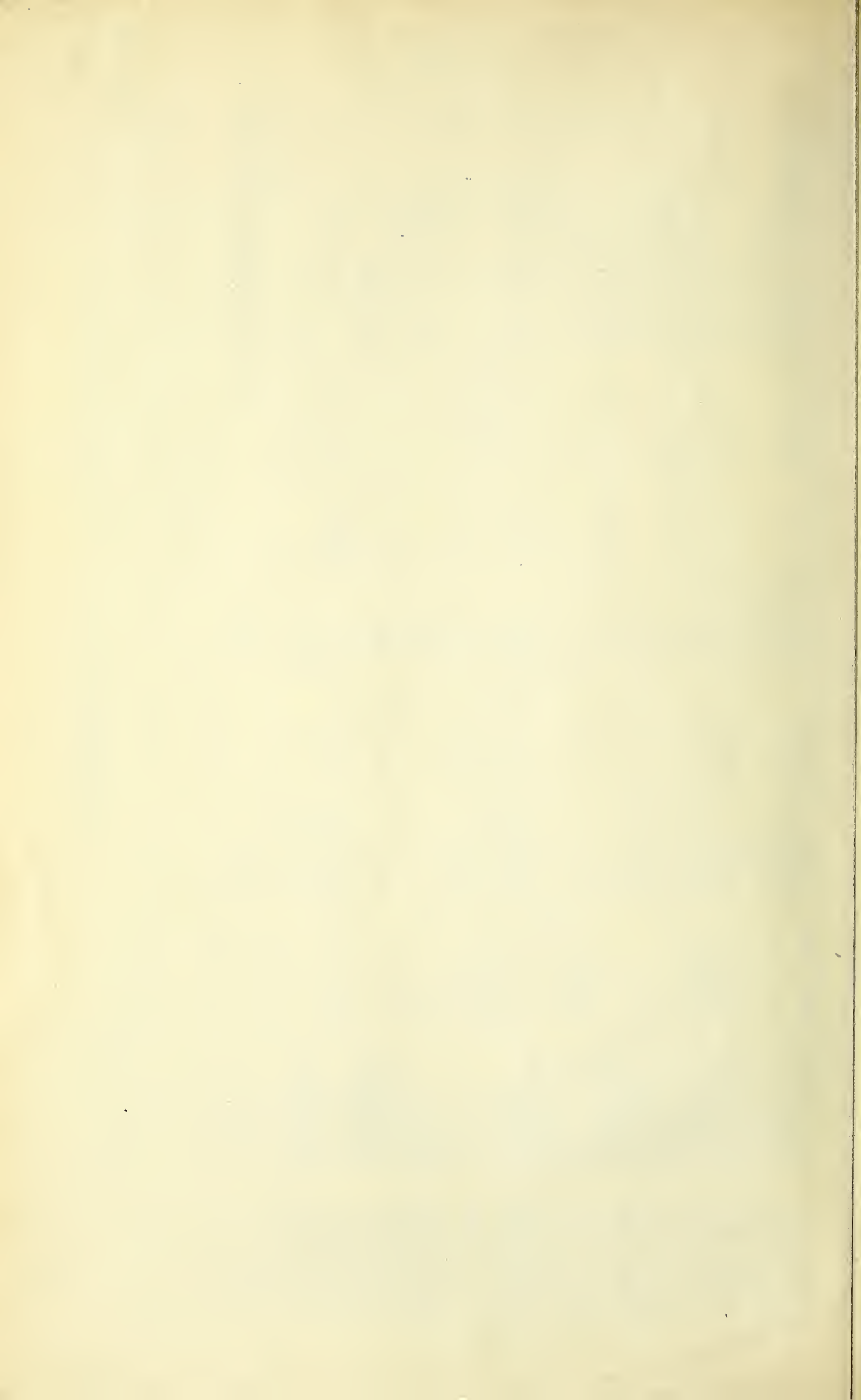
Date.	Time.	Locality.	Nature of Risk.	Occupied by.	Owned by.	Damage.	How Insured.		Appliances and Men.	Remarks.
							Building.	Contents.		
21.5.11	4.10 p.m.	43 Angelsea-st., Cascades	4-room dwelling	Mrs. A. Adams	Mr. Johnston	Chimney fire	Com. Union, £100	Uninsured	2 H.C., 5 men	
24.5.11	11.5 a.m.	75 Federal-st.	7-room dwelling	T. Horne	E. Westbrook	Trifling	United, £700	Ditto	2 H.C., 1 L.C., 8 men	
28.5.11	9 a.m.	31 High-st., S. Bay	...	J. Hall	...	Chimney fire	...	...	2 H.C., 12 men	
2.6.11	4.30 a.m.	90 Argyle-st.	...	Mrs. J. Marshall	...	Ditto	...	...	1 H.C., 6 men	
2.6.11	9.30 p.m.	26 Argyle-st.	5-room dwelling	Mrs. E. Elliott	Mr. F. Lewis	Trifling	Alliance, £100	Uninsured	1 man for particulars	
9.6.11	11.30 p.m.	High-st., Lower Sandy Bay	...	Mr. Webster	...	False alarm	...	...	3 H.C., 20 men	Wilful
18.6.11	12.5 a.m.	103 Park-st.	7-room dwelling	Mr. D. McKenzie	Mr. Grant	Trifling	Alliance, £1000 (joint)	Uninsured	2 H.C., 18 men	
1.7.11	5.15 p.m.	180 Melville-st.	10-room dwelling	Capt. Snowden	Capt. Snowden	Ditto	Mutual, £600	Mutual, £600	1 man for particulars	
2.7.11	9 a.m.	11 Napoleon-st., Battery Point	Ditto	Unoccupied	Mr. Johnston	Ditto	Com. Union, £600	...	Ditto	
3.7.11	10.30 a.m.	258 Macquarie-st.	12-room dwelling	W. Cooper	W. Cooper	Ditto	Northern, £700	Northern, £200	2 H.C., 12 men	
5.7.11	12.5 a.m.	41 Barrack-st.	Licensed hotel	F. Geason	Foster's estate	Ditto	Alliance, £360	N. Zealand, £150	Ditto	
5.7.11	9.47 p.m.	91-93 Collins-st.	Draper's shop	G. P. Fitzgerald & Co.	G. P. Fitzgerald	Total destruction	Q'land, £6800	Q'land, £38,000	...	
5.7.11	9.47 p.m.	101 Collins-st.	Café & 6-room dwell.	Mrs. A. Craig	Solomon's estate	Trifling	D. & T., £550	Queensland, £40	3 H.C., 4 H.R., 1 L.C., [40 men	
5.7.11	9.47 p.m.	99 Collins-st.	Undertaker's shop & dwelling	P. Keating	Burnett's estate	Ditto	L., L., & Globe, £800	N. Zealand, £75	...	
5.7.11	9.47 p.m.	97 Collins-st.	5-room dwelling	C. Smith	Ditto	Considerable	United, £150	Uninsured	...	
5.7.11	9.47 p.m.	89 Collins-st.	Boot shop & 4-room dwelling	Mr. Koeck	Mr. Koeck	Trifling	L. & L., £350	D. & T., £350	...	
5.7.11	9.47 p.m.	95 Collins-st.	Printing works	Grant & Atkins	Burnett's estate	Considerable	United, £350	Mutual, £200	...	
5.7.11	9.47 p.m.	87 Collins-st.	Electrician's shop	A. J. Todd & Co.	Robinson's estate	Trifling	Royal, £300	C. Mutual, £1150	...	
9.7.11	3.55 a.m.	8 Murray-st.	Seed merchant	H. Young & Co.	Adams' estate	Trifling	S. British, £1000	Com. U., £1000	4 H.C., 4 H.R., 1 lad-	
9.7.11	3.55 a.m.	10 Murray-street	Provision and wine & spirit merchant	Ferguson & Co.	Sanson & Rogers	Considerable	South British, £1200	Royal, £6500	43 men [der car	
9.7.11	3.55 a.m.	12 Murray-street	Seed merchant & agricultural implement	H. Young & Co.	Adams' estate	Trifling	S. British, £400	Com. Union, £800	...	
17.7.11	5 p.m.	409 Macquarie-st., Cascades	...	Mr. E. Ward	...	Chimney fire	...	...	2 H.C., 10 men	
29.7.11	9 p.m.	115 Park-street	...	Mr. H. Kirk	...	Ditto	...	...	2 H.C., 11 men	
30.7.11	3.30 a.m.	13 James-st., Battery Point	...	Jas. Harold	...	Ditto	...	...	3 H.C., 20 men	
31.7.11	4.30 p.m.	Elizabeth-street	...	W. M. Williams & Co.	...	Rubbish fire	...	...	1 H.C., 4 men	
14.8.11	8.3 p.m.	418 Macquarie-st., Cascades	Grocer's shop and dwelling	Mr. G. Edwards	G. Watkins	Trifling	Com. Union, £760	Com. Union, £25	2 H.C., 1 H.R., 12 men	
27.8.11	2.15 p.m.	Liverpool-st. (City)	Licensed hotel	Heathorn's Hotel	...	Chimney fire	...	...	2 H.C., 8 men	
9.9.11	1.5 p.m.	67 Smith-street	5-room dwelling	Mrs. A. Stevenson	Mr. Johnston	Ditto	...	Uninsured	2 H.C., 10 men	
9.9.11	3.5 p.m.	Melville-street	Timber-yard	Crisp & Gunn	Crisp & Gunn	Rubbish fire	...	...	1 man	
9.9.11	3.40 p.m.	222 Campbell-st.	Fenced-in land	E. Rigby	E. Rigby	Ditto	...	...	1 H.C., 3 men	
10.9.11	2.15 p.m.	35 Darcy-st., Cascades	...	A. McKay	...	Chimney fire	...	...	1 H.R., 4 men	
14.9.11	11.5 a.m.	1 Lord-st., South Hobart	5-room dwelling	Mrs. L. Wise	Mrs. L. Wise	Considerable	...	...	2 H.R., 12 men	
15.9.11	11.20 p.m.	180 Melville-street	...	Mrs. E. Simmons	...	Chimney fire	...	...	2 H.C., 1 L.C., 15 men	
18.9.11	7 p.m.	251 Murray-st.	5-room dwelling	J. Hayton	C. Davis	Trifling	...	C. Mutual, £150	Ditto	

Incendiarism

189.11	10.54 p.m.	147 Davey-street	Stable	J. S. Roberts	F. Harrison	Ditto	Uninsured	2 H.C., 1 L.C., 1 H.R., 15 men	1 horse burnt to death
25.9.11	3.30 p.m.	109 Argyle-street	6-room dwelling	H. Williams	P. Kelly	Ditto	Queensland, £150	1 man for particulars	
28.9.11	10.30 p.m.	Federal-street	...	Mrs. Ogilvie	...	Chimney fire	...	2 H.C., 1 L.C., 20 men	
22.9.11	8 p.m.	Queen-st., North Hobart	...	...	...	False alarm	...	2 H.C., 16 men	
30.9.11	7.15 p.m.	Main-rd. & Roope-st., New Town	Baker's shop	J. Jeffrey	J. Jeffrey	Trifling	United	1 man	
7.10.11	11.53 p.m.	365 Macquarie-st., Cascades	Grocer's shop	R. Shepperd	R. Shepperd	Ditto	Manchester, £400	2 H.C., 1 H.R., 20 men	
16.10.11	8.42 p.m.	299 Macquarie-st., Cascades	9-room dwelling	Mrs. A. Strutt	A. Strutt	Ditto	Comm. Union, £800	1 H.C., 1 H.R., 10 men	
21.10.11	7.45 a.m.	Macquarie & Elizabeth streets	G.P.O.	Dep. P.M.G.	Comm. of Australia	Ditto	...	1 man for particulars	
22.10.11	4.45 p.m.	Prince's Wharf	Ironworks	Kennedy & Sons	Kennedy & Sons	False alarm	...	2 H.C., 1 L.C., 10 men	
23.10.11	9.10 a.m.	Montpelier-st. and Salamanca-place	Licensed hotel	A. McCrea	Cascade Brewery	Trifling	D. & T., £350; L., L., & G., £350	2 H.C., 10 men	
25.10.11	10.15 p.m.	Main-rd., New Town	Fancy goods and draper's shop	H. Slait	A. E. Brown	Considerable	Mutual, £200	3 H.C., 20 men	
30.10.11	12.10 p.m.	4 Dunn-st. (City)	4-room dwelling	Mrs. M. Law	G. Goldsmith	Trifling	D. & T.	2 H.C., 1 L.C., 12 men	
1.11.11	9.5 p.m.	Lochner-st., West Hobart	...	...	...	False alarm	...	2 H.C., 1 L.C., 12 men	
5.11.11	8.50 p.m.	97 Campbell-st.	...	A. Clark	...	Chimney fire	...	1 H.C., 4 men	
6.11.11	8 p.m.	Scott-st., New Town	...	...	...	False alarm	...	2 H.C., 10 men	
8.11.11	5.45 a.m.	Liverpool-st.	...	Brownell Bros.	...	Ditto	...	1 E.L., 12 men	
16.11.11	10.35 p.m.	62 Elizabeth-st.	Stationer's shop	T. C. Williams	C. Davis	Trifling	Atlas, £1700	2 H.C., 12 men	
18.11.11	7.35 a.m.	158 Campbell-st.	5-room dwelling	Mrs. J. Newbold	Sargent's estate	Ditto	Com. U., £2250	2 H.C., 10 men	
18.11.11	8.5 a.m.	Davey-st.	Girls' school	Girls' Industrial School	Girls' School	Considerable	C. Mutual, £800	2 H.C., 1 L.C., 25 men	
18.11.11	9.30 a.m.	Antill-st., Cascade	...	...	...	False alarm	...	1 man	
18.11.11	10.30 a.m.	Domain	...	...	...	Ditto	...	2 H.C., 8 men	
26.11.11	2.59 a.m.	Ridgeway	Reservoir	...	...	Ditto	...	1 H.C., 1 L.C., 1 H.R., 2 H.C., 18 men	
27.11.11	11.30 p.m.	Brisbane & Murray streets	...	...	...	Ditto	...	2 H.C., 12 men	
28.11.11	7.35 a.m.	Liverpool-street	...	...	...	Ditto	...	2 H.C., 8 men	
1.12.11	11.20 a.m.	Brisbane and Elizabeth streets	...	...	...	Ditto	...	2 H.C., 8 men	
7.12.11	6.30 p.m.	224 Elizabeth-st.	Dwelling	Mrs. R. Hewitt	...	Chimney fire	Phoenix, £800 (joint)	2 H.C., 12 men	
7.12.11	6.30 p.m.	222 Elizabeth-st.	10-room dwelling	Mrs. M. Smith	Mr. Paton	Trifling	Com. Union, £300	2 H.C., 8 men	
19.12.11	10.10 p.m.	Barraek and Macquarie streets	...	Mrs. D. Kenzie	...	Chimney fire	...	2 H.C., 8 men	

HARRY E. TROUSSELOT, Superintendent

JOHN VAIL,
GOVERNMENT PRINTER, TASMANIA.





1912.

PARLIAMENT OF TASMANIA.

TASMANIAN PUBLIC LIBRARY :
REPORT FOR 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£1 7s. 6d.]

TASMANIA PUBLIC LIBRARY : REPORT FOR YEAR 1911.

Trustees :

MR. T. BENNISON, Chairman, (res. May).
ALDERMAN C. J. ATKINS, Chairman.
HON. B. S. BIRD, M.L.C.
MR. A. D. WATCHORN.
MR. LOMAS SMITH (app. June).

ALDERMAN FREEMAN (res. Dec.).
ALDERMAN J. W. HOGGINS (died Dec.).
ALDERMAN G. SMITH.
ALDERMAN W. COOPER.
ALDERMAN W. M. WILLIAMS (app. Dec.).

Chief Librarian and Secretary :

MR. ALFRED J. TAYLOR.

Hobart, 27th February, 1912.

SIR,

THE Trustees of the Tasmanian Public Library, in compliance with Clause 11 of the Act to provide for the endowment and management of the institution (2 Ed. VII. No. 49), beg to submit the following report :—

The Trustees desire to place on record their regret at the death of Mr. Alderman Hoggins, who was for several years a member of the Board.

Mr. T. Bennison and Mr. Alderman Freeman having resigned as members of the Board, Mr. Lomas Smith was appointed by the Governor in Council, and Mr. Alderman W. M. Williams by the Municipal Council, to fill the vacancies. The vacancy created by the death of Mr. Hoggins has not yet been filled.

From records taken it is estimated that 87,420 visits were made to the institution during the year.

The number of volumes added to the Library has been 638—by presentation, 150 vols. ; by purchase, 488 vols. The presentations included a valuable donation of a complete set of the new edition of the Encyclopædia Britannica, with suitable cases, subscribed for by private citizens—one lady, Mrs. C. H. Grant, contributing £10 towards the purchase of this work. The Trustees desire to express their indebtedness to those who have donated books and subscriptions to the institution.

The Trustees are pleased to be able to report that the Municipal Council of Hobart and Parliament have increased the annual subsidies to the institution by voting an additional sum of £50 each, the vote by Parliament being conditional upon the lending branch of the Library being thrown open to all persons whose names are on the ratepayers' roll of any municipality throughout the State.

The following ladies and gentlemen contributed to a series of lectures and entertainments during the winter months in aid of the book fund, and the Trustees desire to express their obligation to the ladies and gentlemen named :—Misses Meta Kearney and Essie Meyers, Ven. Archdeacon Whittington, Revs. F. W. Boreham, E. H. Thompson, Handel Jones, C. Vaughan, Dr. Thomas, and Messrs. J. A. Johnson, M.A., J. R. Betts, and Alfred J. Taylor.

The number of books issued from the lending branch of the institution was 31,477. The number made use of in the reference library during the year was 16,584.

The appended statement of receipts and expenditure indicates the income and outlay of the institution during the period under review.

I have, &c.,

C. J. ATKINS, Chairman.

The Honourable the Chief Secretary.



1912.

PARLIAMENT OF TASMANIA.

EDUCATION DEPARTMENT:
REPORT FOR 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£39 7s. 9d.].

REPORT OF THE MINISTER OF EDUCATION FOR THE YEAR 1911.

*To His Excellency MAJOR-GENERAL SIR HARRY BARRON,
Knight Commander of the Most Distinguished Order of Saint
Michael and Saint George, Commander of the Royal Victorian
Order, Governor in and over the State of Tasmania and its
Dependencies, in the Commonwealth of Australia.*

YOUR EXCELLENCY :

I HAVE the honour to submit the Report of the Education Department for the Year 1911.

I have the honour to be,

Your Excellency's obedient Servant,

A. E. SOLOMON,

Minister of Education.

REPORT OF THE DIRECTOR OF EDUCATION FOR 1911.

SIR,

The year 1911 shows many signs of steady progress. There exist amongst teachers of all grades a desire for improvement and a spirit of enquiry that augurs well for the future. In many centres regular meetings have been held for the consideration of educational problems and difficulties met with in school work, which cannot fail to benefit those who attended and took an active part in the discussions. In this respect the efforts of the older and more efficient teachers to help their weaker brethren are to be commended. It is pleasing to record the valuable work done at these meetings by the inspectors, often at the sacrifice of their personal and domestic comfort. They all speak in high terms of praise of the regularity of the teachers (distance proving no obstacle to the enthusiastic), and of the keen desire on the part of the majority to understand aims, and grasp new and more effective methods of compassing their work.

There is not wanting, too, some evidence of a greater public interest in our schools. It is a sign of public awakening to the importance of education when a community sends along a demand for a better teacher, accompanied by an intimation that it has no desire to harm the old teacher in any way. In localities where the parents appreciate his work a ready response is made to the teacher's request for funds for the provision of equipment. Teachers, pupils, and parents have in many places combined to make their school efficient and attractive by bringing libraries and school gardens into existence, and by providing concrete aids to teaching to enable the work to be done on sound and up-to-date lines. In some schools the interest is quickened by the annual visiting day, when the parent is able to see the school in its ordinary work-a-day dress, and to subsequently converse with the teacher upon the prospects of his child and the aims and needs of the school. It is to be regretted that more teachers do not realise the value of this means of gaining the interest, sympathy, and support of the parents. There is need everywhere for greater co-operation between the home and the school. The old idea that education is solely the business of the teacher dies hard.

The internal arrangements are being improved so that the bare and cheerless aspect of the old school-room is gradually disappearing. Tastefully-arranged pictures adorn the walls, pot-plants and flowers brighten the room, and other devices are used to render the environment of the pupil bright and cheerful.

COURSE OF INSTRUCTION.

The demand made upon teachers and inspectors by the issue of the new Course of Instruction has been loyally met. Many have applied themselves to a close study of the explanatory notes and directions issued for their guidance, and have succeeded, not only in grasping the spirit underlying the course, but in making it felt in their schools. These, whilst not neglecting the "three R's," realise the need for training their pupils in habits of observation, thought, and expression; they understand that to awaken curiosity and a love of reading in children is to put them in the way of becoming self-educators all their lives; their schools are hives of activity where the pupils take a delight in their lessons because of the opportunities allowed them for self-realisation, self-expression, and self-activity. But

there are a few who are too indolent to make themselves acquainted with the new requirements, and whose work can only be described as disappointing. Unfortunately these inefficient do not always control the smallest schools.

The provision made in the Course of Instruction for the establishment of 7th Classes in the largest schools was availed of in many centres. With the object of giving the pupils a definite goal for attainment the Junior Public Examination of the University of Tasmania was set as the standard. At the close of the year a large number of pupils sat for the examination, and 42 passes were secured, as shown by the table at the end of this report. Several others showed very creditably in the "separate subjects" lists, but having failed to satisfy the examiners in one of the compulsory subjects (English and arithmetic) were deprived of the honour of passing the examination. The endeavour to raise the standard of the larger schools by introducing the Junior Public Examination as the objective of the 7th Class can therefore be pronounced a success.

But a warning to teachers is necessary. Cramming should be discouraged. A child who makes sound progress during his school career up to the 6th Class should be able to secure a very creditable pass after a year's attendance in the 7th Class without any extraordinary effort. Under no circumstances should he be admitted to the 7th Class until he has spent a year in the 6th Class.

It is to be observed in passing that the higher standard set by the Course of Instruction is directly responsible for the increased proficiency shown at the examinations for candidates for entrance to the Training College and for State scholarships.

THE PHILIP SMITH TRAINING COLLEGE.

During the year there were 90 in attendance at the Training College, comprising 35 junior teachers, Grade I.; 34 junior teachers, Grade II.; and 21 students.

The purpose of the College is to give a sound secondary education, to broaden and deepen the general culture of the student, to furnish him during the years when ideals are taking root with a right outlook and inspiration, and to give him a training in the aims, principles, and methods to be employed in the practice of his profession.

Previous to this year the organisation and working of the College were seriously hampered by inadequate and unsuitable accommodation for students and staff, and by an overcrowded, ill-lighted, and inconvenient practice school. Both of these difficulties have now been removed. In January His Excellency the Governor (Sir Harry Barron) opened the Philip Smith Training College. The total cost of the grounds, buildings, and equipment amounted to £7725, of which sum £2050 were provided by the investments resulting from the bequest of £1000 made by the late Philip T. Smith in 1876, and £500 by a donation from Miss Smith towards the erection of the building. The students are now housed in a fine and well-equipped structure, that provides all that can be desired in the way of lofty classrooms, modern furniture, common rooms, library, lecture-hall, art-room, tennis-court, &c. Its proximity to the University is not only a convenience, but a source of inspiration to the students, through bringing them into closer contact with University life and University ideals.

Special provision has been made for the training of future infant teachers. Students will be chosen on account of their special fitness and natural aptitude for this important work, who, in addition to their previous training as class teachers, will be required to undergo a course of practical and theoretical training extending over 12 months. The mornings will be devoted to practical work in the infant school and in the kindergarten. The Education Department of New South Wales has kindly agreed to lend a specially-qualified kindergartener for 12 months, and to train a Tasmanian teacher to take up the work in 1913.

At the examination held in November for candidates for admission to the College, there were 100 applicants, of whom 43 were admitted.

The report of the Principal of the College is attached.

SUPPLY OF TEACHERS.

The provision of a supply of trained teachers to fill the gaps in the service occasioned by deaths and retirements is the function of the Training College. Our young people are coming forward in such numbers as to warrant the belief that in two or three years' time the supply from the College will equal the Department's demand for trained teachers. In order to supply teachers for the smallest schools three examinations for candidates for the office of provisional teacher were held during 1911. Of the 81 candidates who presented themselves 33 were accepted. These were sent to the East Launceston Practising School for three months to undergo a course of preliminary training before being appointed to schools. It is recognised that this period is too short, but the inspectors are unanimous in reporting that some very good teachers are secured in this way, and that the system is much in advance of the old method of appointment by examination only.

INSPECTION OF SCHOOLS.

While still noting the *results* of instruction, the inspector, when gauging the work of the teacher, is now required to take into account the means adopted by the teacher to train the pupils in right habits of conduct, thought, and speech, and to give reality to his teaching. His tests aim at ascertaining whether the child has acquired the ability to *use* the knowledge he has assimilated, and mere repetition of facts without the power to use or apply them is considered of little worth.

The attached reports of the inspectors show that the better teachers bring greater intelligence and more resource and initiative to their work, whilst the pupils show more interest in the newer methods of instruction. A marked improvement is recorded in the organisation of many schools—gardens have sprung into existence; schoolrooms have been made bright and attractive by means of pot-plants, flowers, and pictures; and greater attention has been paid to the lighting, ventilation, and warming of the rooms. Libraries containing well-selected books for the use of the pupils are increasing, though it is to be regretted that many teachers make no provision in this respect for any but the oldest pupils. In order that pupils may realise vividly what they are taught, and to enable them to take an active part in their own education, much equipment has been provided. Supplementary readers, instruments for making observations of weather phenomena, geometrical instruments, material for brushwork and crayon-drawing, sand-trays, in addition to brown paper charts, graphs, and a host of other material aids to teaching, are now found in all of the best schools.

The reports of the inspectors indicate that the general discipline of the schools is of a very satisfactory character, and that in the majority of instances efforts are made not only to inculcate habits of order, neatness, obedience, self-reliance, industry, and cheerfulness, but also to mould the manners of the children. In the matters of regularity and punctuality, however, the reports are not always so favourable.

General improvement is reported in the methods of teaching the various subjects of instruction in so far as the more capable teachers are concerned. As was anticipated, the great difficulty is met with the untrained teachers, and a few certificated teachers who imagine that, having learnt the art of teaching according to the lights of a bygone age, nothing more remains to be learnt. To these the new Course of Instruction is a sealed book. A visit to a well-conducted school sometimes succeeds in awakening such to a realisation of their own deficiencies, but there are still a few who are too self-satisfied to worry about the true aims of education.

The various subjects of instruction are dealt with at some length in the reports of the inspectors, but it is to be remarked here that the subjects of nature-study and elementary science have not received the attention which their importance demands. In the former there is a disposition to place undue value on the acquirement of a certain amount of information about a given thing, and the main purposes of the study—viz., to create a love of nature; to train and strengthen commonsense expression; and to develop the power of careful observation—are overlooked. The notes in the Syllabus (pp. 36-38) are sufficiently explicit to guide teachers to a proper method of treating this subject.

In the teaching of elementary science the limitations as to materials and apparatus have been overcome by the ingenuity of the more capable teachers in the largest schools. A well-equipped science-room will be opened under an efficient teacher during the coming year in the old Trinity Hill school, and the senior pupils of the city schools will be afforded an opportunity of training in scientific method by actual practice in the making of experiments.

PHYSICAL TRAINING.

"The Commonwealth Defence Act" requires that all boys between the ages of 12 and 14 years shall receive training in (a) physical exercises, and (b) marching drill; and that they shall attain a certain measure of efficiency in two of the following:—(c) miniature rifle shooting, (d) swimming, (e) running exercises, (f) first-aid. An endeavour is being made to give this training to all pupils irrespective of age and sex.

A long-felt want was supplied by the issue of the Departmental Manual of Drill, containing all that is required by the military authorities in physical exercises and marching. The exercises were selected from "Infantry Training," and, by kind permission of the London Board of Education, from the "Syllabus of Physical Exercises."

Schools of instruction will be held in Hobart, and similar schools will be conducted in other parts of the State during the coming year to enable teachers to qualify as instructors.

The physical training is carried out in most schools for 15 minutes daily, usually after the morning recess. Miniature rifle shooting is practised where suitable ranges and equipment are provided. Swimming is a very popular subject of instruction during the summer months in those localities where proper facilities exist. By a special arrangement with the bath proprietors in Hobart and Launceston

school children are admitted at a reduced fee when accompanied by a teacher, who also acts as instructor. The bath fees are paid by the Department. Returns obtained from the schools show that 1300 children received instruction weekly, and of these some 400 boys and 134 girls learned to swim during the season. First-aid is taught in a few schools, but the general opinion is that the standard set by the authorities in this subject is rather high. Running exercises will increase in popularity, and will help to teach boys ready obedience and "to play the game."

Other branches of physical culture are not neglected. The zeal and enthusiasm of the male teachers (especially the assistants) in promoting and fostering cricket, football, tennis, swimming, rounders, and other field games, deserve more than a passing word of praise.

In November a display of physical culture was given by the Hobart (5) and New Town schools on the Upper Cricket ground. The programme included Swedish drill, club-swinging, dumb-bell exercises, flag-drill, and maypole-dancing. The precision with which the exercises were performed, the excellent marching, and the splendid discipline maintained amongst the 1800 children who took part, formed the subject of favourable comment amongst the large number of onlookers. Surprise and admiration were universally expressed at the fine performance, and at the obvious physical benefit to each performer.

MANUAL TRAINING.

The various forms of handwork taught in our schools include gardening, modelling, paper-folding, cardboard work, chip-carving, and woodwork, in addition to cookery and needlework. In most schools one or more of these subjects are taught with some success. The value of manual training goes beyond giving to children the power to handle tools. School exercises in cardboard, clay, or wood tend to connect hand-power and seeing-power with thought-power, they encourage constructiveness, curiosity, ingenuity, the power of continuous thinking, the power of working to a plan; and they develop habits of patience, neatness, and accuracy.

The work at the woodwork schools at Hobart and Launceston proceeded steadily during the year. At the former school, 228 boys were enrolled; and at the latter, 200. Most of these lads live in the cities, but a limited number came from the adjacent rural districts. During the coming year the scheme at the Hobart school will be extended so as to include work in iron. It is indeed pleasing to record that at Beaconsfield the parents co-operated to erect a shed and provide tools for woodwork, and similar work is about to be undertaken at Waratah. These examples of local interest and generosity are to be commended as worthy of imitation in other localities where the teacher is competent to give the necessary instruction. In such cases the Department renders assistance when advisable.

Some 155 girls were enrolled at the Hobart Cookery School and 89 at Launceston. New cookery schools were opened at Burnie and Devonport, with a joint enrolment of 69; in consequence of the resignation of the teacher, these schools were only in operation for nine months. A new school will be opened at Zeehan during the coming year. The course, which includes plain cooking and household management, is very much appreciated by both pupils and parents. At Launceston two evening courses for adults were successfully carried out.

In June Miss S. Hughes was selected from a number of applicants for the position of Superintendent of Needlework, and, after a visit to New South Wales schools to observe methods of teaching and to gener-

ally enrich her experience she commenced duty in the Hobart schools in September. Under Miss Hughes' direction a marked improvement in the needlework, and an increased interest in the subject, are already noticeable. Demonstration work, blackboard illustration, and the ordinary arts of the teacher in other subjects are being brought to bear on this important branch of instruction with good effect. The students of the Training College also receive definite instruction in needlework and in the art of teaching it. It is already abundantly clear that this appointment will be a good investment for the State.

SCHOOL BUILDINGS AND SCHOOL FURNITURE.

Owing to a more liberal vote for repairs, additions, and new buildings, greater progress was made in the provision of further accommodation and more modern furniture than in any previous year. The work of remodelling some of the older buildings so as to increase the accommodation and improve the lighting and ventilation was also continued. The most important undertaking in this respect was the reconstruction of the Charles-street school. The old building, consisting of long, ill-lighted rooms, was remodelled on the single and dual classroom principle, in accordance with modern hygienic requirements, and the accommodation was doubled. The school is now comfortable, commodious, and convenient. Similar work is proceeding at the Invermay and Longford schools.

The thanks of the Department are due to the Inspector of Public Buildings and his staff for the able manner in which they have carried out these works, and for their prompt and courteous attention to all the requests of the Department in regard to buildings.

MEDICAL INSPECTION.

The work of medical inspection of schools was continued during the year by Dr. Clarke in Hobart, Dr. Hogg in Launceston, and Dr. Isabel Ormiston in other portions of the State. The reports of these officers are appended.

The duties of the medical staff include enquiry into the hygienic condition of the school premises, with special attention to ventilation, lighting, drainage, and accommodation; examination of pupils, with special reference to defects in eyesight and hearing and to post-nasal growths; examination of all candidates seeking admission to the service. Reports on the physical condition of the children are furnished, and parents are advised when medical attention is considered necessary. In the case of poor parents orders are given for free treatment at the hospital.

At the beginning of the year two school nurses were appointed to follow up the work of the medical inspectors in Hobart and Launceston. Their duties include visits to the homes of children to give personal advice and instruction to the parents and to induce them to use the remedies and means recommended by the School Doctor; to take the children of poorer parents to the hospital for treatment when necessary; and to perform minor surgical dressings when required. All of the medical officers speak highly of the work performed by the nurses. In Hobart alone, out of some 359 cases requiring medical treatment 306 have actually been treated, and of the remaining 53 all but a few promised to obtain treatment. These results are much better than in previous years, and the improvement is one of the many things set down to the credit of the school nurse.

SCHOOL ATTENDANCE.

Enrolment.

The total number of children enrolled at the State schools during the years 1910 and 1911 respectively was:—

	1910.	1911.
Boys	16,052	16,740
Girls	14,753	15,504
Totals	30,805	32,244

This is an increase of 1439 on the number enrolled for 1910.

The numbers given above include those who, through removal, attended more than one State school during the year. Of these there were 3423, consequently the number of individual children taught in the State schools during the year was 28,821.

The total average daily attendance for all schools for the year was 18,130, which is an increase of 156 over the average for 1910. This increase would certainly have been much greater but for epidemics of measles, diphtheria, and whooping cough.

Although there were 28,821 individual children enrolled during the year many of these, from various causes, such as late enrolment, were not on the rolls for the whole year. The average *monthly* enrolment was 25,759, and comparing this with the daily average (18,130), the proportionate daily attendance was 70 per cent.

The percentages worked on this basis for all schools are shown in Appendix 12. They vary considerably, and form instructive reading to those who are interested in the question of school attendance. Some of the highest percentages were made in new schools, or in schools that were opened for part of the year only, or in places where the parents were struggling to keep over the required minimum for fear of having their school closed; and these, for comparative purposes, should be ignored. Again, in a few localities, the very low percentages are due to epidemics which came early in the year and stayed late.

Nevertheless, after allowing for these exceptional cases, the variation is great, and it not infrequently indicates the difference in the efficiency of the schools. In almost every instance where the average exceeds 80 the efficiency of the teacher and the popularity of the school have been very favourably reported upon by the inspector.

As a group, the schools under the Zeehan Board of Advice occupy pride of place; whilst the schools under the Spring Bay, Hamilton, and St. Leonards boards show an attendance well above the average. Every month the Chairman at Zeehan obtains from the head teachers the average attendance and enrolment, and publishes the percentage of attendance in the local paper. All the teachers and a large number of the parents take an interest in the result, and endeavour to make their particular school the best in this respect.

The compulsory clauses of "The Education Act" are administered by boards of advice. The work of visiting absentees is entrusted to full-time attendance officers in Hobart and Launceston, and to the police in other parts. It is abundantly clear that these means are ineffective. The police have in a few cases rendered good service, but their other duties take up so much of their time that their collective effectiveness as school attendance officers is small. The boards of advice, too, perform their duties with varying degrees of zeal. The attached table shows the number of prosecutions for default undertaken by each board during the year 1911, together with the results of such prosecutions.

Name of Board of Advice.	No. of Prosecutions.	No. of Convictions.	No. of Withdrawals.	No. of Adjournments.
Hobart	76	56	9	11
Launceston	17	2	9	6
Beaconsfield ...	12	11	1	...
Bothwell .....	...	...	...	...
Brighton	4	4	...	...
Bruni .....	...	...	...	...
Campbell Town ..	...	...	...	...
Clarence	1	1	...	...
Circular Head...	7	7	...	...
Deloraine	2	2	...	...
Devonport	16	14	2	...
Emu Bay	10	10	...	...
Evandale	1	1	...	...
Esperance	5	5	...	...
Fingal .....	...	...	...	...
Flinders .....	...	...	...	...
George Town ...	...	...	...	...
Glamorgan	3	3	...	...
Glenorchy	2	...	2	...
Gormanston ...	1	1	...	...
Green Ponds ...	...	...	...	...
Hamilton	13	10	3	...
Huon	6	6	...	...
Kentishbury ...	14	6	8	...
Kingborough ...	...	...	...	...
King Island .....	...	...	...	...
Latrobe	1	1	...	...
Leven	4	4	...	...
Lilydale .....	...	...	...	...
Longford	1	...	1	...
New Norfolk ...	26	21	5	...
New Town	5	5	...	...
Oatlands	3	1	...	2
Penguin .....	...	...	...	...
Port Cygnet ...	11	11	...	...
Portland	5	5	...	...
Queenborough ...	1	1	...	...
Queentown ...	3	2	...	1
Richmond .....	...	...	...	...
Ringarooma ...	9	7	...	2
Ross .....	...	...	...	...
Scottsdale	7	...	7	...
St. Leonards ...	...	...	...	...
Sorell .....	...	...	...	...
Spring Bay	4	1	3	...
Strahan	5	4	...	1
Table Cape	7	7	...	...
Tasman .....	...	...	...	...
Waratah	3	3	...	...
Westbury .....	...	...	...	...
Zeehan	10	8	1	1

I am still of opinion that the best school attendance officer is the teacher himself, and a reference to the percentages shown in Appendix 12 of this report will show that there are plenty of schools where the zeal and enthusiasm of the teacher, combined with his obvious interest in the welfare of the children and in the social activities of the district in which he resides, make for a very good attendance.

Nevertheless it is a matter of common experience amongst education authorities that the efforts of the best teachers need to be supplemented by a regular system of visitation.

Apart from such minor causes as birthday parties, shows, and sports, and race meetings, the most fruitful causes of short attendance are the disinclination of some parents to send their children till they have reached the age of seven, and even eight, years; the indifference of others, who do not trouble to send them till even a later age; the greed of those who keep their children to work on the farm, to pick hops or small fruit, to assist with the sowing, or to help with the harvesting. While making some allowance for cases where struggling parents utilise the services of the children on the home farm, little can be said in favour of those who allow their boys and girls to undertake similar work for others for a wage.

In my last report a suggestion was made that the statutory age, which at present stands at 7 to 13 years, should be altered to 6 to 14 years. The latter is the compulsory age in the neighbouring States, and the question of raising it to 15, and even 16, has been under consideration from time to time. It is obvious that a child whose school life extends over but six years cannot be as well grounded in essentials as the child who has spent eight years in a primary school.

DEPARTMENTAL EXAMINATIONS.

The following table shows the number of State school pupils and monitors, (a) that passed the Junior Public Examination in December, 1911; (b) that obtained admission to the Training College as junior teachers; and (c) that won State School Scholarships:—

Name of School.	Junior Public.			Training College.	State Scholarships.
	No. Passed.	Total Credits.	Total Passes.		
Battery Point	8	14	44	...	1
Trinity Hill	8	12	48	6	1
West Zeehan.....	6	15	32	3	...
Goulburn-street .	4	5	21	...	...
Charles-street	3	3	20	2	...
Latrobe	2	5	8	1	...
Beaconsfield	2	4	9	2	1
Longford	2	1	11	2	...
Queenstown	2	1	10	1	...
Stanley	1	2	5	...	...
Mathinna	1	2	5	2	...
East Launceston .	1	1	5	...	...
East Zeehan	1	...	6	1	...
Lefroy	1	...	5	1	...
Burnie .....	...	...	...	2	...
Glen Dhu .....	...	...	...	2	...
Southbridge .....	...	...	...	1	...
Mole Creek .....	...	...	...	1	...
Tullah .....	...	...	...	1	...
Weldborough .....	...	...	...	1	...
Rosebery .....	...	...	...	1	...
Castle Forbes Bay	...	...	...	1	...
Invermay .....	...	...	...	1	...
Franklin .....	...	...	...	1	...
St. Marys .....	...	...	...	1	...
Ulverstone .....	...	...	...	1	1
Montagu .....	...	...	...	1	...
Bridgewater .....	...	...	...	1	...
Sassafras .....	...	...	...	1	...
Ridgley .....	...	...	...	1	...
Nile .....	...	...	...	1	...
Lilydale .....	...	...	...	...	1
Glenora .....	...	...	...	...	1

FINANCIAL.

The expenditure on primary education for 1911 was £83,675 13s. 5d., against £74,261 12s. in 1910.

The cost per child, reckoned on the gross enrolment, was £2 11s. 10d., which is 3s. 8d. more than for 1910.

The cost per child, reckoned on the average attendance, was £4 12s. 3d., being 9s. 8d. more than for 1910.

The large increase in expenditure is chiefly accounted for by the increase in salaries and allowances to teachers (£5460); the increase in the maintenance allowance for cleaning schools, &c. (£742); a more liberal allowance given to teachers for removal expenses (£554); an increase in the fees paid to the University on account of the Training College students (£255); and an increase of £1862 on the repairs to State schools.

Medical inspection cost £640 19s. 7d.; and the education of deaf mutes, £308 18s. 4d.

GENERAL.

It is a great pleasure to report that the teachers as a body have worked well in their schools. Many have manifested a laudable desire to improve their qualifications, and to render themselves generally better fitted to meet the many demands made upon them. The most of them exert an influence for good in the communities in which they reside, and enjoy the confidence and esteem of the parents.

The inspectors are to be commended for the zeal, diligence, and tact with which they have discharged their important duties to the schools, the teachers, and the State.

The various members of the office staff have worked cordially and efficiently to further the aims of the Department.

Extracts from the annual reports of the inspectors dealing with the various aspects of school work and the progress made in various subjects, of the Principal of the Training College, and of the Medical Officers, together with the usual tables of statistics, are appended.

W. T. McCOY, Director of Education.

EXTRACTS FROM INSPECTORS' ANNUAL REPORTS.

ORGANIZATION, EQUIPMENT, SCHOOL LIBRARIES AND MUSEMS, PROGRAMMES OF WORK.

Mr. Inspector S. O. Lovell (South-Eastern District).

The external condition of the school premises is generally found satisfactory in all matters that lie within the scope of the teachers' responsibilities, except, perhaps, in regard to the out-offices. The requirements of the regulations set forth under the head of "maintenance" are not as carefully observed as they should be.

The internal condition of the schoolrooms as a rule is found satisfactory in point of cleanliness and good order, but in some cases better attention might be given to the tidy disposal of books, appliances, and school requisites, the avoidance of litter, and the exclusion of lumber. Something is always done in the way of decorating the rooms with pictures, from those cut out of illustrated papers to fairly good prints well framed. Generally vases of flowers, and sometimes pot-plants, are found aiding the decorative effect and giving brightness to the room.

Ventilation is a matter that generally receives due attention, most teachers making use of the means at their disposal for securing a proper supply of fresh air; but some are not always so careful as they might be to effect the complete flushing of the rooms at conveniently recurring intervals. The warming of the schoolrooms is well carried out in the rural districts, but the provision made for the purpose in the large rooms of the city schools is for the most part insufficient.

School records are generally well kept in all points, except that of neatness—a defect for which there is no excuse; a little care, the provision of good ink, and the use of fine pens instead of coarse "J's" would secure all that is desired.

Most teachers set themselves to provide teaching aids of various kinds in order to make their instruction as practical, concrete, and realistic as possible. Anything that serves such ends—a pound-weight, a pint-pot, a yard-stick, a compass, a thermometer, a chart showing a measured square yard, &c.—is of value and interest in the schoolroom. Pictures, to be got from neighbours and friends for the asking, should be a rich and unfailing resource to every teacher. The proceeds of school entertainments, or a portion of such proceeds, are generally available for the purchase of useful school equipment; but I regret to say that goodly sums of money so raised are still spent in providing prizes.

The school library, of larger or smaller extent, is now an almost universal institution; it is only in two or three cases in my district that there is not at least the beginning of a library. There is evidence, too, of a growing use of the books provided. Care and judgment are exercised in the selection of suitable literature, and I am glad to report that in the choice of books the claims of the youngest children are not overlooked. When we have got rid of the prize fetish teachers will have more money to spend on the stocking of the school libraries.

The required programmes of work have been very fairly made out on the whole, showing generally an improvement on those of the preceding year; and an elimination of the faults previously noted. They are not always, however, posted in advance to the extent directed in the Course of Instruction.

Time-tables are generally found well-constructed and workable. For the first time in the history of the Department, so far as I know—and my experience extends over a pretty long period—there is now an official recognition of the principle that in small schools, officered by one teacher with sometimes the aid of a monitor, it is not reasonable to expect that the whole Course of Instruction can be taught on the same scale as in the large, amply staffed schools. It is recognised that, while schools are staffed in proportion to numbers mainly in reference to management, yet incidentally the large schools have the advantage over the small ones in teaching power. From of old it has therefore been the complaint of the teacher with a handful of children to manage, but all the classes to instruct, that he cannot contrive a time-table that will provide for every detail of the prescribed teaching being given to every class. And so, the justice of the complaint being admitted, the Department has offered a helping hand in the shape of a model time-table for the one-teacher school. I have been careful to explain to teachers that this time-table was not put forward as a "model" in the sense of a perfect construction, but only in the sense of a speci-

men; that it was meant as a guide to their feet, and not a fetter to their hands; that they were quite free to make any number of modifications in its details, so long as they observed its essential features—these features being, (1) the division of the school into two sections; (2) the teaching of these two sections in alternate periods; (3) separate class teaching only in reading and arithmetic; and (4) group-teaching in all other subjects. A large number of teachers exhibit this time-table, for the most part with allowable modifications, and profess to follow it; but, except in a few cases, I have not found it worked with the energy, earnestness, and intelligence which are absolutely necessary to ensure successful results. The scheme has been too often treated as if it needed only to be mechanically followed, and all that it aimed at would follow as a matter of course; it was not recognised that it meant active teaching all the time, and left no room for that "pottering" supervision of individual work which is too often presented as a substitute for real teaching. One main cause of failure to work this time-table successfully has been the common neglect by the teachers concerned to study and apply the instructions and counsels contained in Appendix II. of the Course of Instruction, which deals with the grouping of classes and the distribution of the prescribed work in certain subjects over a series of years.

The appointed quarterly examinations of the pupils by the teachers have been duly carried out, the records showing reasonable tests and reliable markings. Nothing in regard to the discharge of this duty has called for any special criticism.

Mr. Inspector A. L. Brockett (North-Eastern District).

The great majority of the schools in my district are small ones, and the proportion of teachers who have had little or no training is consequently large. Bearing this in mind it cannot be said that the general organization reaches a very high standard. In one or two of the larger schools there is the unity of aim, the dominant ethical note, the encouragement of mental alertness, the training of reasoning power, the development of intelligent curiosity, and last, but not least, a thoughtful attempt to foster physical development on scientific lines—all of which indicate a clear and distinct educational aim, and without this clear and distinct educational aim the organization must be defective.

In the numerous small one-teacher schools there is the ever present difficulty of keeping all children profitably and continuously employed. I have discovered but a small percentage of teachers of this grade who have realised the necessity for suitable combination for instruction in oral subjects—the equal necessity for consistent graduation of work in other subjects and the making provision for "busy work" in the junior classes.

I have found a great deal of carelessness in keeping the records. As a rule the roll-book is properly and punctually marked, but the admission register, with a few exceptions, has been indifferently kept. The use of the "Record Book" has been very frequently misunderstood. In some schools it records nothing, while in others the teacher has filled his pages and wasted his time in making voluminous entries of little interest or value as far as the history of the school is concerned.

In the matter of teaching aids other than those provided by the Department there is room for much improvement. In a large number of instances I have failed to find such simple aids as a yard-stick, weights, and measures, &c., in common use, and where such articles are provided I have often found them insufficiently used or not at all.

The school at Oatlands affords a good example as to what can be done in the way of providing cheap and effective helps to realistic teaching.

It is very rare to find a schoolroom with bare walls. It is not uncommon to find them covered with coloured and plain prints without arrangement or design of any kind, and the general effect almost as objectionable as no decoration at all. It is pleasing, however, to be able to record a more general recognition of the desirability of making the schoolroom more attractive, and it is not too much to hope that ere long the pickle-bottles, cracked jugs, old teapots, &c., that now so frequently do duty for vases may finally disappear altogether.

It is but seldom that it has been needful to call attention to defective ventilation where the means at the teacher's disposal were adequate, and still less often has there been occasion for complaint in connection with lighting and warming.

It is satisfactory to record that the great majority of schools now possess at least the nucleus of a library, although there is much to be desired as far as *reading* the books is concerned. It often happens that scholars do not read with sufficient ease to make the attempt at reading a book other than a task to be avoided, but the principal cause lies in an injudicious selection. Experience shows that even the elder children take very readily to the smaller books of fairy tales, &c., such as the A. L. Bright Story Readers, and once the taste for reading is created the larger books as generally met with are duly appreciated. When it is remembered, too, that the price of these cheap books in cloth-lined covers ranges from 2½d. to 5d., there is no reason why every class in the poorest school should not have supplementary readers at hand.

I have found the programme of work but moderately drawn on the whole. The weaknesses are generally, (1) indefiniteness; (2) insufficient graduation; and (3) insufficient time allowed for purposes of revision.

There is a good way yet to go before it will be the rule to find the time-table correctly indicating the lessons being given and the programme as showing the nature and scope of the lesson.

Mr. Inspector A. W. Garrett (Southern District).

There is not often much fault to be found with teachers in their care of the school premises. If it is a male teacher he is generally handy man enough to put in the loose shingle or to set the gate-latch to rights without calling on the gods for help; and though the lady teachers are not always so self-reliant or so dexterous in the use of tools, they have, perhaps, greater powers of persuasion, and are readily assisted by the Board of Advice.

There are, however, cases in which the teacher forgets his duty as tenant, and looks to his landlord, the State, to do for him what he should do for himself. It appears to me that we want rules for the guidance of teachers in this matter of the care of the premises. If, for instance, a teacher is transferred to a school which his predecessor has made a thing of beauty internally with pictures and flowers, or in other ways, and externally with flower-beds and vegetable-plots and ornamental trees, it should be not merely a point of honour, but one of regulation, that he do his very best to continue the good work.

School Gardens.—Of eighty-three schools, fifty had something in the way of a school garden. If for nothing but the beautifying of the premises, the teacher should have a garden plot, large or small. In a few cases I am well aware of the impracticability of a garden. Unfortunately in selecting a site for a school building the suitability of the soil for the purpose of school gardens has been one of the things that have not entered into the hearts of the selectors to conceive. Too often the suitability of the site for purposes of the children's recreation and physical culture has been another of those unconsidered trifles.

In some cases the building is founded on a rock; good enough for the building, but not for things that require some depth of soil. But in a large number of cases the physical conditions are all favourable, and only the man is lacking. However, teachers are beginning to understand that the school garden is to be regarded as much more than an ornament or an amusement, and as occupying a very important place in the educational scheme; that is, supplies, in short, for the teaching of elementary science in backblock schools the most suitable field for experiment and observation.

So far, however, the important uses of the school garden have been realised in only a few cases. Generally it has provided little more than a healthy humanising amusement. In the few cases the reason for each occupation in the tilling of the soil and the meaning of each stage in the growth of crops has been systematically observed and recorded, and inferences and generalizations made.

We cannot expect very much from the one-teacher school. Experimental gardening takes up time. Flowers and vegetables for simple observation work must satisfy us.

Decoration.—Prints from the illustrated papers, one or two pictures in frames, specimens of children's school work, flowers, and pot plants, and a flag or two made the rooms bright and habitable.

This endeavour to make the schoolroom attractive to the eye has no doubt had much to do with the altered attitude of the children towards their school work.

There can be no mistake about this change of feeling on their part. It is very seldom that you find a number of children looking dull and wearied, and plainly longing for the time that they will be free. Occasionally you will find one such child here and there; but, as a whole, children no longer regard school as a prison-house. And the decoration, simple as it is, has had no inconsiderable influence in effecting the change.

By and by, I suppose, more elaborate or ingenious forms of decoration will be in fashion—painting, stencilling, illuminating. In one country school at least the teacher is carrying out a design of a frieze round the room, in colours, and consisting of beautiful sayings from English poetry.

Furniture, Ventilation, Lighting, Warming.—Under these heads I have very little to report. The furniture is not always kept as clean as it should be, though here and there teachers take as much pride in getting the old deal desks white as a housekeeper with her kitchen-table. The old, unwieldy, unhygienic desks of many feet in length are slowly being replaced with the more convenient dual.

Records.—These are well kept in the large majority of schools. In a few cases I have found carelessness about the second roll call, and failure to enter the total up once after the last roll call.

In two instances I had to report gross culpable negligence, or deliberate falsification of the records.

If a teacher is not trustworthy in what are comparatively small matters, he cannot expect to be trusted in greater matters.

Equipment.—Very few of my schools are yet satisfactorily equipped. "Local effort" has played a very small part in the past.

At present the people of a locality are only just beginning to understand that the school belongs to them, and that they are responsible for its efficiency in many of its departments. With the growing sense of proprietorship will come the sense of this duty.

In other matters of equipment a large number of schools are wanting.

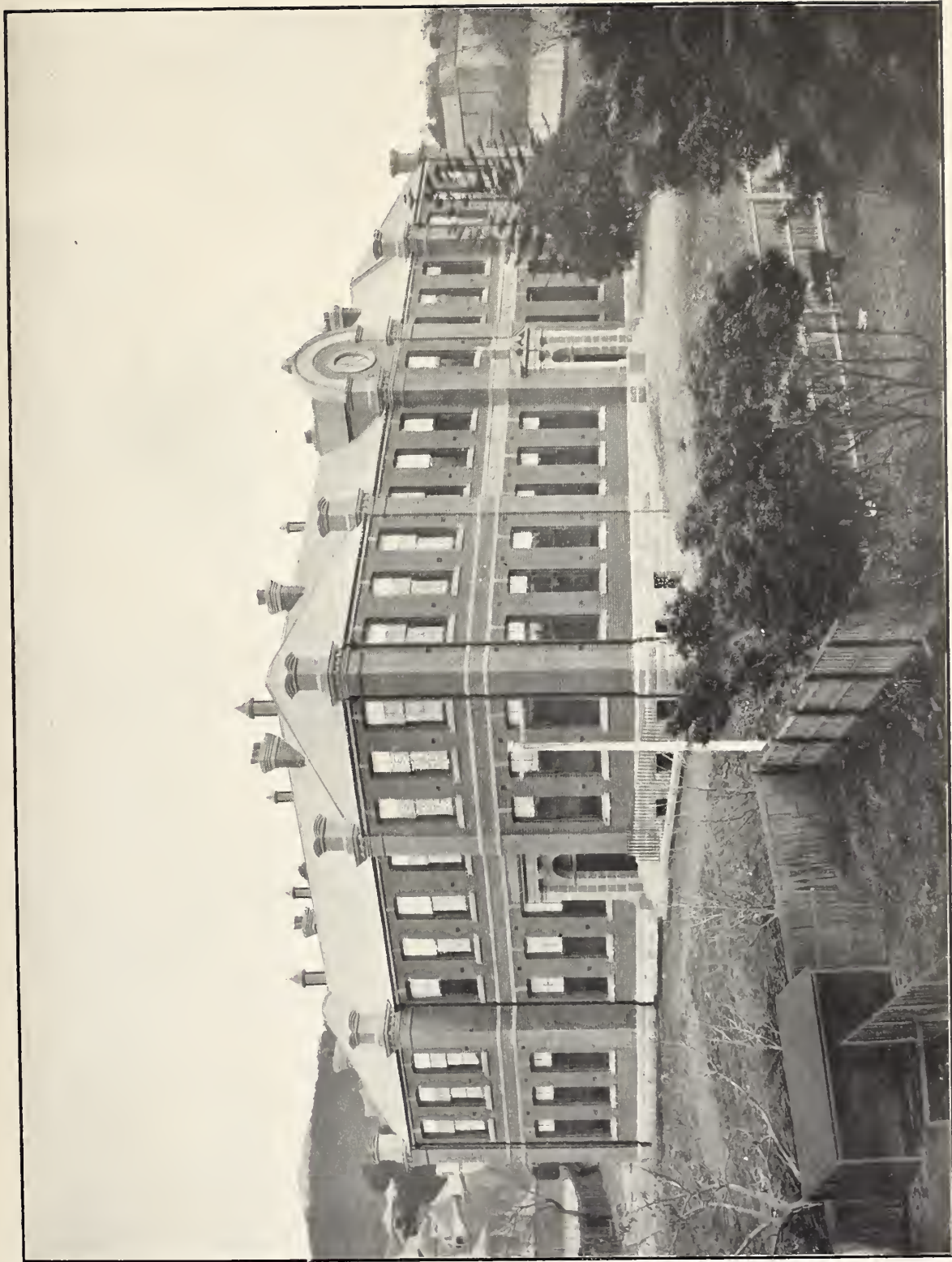
The number of teachers who devote time to the preparation of brown-paper maps and diagrams, picture sheets for the geography, history, and nature-study lessons, of spelling lists, and so on is steadily increasing. But the standard weights and measures, the shadow-stick, and the cross-staff are in very few of the schools. In my opinion it would be well to insist on a certain minimum in this matter, and extend this each year.

The personal equipment of the children individually is satisfactory. In only two schools did I find an insufficient supply of writing and drawing books. Most of the children had their foot-rules, and the older children their geometrical instruments, atlases, and (in a smaller number of cases) dictionaries. Still there is room for improvement, and teachers should understand that the efficiency of their organization is largely a question of the satisfactory equipment of their schools.

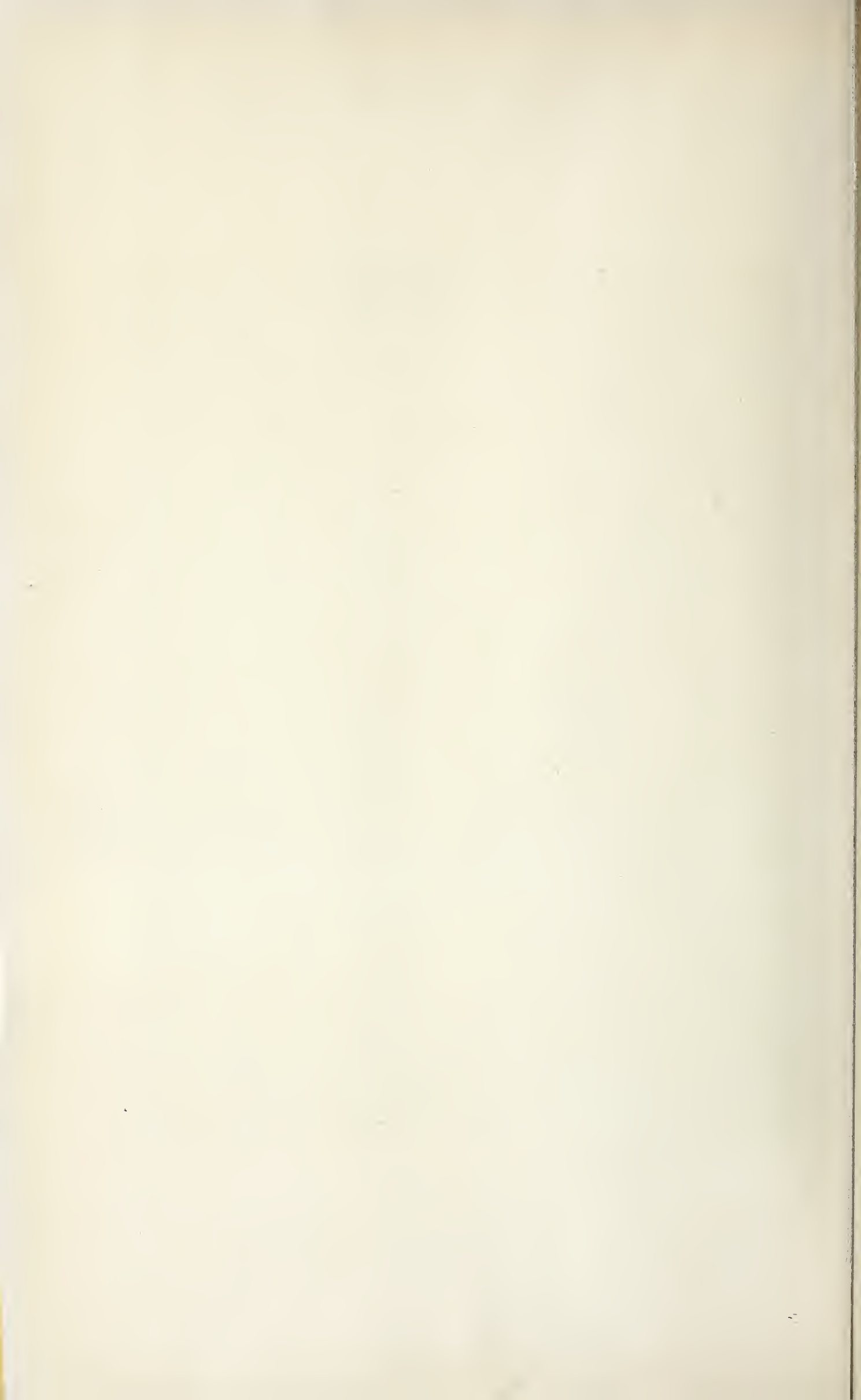
The Library.—The teachers are, as a body, alive to the importance of the school library. Its uses are various. It supplies additional reading matter for the school-room, it aids in the cultivation of the habit of research, in the preparation of matter for the composition exercises, it provides the children with intellectual amusement out of school hours, and it helps to the formation of the "reading habit," not only in the children, but in parents as well. Of my 90 schools, 55 have libraries, large or small.

The Programme.—Given a well-arranged time-table and a carefully prepared plan an orderly and occupied school follows.

There is evidence, it is satisfactory to report, of increasing care in the preparation of the programme. The mere reference to the page of a text-book, or such entries as "a flower" or "a leaf" under the head of drawing, or of "surface features of Tasmania" under that of geography, have given place to the names of the particular objects selected, and of the one or more physical forms, to be studied here and now. And this increased care in the preparation of the programme means, as a matter of course, better preparation of the matter to be presented in the lesson. Teachers, in the beginning, complained of the difficulty of drawing up these plans of work, and thought this difficulty would be removed if model programmes were published for their guidance. Most of them now see that all that is necessary is the thoughtful forecast of what they will have to teach, and that, after a little experience gained by comparing the work actually done with the work planned, there is no great difficulty in adding, at the end of each week, the programme for one week more to that of the three weeks already provided for.



ELIZABETH STREET PRACTISING SCHOOL, HOBART.



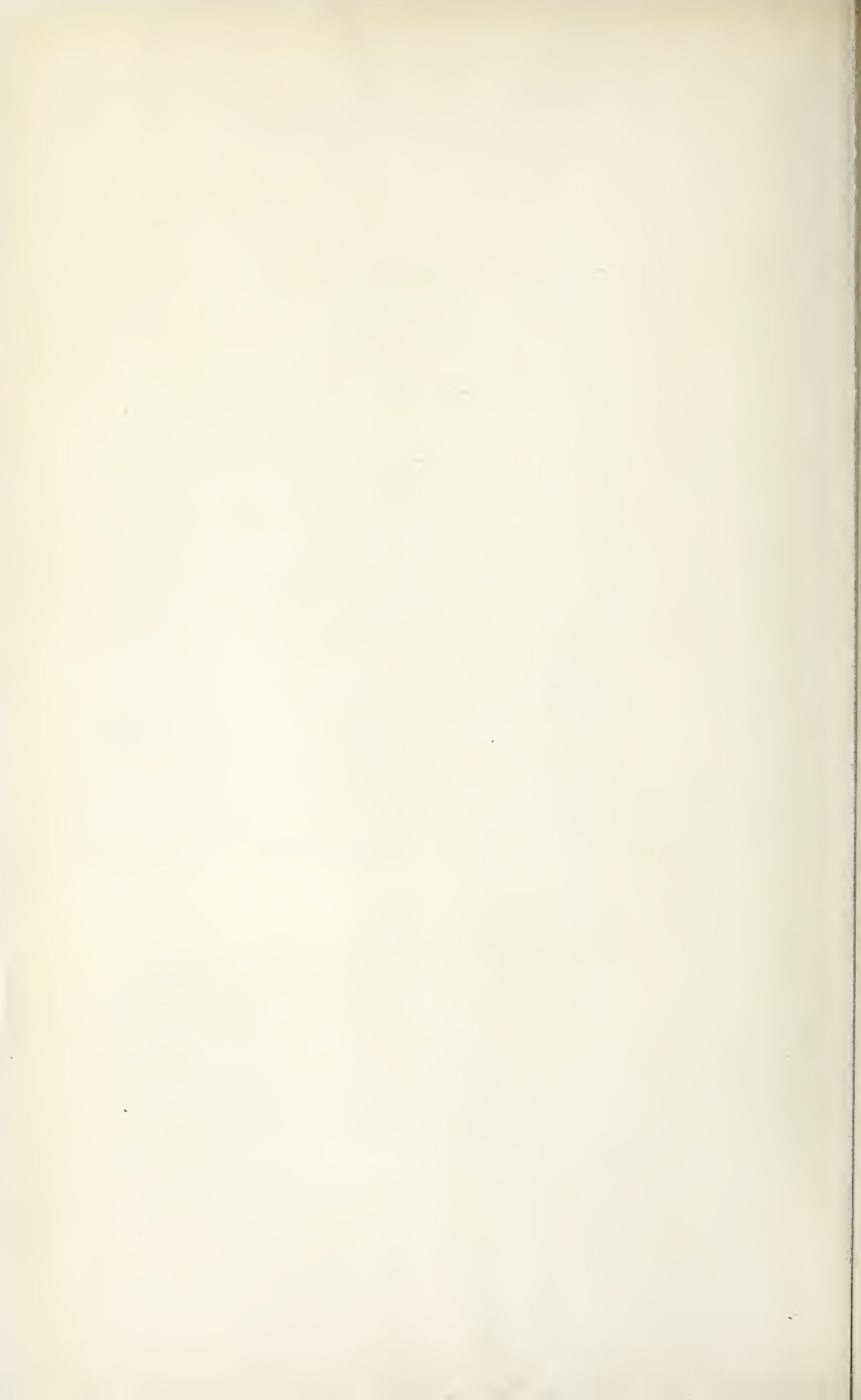


ELIZABETH STREET PRACTISING SCHOOL DUAL CLASSROOM



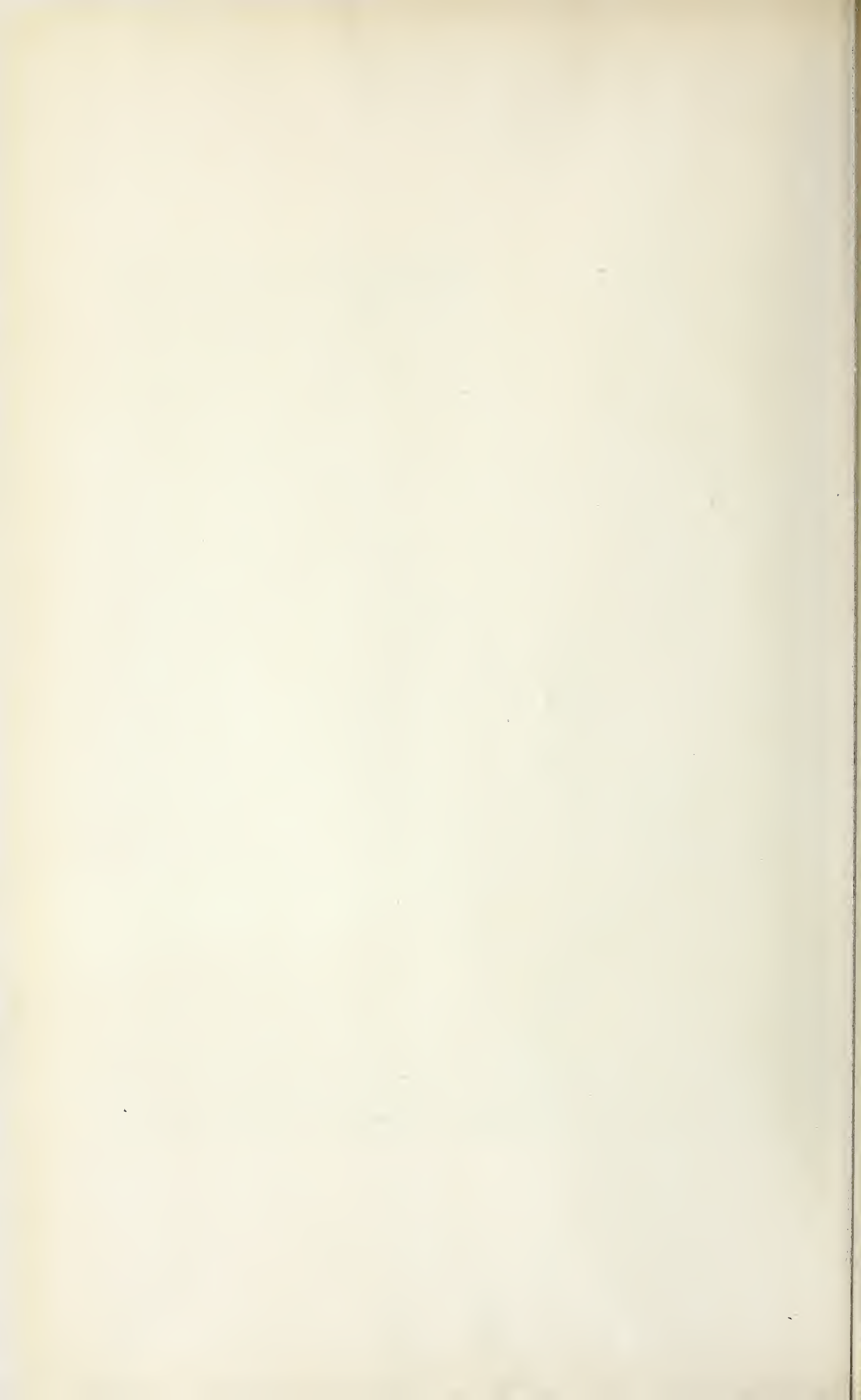


KINDERGARTEN ROOM—PRACTISING SCHOOL. ELIZABETH STREET, HOBART.





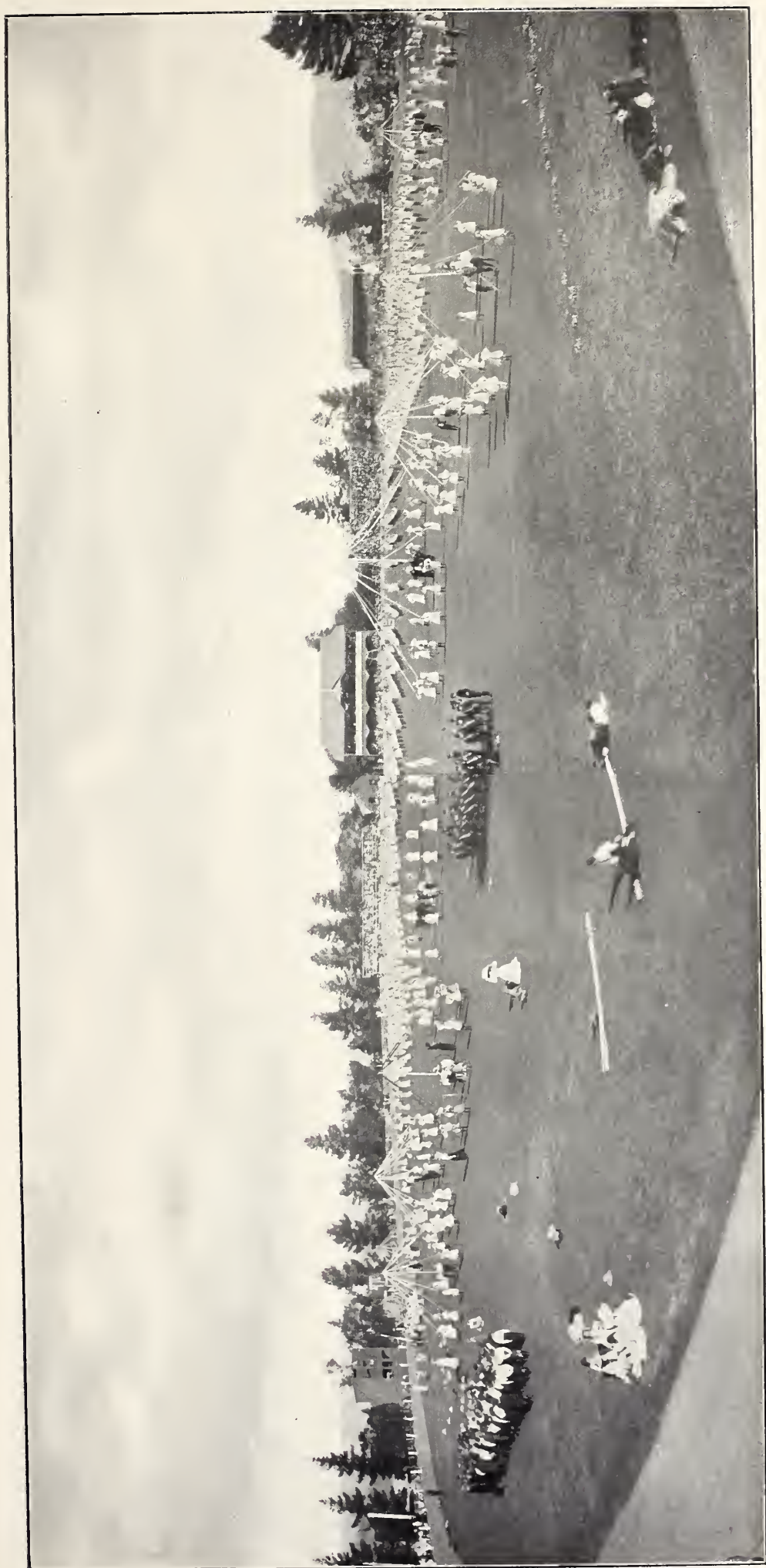
CHARLES STREET STATE SCHOOL, LAUNCESTON: REMODELLED AND ONE STOREY ADDED





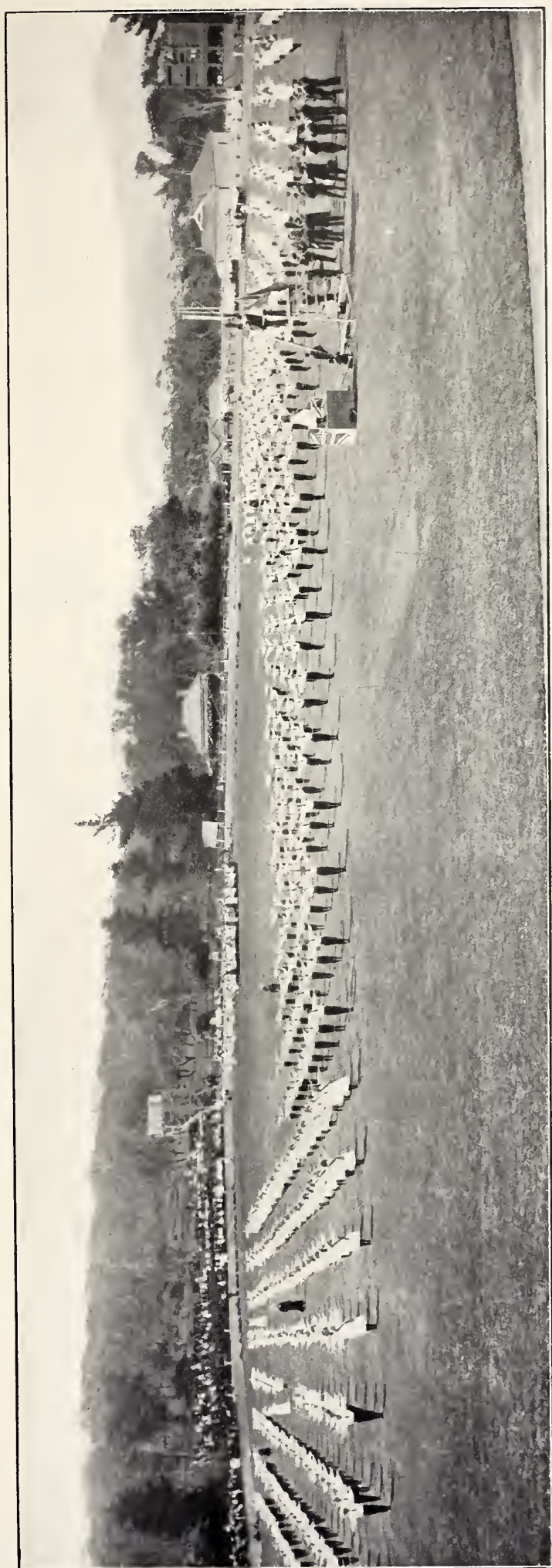
CHARLES STREET STATE SCHOOL, LAUNCESTON-REMODELLED DUAL CLASSROOM





PHYSICAL CULTURE DISPLAY ON HOBART CRICKET GROUND NOVEMBER 13 1911. MASSED DISPLAY.





PHYSICAL CULTURE DISPLAY ON HOBART CRICKET GROUND, NOVEMBER 13, 1911. DUMBBELL DRILL.

Of the value of the programme there is no difference of opinion among earnest teachers. And with the increased experience in the amount that can be compassed in a month or a week or a lesson, the programme is becoming not only a forecast of work to be done, but also a record of the work actually done.

Time-table.—The distribution of the time has been approximately laid down for the guidance of teachers, and the order of sequence of lessons has been suggested; but teachers are necessarily left to themselves to apply these general instructions to the circumstances of their particular schools. On the whole this application is made with prudence and common sense. Subjects demanding close attention and unimpaired energy are, as a rule, assigned to the periods of the day when the children are fresh, and lessons succeed each other on a system of correlation.

The difficulties that beset the teachers of small country schools of many classes are no doubt perplexing, and many mistakes are made in using or adapting the model table published in the "Record" for his assistance. In teaching the classes in two groups, taking, say, arithmetic, written and oral, and the other reading and some writing exercise, it is not uncommon, with the untrained teacher, to distract himself and the school by trying to attend to both at the same time. Of course, a very little observation of a trained teacher at work helps him to less wasteful methods, and a few months, or even weeks, at East Launceston works a wonderful improvement.

Quarterly Examinations.—Generally these examinations are carefully conducted and recorded. In the small schools their value is not so great as in the large staffed schools. They are merely revision examinations conducted by the teacher in his own work. In the large schools this periodical examination by the head teacher is of the highest importance for keeping up the standards of the several classes. In the small schools their chief value is to enable the inspector to judge if these standards are being maintained, and so to safeguard the single-handed teacher from the danger of depreciating standards. Herein consists the importance of the inspector's visit to the small schools.

As a whole the standards are fairly well maintained. The usual practice now is to have the quarterly examination work done in books, which can be shown to parents and to the inspector when he visits the school.

Classification.—In years past there was a serious retardation of progress on promotion in many schools.

Teachers are now alive to the grave consequences that result from retarding the children.

Mr. Inspector G. Heritage (Northern District).

Due attention is given to the various marks of a well-arranged schoolroom in the observance of a place for everything and everything in its place, in the absence of dust on the furniture or windows or scribbling on walls, or waste paper in the yards. Cleanliness and tidiness being essentials in educating the young, it is pleasing to notice the cheerful and willing assistance of the children in giving their school a bright, homelike appearance.

Local interest in connection with the well-being of the school is shown in the generous patronage given to concerts and fairs in aid of the school funds, so that provision for a more adequate supply of mechanical aids for teaching purposes is forthcoming. Often a healthy rivalry is engendered between neighbouring schools for this object, or for wall decorations, or providing libraries, gardens, &c. Excellent series of historical and other pictures are found in the large schools, with the more modest coloured sheets tastefully arranged in the small ones. As familiarity with pictures soon ceases to attract, an exchange between neighbouring schools would be advantageous in providing freshness and interest in the school atmosphere. A better supply of books suitable for children is gradually taking the place of volumes more fitted for adults supplied in earlier days. In some instances a library has been supplied for each class, so that a taste for reading is early kindled in the child, and this, developing with its growth, will, as Herschel says, stand him in stead under every variety of circumstances. The ancient author of "The Old Librarian's Almanac" admonishes us to select wisely. "You shall choose your books with care and circumspection. When you have determined that it is prudent to purchase a certain work, do so cautiously, and make a shrewd bargain with the vendor. It will then be your duty to peruse the volume, even if (as doubtless will be the fact) you have scanned it before buying."

While used mainly for decorative purposes, the school gardens furnish also a considerable amount of material for nature-study lessons, and the beneficial results to be obtained from an extension of the movement can scarcely be overestimated, e.g., in orchard districts the trees

best suited to the district could be dealt with, and lessons given on pruning, &c. Special attention could be given in dairying districts to fodder crops. In wheat-growing areas a few leading varieties could be grown, and various depths and times of planting tried; in potato country similar experiments with the tuber, and demonstrations given in spraying. The relative value of fertilisers could be seen when crops are harvested and results compared. Some teachers are enthusiastic co-operators with the Agricultural Department. At the Forth Mr. Whitechurch opened up experimental plots on a large scale, giving practical illustrations of their value to the farmers, and obtaining well-deserved recognition for the utility of his operations. He is credited with being the first to grow sulla clover in the State. Similar work has been done at Perth. In tree-planting Sheffield has been successful in the large number of varieties grown, and much clearing and planting has attended the present teacher's term at West Kentish. In the past the ruthless destroying of native trees by the contractor for new buildings when "clearing the site" led often times to the school paddock being a scene of desolation on opening day. For the protection of gardens from straying cattle the post entrance or the hit-or-miss gate is preferable to the ordinary swing gate.

Class to class promotion has been regularly made each January, yet, owing to a misapprehension in respect to its headings, the admission register has many omissions in connection with the children's classification. Notes of lessons prepared by the staff are in operation in the stronger schools, and the quarterly examination records receive the attention their importance demands. The second school clock—the time-table—on which the easy working of the school depends in its daily life, is, on the whole, well planned, and the sample published in the "Record" for the smaller schools has been of material assistance. The programme of lessons varies considerably, owing largely to a want of familiarity with what is necessary to give order and sequence to the whole, so that patterns of definite schedules if issued through the "Record" would be a guide to those who, from isolation or other causes, have been unable to gauge requirements.

Mr. Inspector D. M. Davis (Western District).

Organization.—The school grounds and their surroundings as a rule continue to receive careful attention from teachers. There are now few schools where an attempt at decoration is not made. In some much taste and originality are displayed, and the teacher's efforts are always seconded by the scholars, girls particularly, who take much interest in the appearance of the rooms.

Lighting, Warming, and Ventilation.—The lighting and means of ventilation are as a rule made the most of. The flushing of schoolrooms before and after school and during recess is not generally observed. In a few schools the fires are only lighted at 9 o'clock; the rooms, consequently, remaining chilly for the coldest hour of the day.

School Material, Furniture, Equipment Provided by Local Effort.—The most important schools are being provided with modern dual desks, their antiquated furniture being made use of in the assisted and provisional schools.

The furniture is, without exception, well cared for. In one large school very old desks have been made to look quite respectable by the pupils sandpapering them.

With one or two exceptions there is no equipment provided directly by local effort. Indirectly the school is supported and funds provided by means of school concerts and fairs. The money in some cases goes towards reducing the debt on the school piano, in some to purchasing prizes; while in others school equipment, including mechanical aids, libraries, &c., is provided. In one exceptional case sufficient interest was aroused in the school to lead parents to combine in a working bee to improve the playground; some £20 being saved to the Department, and the children relieved of much discomforting mud.

Aids to Teaching.—Aids to make the teaching realistic are becoming more common, but still many teachers trust entirely to verbal explanations, calling into play the child's one sense instead of many.

Libraries are now found practically in all the important schools. The juniors as well as the senior pupils are being catered for, a reading habit is encouraged, and a love of reading is growing. Occasional discussions and essays on the books read would lead to a closer attention being given to the reading, with less of the harmful habit of skimming, so common.

Already the home reading is having its effect in increased general information, better command of language, with wider vocabulary and development of the imagination.

Records.—The various school records are well kept. Generally they are neat and correct. The time-book shows early attendance, and preparation of the day's work for the school is the common custom.

Programmes of work as a rule are made up in advance. They have not yet reached the excellent stage that is desirable, often lacking detail, natural sequence of lessons, and correlation. Nor is it always found that the pupils display knowledge of subjects set down as taught.

Time-tables are in general use. As a rule they include all the subjects of the curriculum, are fairly workable, and closely followed.

The value of the quarterly examination varies in different schools. In some it covers the quarter's work, and is a reliable indication of the child's ability and progress. In others I have found it of little assistance. The questions are sometimes much too easy for the class, and the marking very liberal. In some of the larger schools notes and criticisms on the work of each class for each quarter are found, with suggestions for their correction. These, especially if discussed at staff meetings, must be very helpful.

DISCIPLINE, MORAL TRAINING.

Mr. Inspector S. O. Lovell (South-Eastern District).

Taken in the narrowest sense as good order, cheerful obedience, and ready attention, the discipline of the schools is good. Corporal punishment is little used, and even scolding is not often heard. Interest in the school work has happily taken the place of the disposition to trifling and "larking," which was once so common. The whole atmosphere and general tone of an increasing number of schools is found appreciably good.

More attention is given to the cultivation of good manners among the children, and more care is taken promptly to correct faults and failures in regard to the common courtesies of life. In this matter, as in so many others, the proverb holds good: "Example is better than precept." Those teachers best succeed in infusing the spirit and promoting the practice of politeness who themselves are habitual models of unaffected courtesy in actual speech and bearing. In a very fair number of schools, as the result of proper training, the children's manners are very pleasing; in most of the others they are only negatively good, that is to say, while there is no actual rudeness, the children simply omit the expected courtesies.

During the year no opportunity has been neglected to impress upon the teachers the importance of those elements of discipline which go beyond the maintenance of good order and the promotion of good conduct. The discipline of no school has been reported as really good, unless the teacher showed power in gripping the attention of his scholars, arousing their interest, and securing their general self-activity. It is only in a minority of the schools that this phase of discipline is manifested in a satisfactory degree, but in a large proportion more or less improvement is observable in this respect. In most cases the children show a fair amount of interest in their work, and do it, if not with enthusiasm, at least with a desire to do it well because it is worth doing, and not because it has been imposed by a taskmaster.

Mr. Inspector A. L. Brockett (North-Eastern District).

It is seldom that one finds actual disorder in a school. But the order may be all that can be desired, and yet there may be no discipline in its true sense, that is, the discipline that expresses itself in conduct. In a few of the best schools there is this real discipline, and it manifests itself in the behaviour of the scholars in the teacher's absence equally as in his presence, and in the manners and general attitude of the children out of doors when free from outward restraint; and weakness in discipline often manifests itself in the passivity of the taught, the teacher seeming to be afraid to encourage or allow them to co-operate for fear they should get out of hand.

Here, as in every other side of school life, it is the teacher's personality that tells, and no lessons, no lectures will effect permanent change unless the teacher is in real sympathy with his charges, and illustrates in his own person the qualities he desires them to cultivate.

Mr. Inspector A. W. Garrett (Southern District).

In little country schools I rarely have to complain of bad order, and in most of the larger schools in my district the order is as nearly perfect as practicable or necessary.

Generally the manners of the children are satisfactory. Their behaviour may not be quite Chesterfieldian, but it is seldom unpleasant. In some schools the teacher's

influence is felt directly you enter the room—in the honesty of the children at their work, in their behaviour, and manner. When self-reliance is weak and copying rife the fault is usually traceable to the teacher's want of vigilance.

One thing is certain in my experience, that the discipline is greatly improved during the last seven years. The self-reliance of the children in the schools of which the teachers have been trained, or have had at least the advantage of the course in the Practising School, is now as marked as in former years was their helplessness. The "telling" evil is disappearing from the schools.

In short, in this matter of self-reliance and self-activity the schools are becoming new places.

Mr. Inspector G. Heritage (Northern District).

Broadly speaking the government is marked by general orderliness and harmonious development of the relations between child and teacher. The latter, with the requisite knowledge of, and in sympathy with, child life, knowing also how to use time to the best advantage, and giving faithful observance to small things as well as great, has his school humming with busy life. Several of the schools giving most satisfactory results are in poor districts with children polite and well-mannered, and at their ease with strangers.

Mr. Inspector D. M. Davis (Western District).

The order of the schools continues to be good. Children are quiet during lessons, and as a rule render willing obedience to the wishes of the teacher.

The teachers as a body display conscientiousness and energy in the performance of their duties, making the child's welfare their first consideration. There is little corporal punishment used in governing the scholars, and no cases of undue harshness have come under my notice during the year.

Moral lessons are regularly given, and reference is made to rules of conduct as occasion requires.

Though in some schools untidiness in dress and uncouth behaviour are noted, yet such cases are very exceptional; as a rule, little impersonal talks on what is right and a good example, stronger than words, tell their tale. When once a healthy tone is established, with the elder children as its guardians, there is little need of correction by the teacher.

But while the order of the schools and the manners of the pupils are satisfactory, discipline connotes something more. Children not only have to listen attentively to instruction and advice, they must be active doers. Parker says that "the perfect ideal of order is that each and every minute shall be filled with that work which best assists each and all in growth and development," and again, "Educative work is that self effort needed for the education of the whole being. And it is just this lack of self-activity that is the weak spot still in many of our otherwise well-conducted schools. The teacher does all the talking in class lessons and most of the thinking. When he does question he takes the answers of one or two smart pupils as an index of what the class knows. He would be wise to make sure that all are thinking, to test their knowledge constantly by requiring oral statement in their own words, remembering that there is no impression without expression, to encourage questions from the class, and to recapitulate again and again.

INSPECTION AND EXAMINATION, METHODS OF INSTRUCTION AND PROGRESS IN DIFFERENT SUBJECTS, MANUAL TRAINING.

Mr. Inspector S. O. Lovell (South-Eastern District).

The methods of teaching employed in the schools vary with the varying competency of the teacher, from those which display a high degree of skill and mastery down to those which are of the purely mechanical and rote order. I am quite sure, however, that those of the latter kind are a steadily diminishing quantity, and that sound methods effectively applied are much more general than they have been in the previous history of the service. More is done by the use of concrete aids to make the teaching realistic, and therefore interesting, and by a suitable presentation of the subject-matter to promote the pupil's mental activity. It is coming to be recognised that only that teaching has true educational value which evokes a mental response conveyed by the appropriate expression. It is also coming to be recognised that there is no such thing as a merely passive reception of instruction, and that the essential condition of all effective teaching is an active co-operation between the mind of the pupil and the mind of the teacher. And so that much more free scope is being wisely given to the pupils to express their observations, ideas, and reasonings.

Reading.—Oral reading generally is very fair; in many cases it is good. More attention, however, needs to be given to the cultivation of clear enunciation; it is only in a few schools that I have found any serious and systematic attempt to carry out the phonic drill that is necessary to secure this end. General expression is very fair; indeed, for the most part it is good whenever the subject-matter is within the pupil's range of comprehension and sympathy. A common fault in reading aloud is the stressing of unimportant words. This is due partly to the fact that the word, and not the phrase, is regarded as the unit of the sentence, and partly to the false and exaggerated emphasis which the children are encouraged to use in their infant-class state, especially in the recitation of poetry. Of course, the real purpose of reading is to get the thought, and I am glad to report that increasing attention is being given to processes that exercise the pupils in gathering and giving the thought-content of what is read. Silent reading is being more effectively used, the teachers taking care to assure themselves by brief oral examination that the exercise has been a reality. As the pupils advance through the several classes the process of silent reading should be increasingly associated with definite written tasks. In all this however, it should not be forgotten that oral reading must always occupy an important place in the work of the school, both as a pupil's exercise and as a teacher's test; and, quite apart from anything like elocutionary display, the ability to read aloud well and impressively is an accomplishment likely to afford much pleasure in the domestic circle, and is not without value in many spheres of public life.

Writing.—The written work is now, for the most part, done on paper, the use of slates being pretty well restricted to the Preparatory Class. Even within that limited domain I see no absolute necessity for the retention of this unhygienic and noise-producing appliance. Paper is very cheap nowadays, and there is no reason why the youngest children should not write on paper with lead-pencils. The inspection of the writing has taken account of the written exercises of all kinds that are done by the scholars—their formal writing in copy-books and transcription-books, their dictation tests, arithmetic tablets, notebooks, and home lessons. "Copper-plate" has not been looked for, the requirements being limited to legibility, correctness of form, neatness, and, in the upper classes, a fair rate of speed. Judged by these tests I have, on the whole, found the writing good. More attention, however, might be given to the correction of errors and the exhibition of correct forms by means of systematic blackboard teaching. Some time could be found for this formal teaching of writing, even though it has been cast. It is not always that I get a under the one-teacher time-table previously referred to in this report. Other matters calling for attention are the sitting postures of the children while writing and the proper method of holding the pen; the former involving points of health, especially the preservation of eyesight unimpaired, the latter the acquirement of skill and speed in writing.

Oral Statement.—Readiness and ability in oral expression are shown in an improved degree, as a result of greater attention being given to this branch of training. The pupils acquit themselves on the whole very fairly in making short statements of fact in answer to series of questions; but when the interrogative leading-strings are dropped there is commonly failure in making con-

tinuous statement and giving connected narrative. Thus, while the teacher does the best part of the thinking and suggests a large part of the language, the children miss the valuable mental effort which is involved in developing ideas in connected sequence and finding suitable words to express them. More scope and encouragement should be given to the pupils to express themselves freely and fully, and at the same time precision and definiteness of statement should be cultivated.

Attention is given to promoting grammatical accuracy by the immediate correction of errors as they occur. As inaccuracy of speech is for the most part a habit which children have picked up from their out-of-school environment, the only hope of overcoming the fault is by the formation of a strong counter habit by means of all the examples and influences of the school environment. Therefore, the teacher must insistently, but quietly and unobtrusively, challenge every error as it occurs, in the upper classes invoke "the law and the testimony" of formal grammar, and, above all, set a high standard of correctness and grace in his own speech. I am strongly of opinion that teachers might do a great deal more than they are doing at present to counteract the growing habit among boys and girls of using silly slang words. The practice not only threatens contamination to "the well of English undefiled," but also causes mischievous psychological reactions which tend to encourage the neglect of careful discrimination between similar thoughts and conceptions. Thus people who have only the one adjective "bonzer" for what is satisfactory, and the one adjective "rotten" for what is unsatisfactory, will not be likely to suffer the loss of intellectual insight.

Composition.—In written composition it is always easy to trace the effect of systematic treatment in teaching the structure of sentences from the early stages onward. Very fair work is generally met with, and sometimes really good specimens are submitted in the performance of the tests set at the inspections. There is an improvement in sentence-making, and in the upper classes very fair ability is shown in the collocating and relating of the various members of an extended sentence. The writing of rignaroles loosely connected by the ever-recurring word "and" is now fast going out of fashion with the once coming sing-song recitation of poetry. The subjects of composition dealt with embrace simple and more elaborate narrative and description, abstracts of lessons, paraphrases of poems, essays, and imaginative stories.

Grammar.—Increased attention has been given during the past year to the teaching of formal grammar, but the subject hardly yet occupies the place in the school work which it holds in the Course of Instruction. On the whole the knowledge shown at present is somewhat slender, and one even sometimes gets the surprise of finding that in the upper classes the pupils scarcely know the parts of speech. The Course of Instruction makes it quite plain that the aim of the grammar lessons prescribed is to give the pupils correct ideas upon the functions and relations of words, phrases, and sentences—such a knowledge as will react upon the oral and written expression of their thought. The over-subtleties and burdensome technicalities of the grammar books are not called for, but the more advanced scholars should know something about voice, mood, and tense, and be able so to apply that knowledge to the subject-matter of their reading lessons as to appreciate the form in which the thought has been cast. It is not always that I get a prompt response when I ask pupils of the upper classes to change a statement from the active to the passive form, or to substitute an infinitive for a noun.

Word-building and Spelling.—Tested by the dictation of passages from a reading-book or a school paper the spelling is generally good; tested by the dictation of single words taken from the teachers' lists or from the word-building manuals in use, it is for the most part only moderate. I was disappointed all through the year by finding to what a small extent, and how ineffectively, the prescribed word-building exercises had been used. Better results will be looked for in the coming school year. Teachers ought to recognise that the value of the systematic exercises now prescribed lies in the fact that they give a classification of English words based on their similarities of form—a classification which should be a great aid to the memory. In my experience the spelling that used to be met with in the children's compositions was about the oddest collection of eccentricities imaginable; but it is now vastly better, the improvement being due to the greater care insisted upon.

Poetry.—The memorising of poetry is generally well done, but for the most part the recitation is characterised by indistinct and monotonous utterance. As a rule

a satisfactory knowledge and appreciation of the subject-matter of the poems dealt with is shown, but more effort should be used to lead the children to see the significance of the imagery employed. More care is often needed in the selection of the pieces; only those should be chosen which possess the qualities of genuine poetry. Obviously, as the pupils cannot learn much, it is not worth their while to learn any but the best.

Mental Arithmetic.—Teachers are coming to understand that this is not a distinct subject with a separate place on the time-table, but that it merely embraces the oral exercises which ought to find a place at the beginning of the ordinary arithmetic lesson with a definite bearing upon the written work that is to follow. Occasionally, however, I find teachers drilling the pupils from some manual in exercises which have no direct reference to the subject-matter of the arithmetic programmed to be taught at the time. So far as regards ability and readiness in making mental calculations, results are very fair.

Written Arithmetic.—A large proportion of the work that came under my notice last year was good; the rest generally was very fair. The work is done for the most part on paper, lead-pencil being used in the lower classes and ink in the upper ones. As a rule the figuring is neat, the processes are clearly shown by being set out in steps, the meaning of things is indicated by names and explanatory phrases, and the calculations are to a large extent accurate. Now that teachers and pupils alike are relieved from the drudgery of dealing with complicated but useless fractions, or solving conundrums, or untying arithmetical tangles, more ought to be done to make the tests and exercises more practical and realistic, to relate them to the transactions of daily life, and to give them a bearing upon the pupils' industrial environment. The agricultural, horticultural, timber, mining, manufacturing industries, trade, commerce, State and Commonwealth finances, would all afford facts instead of fancies to be dealt with arithmetically. The data for such "sums" might readily be gathered at hand out of local knowledge, or from the press, or somewhat further afield, from the Commonwealth "Year-book" and other statistical publications. This practical and realistic turn is not given to the arithmetical work of schools, partly because teachers will not take the trouble to "make up" the necessary exercises, and partly because they have merely got into the habit of relying upon published compilations of stereotyped and unreal questions.

A matter in regard to the teaching of arithmetic that requires more attention is the full discussion between the teacher and pupils of the questions set as an oral preliminary to working them out. The pupils should be trained to analyse the questions, to discriminate between what is given and what is sought, to state clearly the processes to be used and the reasons for using them, and to say what the "answer" will mean when they get it. This exercise will serve to prevent random effort and waste of time; and, provided clear, full-sentence statements and explanations are insisted upon, it will contribute materially to the general training of the pupils in oral speech.

Geometry.—The minimum amount of geometrical work compulsory for any school is that which is presented for all the classes up to IV. inclusive; but I found that, owing to a misconception on the point, in many rural schools the subject was regarded as optional, and so for some time during the first half of the year nothing was set out in the programmes under this head. Consequently, not very much was done in some schools. On the whole the work was done very fairly. In the schools in which the whole of the course prescribed was appointed, the work was good, as it was also in some schools which took it up voluntarily.

Algebra.—The prescribed algebra has been very well taught in all the schools in which it was a compulsory subject, as well as in some others.

Scripture History and Morals.—For the benefit of the very young children a more general use is now made of pictures in the scripture lessons. On the whole the pupils show a satisfactory knowledge of the history as mere narrative, but there is no geographical, political, social, or domestic background to the history; it lacks a setting. Incidentally the instruction is made to have a bearing on morals, and this is very well as illustration; but the attempts made at more formal moral lessons, which should deal with the principles of morals, are not very interesting or effective. I think more might be done in this subject. Teachers have had recommended for their guidance a first rate manual of moral instruction, but the matter it contains should be worked up into lessons which shall bear "the image and superscription" of the teacher's own mind.

History.—The teaching in this subject on the whole is good. The children learn with more interest now that the lessons are not mere tasks set to be learned by rote.

Geography.—Very fair work is done in geography. Relief maps made by the teacher, or by the teacher and the children together, charts pictorially indicating productions and industries, and other devices calculated to make the teaching more realistic are largely in use. I do not think, however, that the children's own geographical environment is made enough of in the teaching; often it abounds with features which might easily be made to yield a wealth of instruction. The "World-wide" series of readers are not yet very plentiful in the schools, but they are making their way, to the evident interest of the scholars. Not enough is yet done by the majority of teachers to train their pupils in the study and interpretation of maps, that is, in reading off what the conventional markings mean, and still more what they suggest in regard to the physical features of a country, its productions and the industries of its inhabitants. The correlation of history and geography—the two subjects of the school course which most obviously suggest the process—receives some attention, but hardly enough.

Nature-study and Elementary Science.—The aim of nature-study is "to give pupils a genuine interest in natural objects, studied under natural conditions." The method of nature-study is first-hand observation, not talking or reading about nature and receiving second-hand information. Something under the name of nature-study is attempted in nearly all schools, but so far as the realization of the true aim and method aforesaid is concerned, I do not think that in the generality of cases the work done counts for very much. A little instruction has been given about roots and leaves and their functions, about the germination of plants, and about some forms of animal life. In the Hobart schools and in a few of the country schools elementary science, or first-aid, or physiography, has been taken, with satisfactory results.

Drawing.—The work is now done, for the most part, from actual objects, natural or artificial, and is generally fair; a considerable proportion is creditable. Brush-drawing is generally attempted, with very fair success. A good start has been made in the connected scheme of pencil-drawing, brush-drawing, and design in full colours.

Manual Work.—Paper-folding is well done by the children of the Preparatory Class. By other classes cardboard modelling and chipcarving are done very fairly. Very often I meet with well-wrought specimens of modelling in plasticene. A good attendance, representing all the city schools and as many of the country schools as could be conveniently included, has been kept up at the Hobart Woodwork and Cookery Schools. The management of both institutions has been good, and the work of the pupils satisfactory.

Needlework.—In the country schools the needlework is of all qualities, from good to bad. In the cities it has been generally good, although even there by no means all that was desirable in method, range, and quality. The reorganisation of needlework teaching in the latter schools during the last quarter of the year under the newly-appointed Superintendent of Needlework, with up-to-date methods, extended scope of work, and greater systematisation all round, is already producing an appreciable improvement. With the arrangements now made for the systematic instruction of the College trainees, we may presently look for beneficial and far-reaching effects on the work of the country schools.

Music.—Singing by ear, or on the Tonic Sol-fa system, is practised in nearly all the schools. In the majority results are fair; in a few, very good. Very pleasing part-singing is often heard in the larger schools. A few fife and drum bands have been organised, not only in large city schools, but also in some small country schools.

Physical Training.—The successful public display given in the Hobart Domain last November is the best proof of the excellent physical training carried out in the city schools. Very fair work is done by the country schools. Now that the "Drill Manual" issued by the Department is in the hands of all teachers, good results should be more uniformly met with.

Mr. Inspector A. L. Brockett (North-Eastern District).

Generally speaking the various influences that have been at work during the last few years, having in view the adoption of better methods and increased teaching power, are having their effect. The Training College, the Practising School, visits to approved schools, and the influence and example of some of our head masters are all telling their tale. And yet how very often one finds the teaching ineffective. If the teacher would only be quite clear in his mind what he proposes to teach, and at the end of the lesson ask himself the question, "Have I taught it?" there would be much less of the nebulous talk that passes for teaching.

Reading.—This is a disappointing subject. As a rule from eight to six lessons per week appear on the timetable, but the time actually given to reading seldom exceeds half the time indicated. The other half is devoted to silent reading. I have seen schools where the children do read silently, and with great interest, but in the majority of cases they silently waste time. As a result there is a lack of ease in reading, and the books prescribed are seldom gone through. In comparatively few schools have I found supplementary readers, although they are prescribed in the curriculum, and in fewer instances have I found them being read. Some teachers in their desire for thoroughness have each lesson read again and again, with the result that the power of reading does not materially increase, while the passages read are actually memorised.

Writing.—In many schools writing is well taught. In such cases it would effect a material economy to exempt Class VI., and sometimes Class V., from copy-book writing and transcription. No good purpose is served by practising formal writing when the pupils already write easily and correctly.

Oral Statement.—There is much to be desired in this respect. Even when children have a fair command of language, it is comparatively a rare thing to find them speaking clearly and distinctly. As a general rule they mumble or speak in a tone that renders it necessary for the teacher to repeat the child's answer. I have had to record quite a number of instances where the teacher habitually does this. A shouting habit is very objectionable, but each teacher should insist on his scholars speaking in such a way that everyone can hear. I note a tendency to make every response a complete sentence. While this is desirable in the junior classes, where children are beginning to acquire a knowledge of words and their ways, it can be carried to absurd lengths in the upper classes. Very frequently this year I have met instances of this kind: Question: What is the capital of Spain? Ans.: Madrid is the capital of Spain. Question: How many half-crown books can I buy for £5? Ans.: You can buy 40 half-crown books for £5.

Throughout the classes, "Drill, to ensure clear enunciation and correct pronunciation," is prescribed. So far I have not been in any school where I found this being carried out.

Composition.—The treatment of this subject shows a fairly general improvement. The writing of private and business letters is specially prescribed for Class IV., and yet it is a common experience to find children, when writing to an uncle, for instance, to subscribe themselves as, "Your fond pupil," "Your loving cousin," "Your truly uncle," and even greater absurdities.

Fair attention has been given to grammar, on the lines laid down, and word-building is a general exercise in all schools.

Spelling.—Spelling as a rule follows the reading. Where children read well, good spelling is a natural sequence. In a large number of schools this year I have found that the instructions regarding the preparation of lists of words have been overlooked, while in others the lists include all sorts of difficult words that the children will probably never have occasion to use.

Poetry.—As a general rule I have found the work prepared well memorised, and frequently recited in a manner showing that the scholars enter into the sentiment. But there is great need for more care and judgment in the selection of passages to be learnt by heart. I very much doubt whether but the most advanced children in primary schools are able to appreciate in any way Shakespeare's plays, and a little reflection will show how unsuitable such a poem as "The Psalm of Life" is for young children. In the attempt to correlate history, nature-study, &c., it is not uncommon to find poetry memorised that is not worth the effort, and very often teachers limit themselves entirely to the poems published in the "School Paper."

Arithmetic.—Both mental and written is still an unsatisfactory part of school work. There is very commonly a lack of aim. Without the aim the teachers will hit something only occasionally. Broadly speaking, the power to handle problems should be the aim of teaching in arithmetic, and these problems should be largely utilitarian in character. I frequently find the ability to multiply or divide in large numbers that the children cannot possibly comprehend, but a very simple division sum put in problem form has very generally produced extraordinary results.

In one-teacher schools the pupils must to a great extent work alone. This necessitates the use of a series of well-graduated arithmetic books. An excellent series is now obtainable, the "Rational Arithmetic," published by Macmillan and Sons, in six numbers, suited to the requirements of the various classes.

I have found greater neatness in arrangement, although much is still to be desired in this respect.

Geometry, in its application to all schools, I have sometimes found intelligently and systematically treated. In many of the small schools, however, the subject has received but scant and spasmodic attention, and even where the figures were neatly drawn, the pupils have often shown little real appreciation of what they were doing.

History.—The course in this subject being now plainly defined, a clearer knowledge of the salient features of English and Australian history has been shown than I have before noticed. More use is being made of pictures, and generally the lessons are presented in a more interesting form, although the old chronological methods are sometimes in evidence alongside the use of dry-as-dust abridged histories. I have had repeatedly to call attention to the fact that some phases of history have been presented out of focus. This is especially the case in connection with Australian history, and often whole lessons have been wasted in an attempt to magnify into importance some trifling incident.

Geography.—I think more real progress has been made this year in connection with the teaching of geography than any other subject. It is being handled on more realistic lines, and some teachers have constructed cheap but very effective apparatus to illustrate the course taken up.

Here, again, pictures are being more generally employed, and in one school I found stereoscopes and numerous excellent photographs purchased from school funds.

Nature-study.—Lessons are being given with more regularity. I cannot, however, say that the lessons are more valuable or more interesting as a general rule. They too often partake of the nature of a botanical discourse.

Drawing, in connection with brushwork, is improving. The course is being better graduated, and where the teachers themselves have had the advantage of attending a drawing class some good work can be found.

Model drawing is not so satisfactory. Quite a number of teachers will stick to the copy.

Manual Work.—The Woodwork and Cookery Schools in Launceston continue to do excellent work. The scheme of cookery, which only a few years ago was condemned as a fad, is now spoken of with approval by nearly everyone with whom the subject has been discussed.

In country districts gardening generally occupies the boys during the time set apart for manual work. The school garden is becoming a recognised adjunct of the school, and the care and management of trees are being better understood. As a rule the motive is aesthetic rather than utilitarian, but it cannot be denied that where there is an enthusiastic teacher the school reserve is beginning to wear an aspect never dreamt of years ago. The school site at Fingal, although the soil is indifferent and the climate dry, affords a good example of what can be done when teachers and scholars become interested in their surroundings. It is to be regretted that more teachers have not procured Halstead's book on school gardening, mentioned in my report of last year. It is practical and suggestive, and would throw much light where now there is only a groping in the darkness.

Needlework.—I am not able to report much progress in the teaching of this important subject. Many of the teachers themselves need teaching, and it is gratifying to note the provision now being made for carrying this into effect. The system of teaching needlework and its results, as seen by me in the Hobart schools, show how far the ordinary school has yet to go before this branch of school work is placed on a proper footing.

Physical Training.—In a few schools I find the drill well handled, the children's minds bent upon the exercises, and all movements smart and soldierlike; but too often the drill consists of much talk and little action.

Music.—With so many small schools and so many teachers who are not musical or have had no instruction in singing, it would be surprising if I had a pleasant tale to unfold. In some of the more important centres very pleasing singing can be heard; but it is seldom that one hears a good lesson being given.

Mr. Inspector A. W. Garrett (Southern District).

Reading.—There is very little bad reading. Nearly always it is fluent. The most common faults are a want of clearness and distinctness of articulation, incorrect sounding of the vowels, and absence of stress and inflection; and the schools in which these faults are most marked are those in which the teacher hears the reading, with her eyes on the book. No one can hear oral reading and mark the reader's defects, if the open book is in her hands.

The practice of "silent reading," to train the children to get at the thoughts of the writer for themselves, is now universally adopted. But it is not always introduced with intelligence. In the lower classes, when it is first practised, the children must be taught to read with the attention necessary to grasp and to retain the thought content. This is done by the teacher reading the story aloud, while they follow her silently in their own books, and by her eliciting by questions on each division, chapter, or paragraph, what mind pictures they gather from their reading, as they proceed.

Writing.—The work, as a rule, is fair, forms of the letters are copied accurately, and the books are neat and clear. In a small number of schools the writing is very good, and in some instances excellent; in a still smaller number it is bad. In the case of the latter the work of the school in other respects is unsatisfactory.

Composition, Oral and Written.—This is one of the least satisfactory of the subjects in its results, while it is one of the most important. This comparative failure is due to the lack of system in the teaching. Teachers must themselves be able to speak and compose well before they can properly teach their pupils to do so.

The text-books on composition are chiefly of use for the formal side of the subject—the division into paragraphs, the use of the stops, and other signals for the elucidation of the meaning. Before beginning to teach written composition a teacher should have a scheme sketched out, step by step.

Grammar.—This is a much-neglected subject nowadays. In two or three schools lately I have found excellent results. But in most cases the work is quite unintelligent and haphazard.

Word-building and Spelling.—Results on the whole are only moderate to fair at present. "Lists" are in general use, and are hung on the walls in full view.

Poetry.—In a few schools the possibilities of this subject are understood, and as a result the eagerness of the children in discussing the subject-matter of their poems, and their animation in the recitations, show that their imaginations have been effectually appealed to.

But in many schools the poetry lesson has been treated as only one more way of increasing the child's store of words. The poems are tortured to give up their stories, and their outward form dissected in the interests of "parsing and analysis." The spirit has vanished into thin air.

Mathematics.—Mental arithmetic has been more regularly and systematically practised than ever before. In most schools it is no longer a haphazard testing of memory of tables, and of short ways, and of reckoning prices. It is the substituting of mental reckoning, which requires alertness and attention, for the mechanical working of exercises on slate or paper.

A taste for mental reckoning is of very early growth, and if this taste is cultivated in the Preparatory and First classes the children when they reach the higher classes have learned to work intelligently and self-reliantly. I regard this greatly increased and more intelligent practice of mental arithmetic as the most important improvement made during the year. It means forethought and preparation on the teacher's part, and closer attention at the time of the exercise; but this is repaid in the improved work of the children at their written arithmetic.

The written arithmetic is fairly accurate on the whole. It is not always done smartly enough, and it is not always set out with logical clearness. The connection between the steps is not indicated as it should be, neglect which, springing often from confusion of thought, reacts in intensifying that confusion.

The "geometrical and ruled work" as a branch of the mathematics taught in the schools is a new feature. So far as it found a place in earlier courses it was treated more as a department of drawing.

Until the Inspector's visit cleared their views, many teachers continued to treat the new scheme of geometry as belonging to drawing, and that in the face of the warning conveyed in the notes regarding its correlation with mathematics.

This correlation of the geometrical and the mensuration work is now everywhere understood, and, except in a few small schools, is more or less satisfactorily carried out. In the larger schools, and in all those under trained teachers, the pupils draw the prescribed figures to scale, and plan drawing is also a regular part of the routine.

In only two schools did I find the cross staff and tape being used.

Scripture History and Morals.—The moral lessons are generally given in a sensible way, though I am unable to say how far they do more than appeal to the intellect, or if they influence the practical reason at all.

The rules of conduct hang conspicuously in all schools, and form the text for good lessons on the external observances of civilised society. The manners of the children everywhere show the greater attention that is being paid to this not unimportant point. It is usual to be "capped" by small boys one meets on the road or in lanes. The little girls seem to be taught to wait until the stranger gives the salutation.

Geography.—It is not well taught in most of my schools. The truth is, teachers have not taken the trouble to study and grasp the meaning of the Course as laid down for the different classes.

When well taught, with all the aids that pictures and models afford, it is a very attractive and fascinating study to the older children; and I am glad to be able to report that I met a fair number of schools in which teachers and children spend a delightful and profitable half-hour over the geography lesson.

It is in the lower classes that the lessons are least satisfactory. Many of the teachers use one or other of the numerous books on little folk in other lands. But they have not made the stories their own, and the talk with the class is therefore stiff and conventional. The experience gained by watching good teaching in the practising schools is the best help that can be afforded to my untrained teachers.

Nature-study.—This subject, with geography, constitutes all that is taught of what is termed nature-knowledge, and I cannot report that it is taught very successfully. To treat it effectually the teachers must devote much time and thought to preparation. Acquaintance with a text-book, however good, is not sufficient. It is true she need not be an expert, but she must at least have sufficiently exact knowledge to avoid serious mistakes. And what she cannot do without, are the qualities which she aims at cultivating in the children. She must have an observant eye, an open mind, and, above all, a sympathy with the world of nature—"all things both great and small."

It is from failing to understand this that many teachers simply present the dry bones of the old object lesson under a new name. We need the services of an expert in nature-knowledge (not the mere scientist) to visit the teachers at centres, or at schools of instruction.

The most satisfactory lessons I have heard have been on bird life. Animals are more interesting to children than plants.

The "observation" work is perhaps the best. Weather observations, records, and charts are general; and in a few schools these are made with a good deal of elaboration. But there is always a danger of this kind of work becoming mere routine. The practice of setting composition exercises on the matter thus gathered is one way in which this work can be kept from becoming stale. In some cases I found the teachers making the records instead of leaving the children to do this, their wish being to keep the charts and graphs neat.

Drawing.—There are now very few teachers who are not carrying out the instructions of the course in this subject to the best of their abilities. There is a general correlation of drawing with the nature-study; but this correlation is quite superficial. The nature lessons have as a rule little continuity, and the correlation with drawing consists in nothing more than the copying with the pencil of the "object" that has formed the subject of the nature lesson.

The great value of drawing in the lower school—memory, original and imaginative drawing—is not ignored by teachers.

On the whole this is one of the less satisfactory of the subjects of the course.

Manual Work.—All but a very few schools have some kind of manual work in their course. After gardening, the most common forms are chip-carving, and cardboard work, modelling, and paper-folding for the lower classes. Their chief educational use in the small schools is that they occupy the children at interesting hand and eye work, and so conduce to self-activity, order, and discipline.

The cardboard-modelling is often correlated with the mensuration work, and is found by teachers to be an excellent means of making cubic measurements real to the children's minds.

Occasionally I find less usual forms of work, such as basket-making and netting.

Needlework.—The course is now followed with general exactitude. Only two or three schools are without a sewing class, the teacher being unable to procure anyone to take the work for him.

The work on the whole is satisfactory, and there is less dawdling over the sewing than there used to be.

I shall be glad when the needlework specialist is able to visit the country schools. The lady teachers receive the inspector's solemn scrutiny of the garments

shown, and his sage judgments thereon, with respectful gravity. But at best he is only a man.

Music.—There is singing of some sort in all but six of my schools. The teachers of these six schools preferred death in any form to an attempt to undertake the teaching of singing. And yet I know teachers who, with the scantiest natural equipment for such teaching, manage their singing lectures very creditably.

Some of the singing is excellent; some can be termed singing only from courtesy to the goodwill of the teacher.

I cannot report any great progress. Knowledge is increasing, and the loudness of the voices is decreasing—both advances to be thankful for.

In a few schools the teaching is of a high order; and about 60 per cent. of the teachers have a good working acquaintance with the sol-fa system.

The school concert is becoming a general institution. and is, not unnaturally, a popular one.

Physical Training.—In the larger schools I have seen excellent drill and exercises; and of a few of the smaller schools the same may be said. But I am afraid a good many of the teachers do not keep *rationale* of this training fresh in their minds. The teacher herself is frequently performing the exercises with all the precision necessary, while the children are contorting their bodies in most unhygienic ways. This is the case especially with the old exercises that are being replaced—the dumb-bell and club and wand drills.

The new exercises seem to give all that is required for physical development. They are already practised in most of the schools. A few of the teachers who have had no opportunity of seeing them gone through under expert direction are hesitating to attempt them.

Mr. Inspector G. Heritage (Northern District).

Reading.—There is much poor reading in the schools. To give expression to written language there should be the association in the mind of the printed form of the word, with its correct sound and the idea it is intended to express. The word, and not the letters composing it, is the true element in reading; and no one can be said to know how to read who has to stop at the word and study its composition before pronouncing it. The proper use of the organs of speech if neglected leads to indistinct enunciation, unnatural or absent inflection, and to sounds which the children have an inherited hesitation in uttering. An improvement in infant teaching where answers in conversational lessons are given in complete sentences and little easy facts stated in words of the children's own is noticeable. The same reading-book used through the year leads to the danger of one or two words of a line being sufficient to recall to the mind the rest of the sentence. The excellent series of supplementary readers issued by various publishers counteracts this evil, and with the judicious selection of books for the school libraries helps to create that love for books suited to the pupil's years. The old custom of two children using one book when reading still lingers; "one child one book" would be a good school motto.

Writing is a strong subject, and in many schools reaches the standard of excellence.

The power to express his own thoughts in his own language is steadily growing, especially when the child knows he has "to score off his own bat"; and in the work-books definite training and plenty of sentence-building, with reproduction lessons, all show an improvement, as also does spelling, especially when attention is given to the child's own vocabulary and to words used in every-day life.

Poetry, like reading, is often very weak, while well-memorised indistinct enunciation, and a hurry-along or sing-song style, with little expression of the text, are common.

Mathematics.—Teachers are attaching greater importance to the value of mental arithmetic, giving more time to the subject, and generally attacking it from a commonsense standpoint. In conjunction with mental arithmetic the use of manual arithmetic should be taught early. Several teachers have apparently overlooked the syllabus requiring geometrical and ruler work in Class I. With progress in mental arithmetic, brisker work in written arithmetic is looked for. Mensuration gives fair returns in the larger schools, and algebra and geometry in the recently established Seventh Classes, although in the former subject the use of literal symbols in the oral-expression of processes could be much more generally used.

The twin subjects, *history and geography*, are presented in a more attractive manner than formerly from the improvements in text-books and in pictorial illustrations. It is too often forgotten, however, in dealing with oral matter, that "telling" does not necessarily imply "teaching." Both subjects are treated with marked realistic effect at Beaconsfield by the aid of the

magic lantern. In the schools scripture history seldom passes the moderate standard, while vague notions are entertained respecting scripture geography. The use of pictorial calendars and weather-study records is extending.

Nature-study appears to have a deeper influence upon the German nation than among other people; that we may find "tongues in trees, books in the running brooks, sermons in stones," the German teacher takes his pupils into the fields and forests that they may recognise and interpret the teachings of nature.

The special classes for teachers in *singing and drawing* are bringing about a better class of work in these subjects.

In *manual work*, such as chip-carving, plasticine, paper-folding, &c., it is noticeable that the best results are obtained in schools where the three "R's" are most successfully taught. Occasionally teachers worry over manual work as though the Department considered it the Alpha and Omega of school life; although the syllabus clearly states that considerable latitude is allowed in the matter of choice, instancing that in the country, gardening will be generally found the most suitable form of instruction. Cookery schools have been most successful, the interest taken by the girls and the work done showing that these schools "are accomplishing that which they were designed to accomplish." In the needlework section a number of teachers have not followed the syllabus by marking out the distinctive line in the course prescribed for each class.

Good *drill* is obtained in the larger schools and in many of the country schools, and the new manual for physical training is already in active use.

Mr. Inspector D. M. Davis (Western District).

Reading.—The reading reaches a fair standard. In the upper classes supplementary readers with the home use of library books are adding to the pupils' vocabulary and general knowledge. It is rare, though, to find a child who can discuss with you books he has read at home. I am of opinion that silent reading of every description should, where possible, be accompanied by notes, oral statement, or composition exercises.

In the junior classes the phonic method is more or less generally used.

Writing.—Much of the writing in the schools is highly creditable. Work books have almost entirely taken the place of the insanitary slates from the First Class upwards. It is in the lowest classes that the writing of the school is formed, and when strict attention to the necessary details is given in these classes the writing of the succeeding standards is generally found to be satisfactory.

Occasionally, misspellings and missed or careless pages in the transcription-books, bear unmistakeable evidence of a want of close inspection by the teacher.

Oral Statement.—Though much remains to be done in this part of English, there is a gratifying improvement noted.

Picture talks are now pretty general among the juniors, and in language lessons, readings, arithmetic, &c., oral statement by the children generally has its place.

Composition.—The use of language-lessons and word-building books, with the practice of oral statement throughout the classes, is having good effect on the written composition. Most of the children can now write continuous narrative in fair English. Teachers sometimes expect children to write on subjects of which they have little knowledge. This "making bricks without straw" of course results in poor essays. As a general rule the essay should be on some oral lesson that the children have had. Where this plan is adopted it is an extra incentive to the child to give all his attention to the lesson. In the upper classes insufficient attention is given to division into paragraphs. By first thinking out the plan, subdividing into headings, and annotating, an unshapely mass would often become very readable.

Grammar.—More has been attempted in this subject than has been the case in recent years. Parsing and analysis are still in some schools looked on as all that is required in grammar, and in others the inductive method "from example to rule" is not closely enough followed. The excellent sets of exercises to be found in "Arnold's Language Lessons," where followed, are giving the children clear ideas of the practical use of grammar, and providing sufficient abstract reasoning.

Word-building has its place in all schools. Teachers, recognising the difficulty of teaching spelling, are paying particular attention to the subject. The transcription and dictation exercises are assisted by lists of type words, common errors, rules, mnemonics, &c.

Poetry.—In poetry the memorising is, as a rule, satisfactory. More attention could be given with advantage to "visualising," particularly in the lower classes, where also actions might be more freely used.

Attention is being given to the correlation of poetry with nature-study, history, and geography.

Arithmetic.—Of all the subjects taught in elementary schools, this is probably the one making the greatest demands on the powers of the teacher.

Books and memory should play a second part; it is the child's judgment and reasoning faculties that must be trained and developed.

Telling the child how to do a problem or working it for him is of little value; the strong teacher, by finding out his difficulty, by concrete exercises, and by nicely graded questions helps him to help himself. There continues to be, I believe, in the junior classes, where objects, pictures, coins, measurement, &c., are used, a satisfactory advance in number-study; but from the Third Class upwards arithmetic is the weakest subject in my schools. There are, however, numerous schools where the teaching of arithmetic leaves no room for criticism.

In many schools, owing to the extra attention that has been given to other subjects, the time devoted to arithmetic has been somewhat reduced. This may partly account for the slackness in the subject; but I am inclined to put it down to other causes.

Books are too freely used.

Mental arithmetic is too sparingly used or wrongly applied.

Graphic representation is not sufficiently used.

Correlation is neglected.

The other chief defects noted are a too strict adherence to rules; a neglect to make the problems of a practical nature, and to deal with questions of every-day occurrence in his locality; insufficient drilling in tables, with a consequent want of speed; an illogical setting out; a habit of proceeding from general to particular, rule to example, instead of *vice versa*; and insufficient oral examination of questions before commencing their solution.

With the introduction of the new syllabus, mensuration is dealt with at an earlier stage than formerly. I find that this branch of mathematics is being generally treated in a practical way—tanks are gauged, the school grounds are traced, plotted, and measured, so also are the neighbouring fields, &c. Cardboard modelling is often made of great assistance in illustrating the different solids, and in some schools numerous mechanical models are in use for the same purpose.

Only in a proportion of the schools is geometrical work being well handled. Some teachers continue to look on it as a branch of drawing, notwithstanding its place among the mathematical studies in the "Course of Instruction."

Where it is well treated, the subject is having an excellent effect on the better grip of principles involved in arithmetic and mensuration.

Scripture History and Moral Lessons.—In addition to the direct moral lesson, advantage is taken, as opportunity offers at any time, of making such corrections and of giving such instruction as aid in character-forming.

The teachers' example is good, and little fault can be found with the general tone of the schools.

History.—History, English and Australian, is taught in most schools, though as a rule the latter is not receiving enough attention.

Sufficient time has not elapsed to test fully the value of the scheme of teaching outlined in the Course of Instruction.

Geography.—This subject is a favourite study among the pupils, owing, I have no doubt, to the live interest that can so readily be aroused in it. In the majority of schools a good deal is done to make the subject interesting. Readings are made of the barometer and thermometer, records entered, and a school graph constructed; the shadow-stick is noted; and the direction

and force of the wind, with kind of clouds, are recorded. Then the sand-tray is used among the juniors, and relief maps are made. Their own district, surroundings, and occupations are made the starting-point of a wider knowledge.

With a moderate amount of assistance the child is able to pursue the study himself through the excellent sets of geographical readers ready to hand.

Nature-study.—Nature-study lessons are given in a fair proportion of schools.

In the lower classes its treatment is almost on the same lines as is the geography; observations are made and noted.

Above the junior classes it is only in a very few schools that anything beyond the object-lesson is being attempted. Of real first-hand direct observation there is little.

Some half-dozen schools, where the teachers are themselves enthusiastic students of nature, are pleasing exceptions to the rule. In these excursions are organised, specimens collected and classified, and notes made, while there is a wide-awake spirit of enquiry among the pupils.

Elementary science is taken in some of the higher classes in place of nature-study. A good deal of useful knowledge is imparted, but experiment, the basis of the study, is too seldom seen.

Drawing.—Teachers are doing their best to meet the requirements of the syllabus in drawing. Gradually, as they are enabled to attend the classes of instruction, the treatment of the subject will improve. Blackboards are in general use among the juniors, and mass-drawing is taking the place of outline. The treatment of the same subject in pencil and brushwork from nature and objects is becoming more common, and correlation with nature-study is generally aimed at.

Manual Work.—The use of this subject is now generally admitted by teachers, and its popularity among the pupils continues. The boy whose position in other subjects is low down in the class, often shows his skill in handwork. Clay-modelling, chip-carving, and gardening are the usual branches favoured; but mat-weaving from rushes, knotting, basketmaking, netting, &c., are also found in the schools, and some very fine work is occasionally seen.

A cookery school has been in operation at Burnie for part of the year, the senior girls at the Penguin and Burnie schools getting the advantage of a fine practical instruction.

Needlework.—In only a few schools does the needlework reach a high standard. Even in the large schools there is not always an assistant capable of teaching the subject thoroughly, and where in the small ones it is left to a monitor the results are generally poor.

Music.—There is a great difference in the standard of the singing in the various schools. In some the treatment and results are excellent. Even where the teacher is not an expert musician, something is generally done, and a pleasant break is provided in the more strenuous lessons.

Physical Training.—So far, little improvement is apparent in the methods or results of the new system of physical training. However, it is too soon to expect a great deal.

The teachers appear to recognise its importance, and when they have the benefits of schools of instruction I have no doubt that a vast improvement will immediately follow. It is the all-important little details that are at present overlooked or misunderstood, and to those whose instruction has been all derived from text-books, the subject is a perplexing one.

Some military drill and extension motions are carried out in most schools—in a few with excellent results; first-aid classes are being formed in one or two under the teacher or by the aid of a local doctor; but swimming classes are not being organised as one would expect from the facilities offering.

TEACHERS: THEIR TRAINING, &c.; TEACHERS' MEETINGS AND INSPECTORS' ADDRESSES; INTEREST AND ATTITUDE OF PARENTS; PARENTS' DAYS.

Mr. Inspector S. O. Lovell (South-Eastern District).

The Hobart Teachers' Association continues to carry on its work with interest and activity, and has without doubt been a benefit to its members. In my present district I know of only one association of country teachers—that, namely, which meets at Kempton. Its members deserve credit for their efforts towards fraternity and mutual improvement. Of course, the difficulty of getting together any considerable membership is usually very great; most of our country schools are small, and therefore the staffs are small; the distances of the outlying schools from a central meeting-place are long; and public means of conveyance are non-existent or inconvenient. The difficulties of conveyance affect especially the lady teachers, who are the more numerous.

The circumstances just referred to have rendered it hardly worth while to hold meetings in the rural parts of my district for the purpose of giving inspectorial addresses. I began the business of calling together conferences of teachers, but found that I could scarcely anywhere count on an attendance of more than half a dozen. Under such conditions the delivery of formal addresses is a somewhat depressing experience.

Interest and Attitude of Parents.—I am afraid I cannot do more than repeat what I said on this subject in my last report: the parents for the most part take greater or less interest in the progress of their own children, but very few show the least interest or concern about the school as an institution having a corporate life and corporate interests which they can and should promote; nor do they seek to understand the teacher's aims and methods. I am afraid we are a long way off the establishment of "parents' associations." No doubt the institution of "visiting days," on which the parents and residents generally may accept the teacher's invitation to come and see the management of the school, and inspect the children's work, is a real step towards the creation of a public interest in education. The practice of thus bringing the parents to the school is growing, but it is by no means yet common. But we want more than the interest that ends in saying, "Well done"! The only public interest that is of real value, that is beneficial alike to the school and to the community, is that which is sustained by the desire and the will to serve, and which expresses itself by rendering service. Now, I have no infallible prescription to offer for the creation of this spirit and this attitude in the public mind towards the school; but I venture to suggest as a step in the right direction that teachers should try the experiment of gathering the parents and residents together for friendly intercourse. Such meetings might take the form of "conversaciones," the educational element being kept in a prominent place by the display of school work and by the contribution of a few songs and recitations by the elder scholars. Discussion would be sure to arise as to what children really need to learn, and gradually the teacher would get the opportunity of talking in a free and easy manner about his aims and methods. The people would come to realise what was needed from them in the way of moral support and material help to make the school a success, and, I believe, gifts and services would freely follow. The formal establishment of parents' associations would also follow, if indeed they were needed.

Mr. Inspector A. L. Brockett (North-Eastern District).

The proportion of teachers who have had more or less training grows larger each year, with a corresponding advantage to the schools in particular and the State in general.

The practice of permitting teachers to visit approved schools is always productive of more or less benefit to those concerned; that is to say, where the visitors go with open minds.

The schools in my district are very scattered. This fact renders it very difficult to form and maintain teachers' associations. There are no real centres to be found, and although teachers have attended for a radius of 20 miles, the numbers at my meetings have always necessarily been small.

Speaking generally as regards my present district, the interest of parents in the schools is not marked, although here and there, as a result of the teachers' energy and earnestness, one finds a more cheerful state of affairs.

So far, however, I know of no parents' associations, and it is but rarely that I have found a day set apart for visitors.

The entertainment to provide school funds is becoming much more frequent, and it is to be regretted that so large a proportion of the money so raised still goes to provide prizes. This is not the place to enter into any discussion as to the ethics of prize-giving, but the folly of raising money to give prizes to all should be very apparent.

Mr. Inspector A. W. Garrett (Southern District).

The teachers as a body have worked this year with a fine spirit. With very few exceptions they have all had an opportunity of comparing their own methods and ideals with those of trained teachers. All the young provisional teachers speak gratefully of the help they received from the East Launceston School. Girls, who were put in charge of assisted schools a few years ago, straight from a Fifth Class standard, have had the courage and perseverance to work on by themselves while carrying on their school work, until they are now classified provisional teachers. Teachers made of stuff like this cannot fail to do good work.

It goes without saying that there are wide distances between teacher and teacher in point of natural capability; but in zeal and honesty of purpose there is not much to choose among them. Out of all the teachers whose work I inspected, there were only six who were not loyally doing their best; and in the case of four of these it was more from the deadening effects of long isolation and of low surroundings than from conscious neglect.

Teachers' Meetings and Inspectors' Addresses.—I met the teachers at four centres, at eight meetings. There should have been meetings at a fifth centre, but from one cause and another they fell through.

These meetings I look upon as most valuable, both for teachers and for inspectors. They are exceedingly pleasant reunions, and though one may not have the gift of exposition in any high degree, and may have a strong sense of general inadequacy, yet the wide experience of a wandering inspector must be of some use to teachers limited as they are. Their chief value, however, in my opinion, is that they are the means of bringing teachers together, making them acquainted with one another, and leading on to more permanent unions in the form of teachers' clubs or associations. At each centre we established such a club, and I am confident that great benefits are destined to flow from them, to the improvement of educational methods. At the ordinary meetings of these associations papers are read and discussed, and books on education are circulated, to be subsequently discussed in a "Friends in Council."

Libraries of educational books are among the aims of the local associations.

Among other beneficial results of the inspector's visits has been the clearing up of misunderstandings of the intentions and aims of the new course. In some cases there were very erroneous views of the scope of some of the new work.

Interest and Attitude of Parents; Parents' Associations; Visiting Days.—This is the much-vexed question of "the school and the home." Parents expect far too much from the schools, and in some cases teachers expect too much from the home.

And so, in these days, one of the duties urged upon teachers is to interest the parents in the details of their children's life in the school by means of progress reports, children's concerts, parents' visiting days, and the like.

So far very little has been done in this direction. A fair number of schools have instituted "visiting days"; but the parents, at present, are shy, and do not get much enlightenment. Still a beginning of a closer union between home and school is being made, and this in itself is a great advance. One advantage is that in the case of schools where the parents have thus been the guests of the teacher and his pupils, if one of the former is dissatisfied with the treatment or the progress of his children, he does not dash off a wild letter of complaint to the Department, but approaches the teacher himself.

The association of parents together for the purpose of co-operating with the teacher and assisting him to improve the school marks an advance which, I regret to say, has not been yet made in this district. Still something of the kind has been mooted in more than one of the larger centres, and I hope next year to be able to report the existence of several of these associations.

Another way in which the interest of parents in their schools may be fostered is in the matter of inter-school contests, whether athletic or scholastic. This is a direction in which much more might be done.

Mr. Inspector G. Heritage (Northern District).

When a monitor is appointed to help a teacher his remuneration is "partly by tuition." Unless this is strictly carried out, recruits for the service from this source have but a poor chance of success. While a tolerably fair supply of young teachers is coming from the Training College, the main source for the year has been from the East Launceston Practising School, where, however, the disparity in teaching power in the accepted candidates at the end of their three months' probation has been so great that it appears desirable to recommend in future two divisions with corresponding salaries.

During the year I have had well-attended gatherings of teachers at West Devonport, Latrobe, Deloraine, and Sheffield, dealing chiefly with the Course of Instruction and the organisation of schools.

Much interest is taken by parents and the general public in our schools, so that visiting days are now a recognised institution.

Mr. Inspector D. M. Davis (Western District).

I think I can safely record considerable advance in the work being done in the schools. It is evident that there is a close study of modern educational works in a fair proportion of schools, followed by a practical test of the theories therein advanced.

Where failures are found, as they must be found in every service, it is not from want of application, but from need of experience or training, or from the teacher being naturally unsuited for the profession he has adopted.

Good results almost invariably follow from the three months' training at East Launceston Practising School, and those teachers who are granted a week to visit chosen schools usually benefit considerably.

The Training College is beginning to show its influence in the schools. Many ex-students are now putting into their work the principles learned while in training. They, as a rule, have high ideals, and show great enthusiasm.

I find among teachers throughout the district an air of contentment, with a feeling that promotion to the higher grades is well within their reach, and dependent wholly on their own efforts. When the present day teacher's salary is compared with those of only a few years back, one cannot help noticing the great improvement that has taken place.

Meetings and Addresses.—Addresses were given to teachers during the year at Wynyard, Forest, Ulverstone, Strahan, Zeehan, and Waratah. In all cases the attendance was very satisfactory, teachers often travelling long distances at considerable expense. Besides the information to be derived at the lectures, there is always mutual good to be had from an interchange of ideas among the teachers.

Only at Wynyard is there a Teachers' Association in my district; there much good work has been done. It is to be regretted that the senior teachers of the various districts do not take a more active part in the formation and direction of associations. The younger members are enthusiastic enough, but are unwilling to usurp the positions that should be filled by their more experienced confreres.

SCHOOL ATTENDANCE; COMPULSORY CLAUSES OF "THE EDUCATION ACT."

Mr. Inspector S. O. Lovell (South-Eastern District).

Owing to wide-spread and long-continued prevalence of epidemic sicknesses, the past year was one of the most unfavourable for school attendance that I can remember. As most of the diseases prevailing were communicable, they entailed the absence, not only of the actual sufferers, but also of contacts, often for considerable periods.

Mr. Inspector A. L. Brockett (North-Eastern District).

There is an apparent all-round improvement to be noted as regards punctuality, and only a comparatively moderate percentage gain the distinction of a red mark.

I have not been able to detect any general alteration for the better as to regularity of attendance for many years past. Where the teacher is earnest and tactful the scholars generally attend regularly, although even in these cases there is always a fringe that no moral suasion can influence, and in my experience there is practically no attempt at compulsion, although the law demands that all children shall attend five days per week, unless good and sufficient cause to the contrary can be shown.

Mr. Inspector A. W. Garrett (Southern District).

It is in the fruit and hop districts that the attendance question is most complicated. In the Derwent Valley in particular, where the operations in the hop-grounds, for which children labour, is sufficient, extend with breaks from the spring right through the summer, while the picking of the small-fruit fills the intervals—the irregularity in the attendance reaches its climax. In the most efficient schools in the New Norfolk school district the promotion of the children who pick fruit is greatly retarded, and a class may contain children with ages ranging from eight and nine to 12 and 13.

As school life is made more attractive the evil will diminish in proportion.

Mr. Inspector G. Heritage (Northern District).

All the schools under State supervision, numbering 88, were inspected, and also the 10 convent schools in the district; the total number of pupils present being in the former 5974, in the latter 662. Regularity of attendance depends in a large degree on the personality of the teacher. At a change in the charge of a school the attendance barometer shows "Set Fair," or "Rise," or "Fall." A desire to attend every day with the teacher is steadily growing, and in a number of schools the teacher at inspection proudly supplies a list of "full-timers."

Mr. Inspector D. M. Davis (Western District).

In the agricultural portion of my district increased attendance at the schools is pretty general. This follows naturally on the growth of settlement and population.

I regret to say that the average attendance in proportion to the enrolment still continues to be very low. The usefulness of the children at home and the difficulty of getting labour and its cost are the prime causes. The present material gain to himself seems to blind the parent to the future serious loss to the child.

By making his school popular, and by the excellence of his work, the teacher can do much to improve the attendance, but there are many cases where only the stringent enforcement of the law by boards of advice will lead parents to recognise their responsibilities.

The attendance on the West Coast is better than in other parts. The monthly percentage of attendances is forwarded to the Boards of Advice and published, a certain amount of emulation is aroused, and it is not uncommon for the average attendance to reach 90 per cent. of the effective enrolment. Such a plan might be adopted with advantage in other centres.

SCHOOL BUILDINGS, ACCOMMODATION, HYGIENE, SCHOOL GARDENS.

Mr. Inspector S. O. Lovell (South-Eastern District).

In the matter of school buildings the outstanding event of the year is, of course, the completion of the magnificent structure in Elizabeth-street erected for the accommodation of the school formerly held at Trinity Hill. The overcrowded school at Battery Point pressing demands the relief of increased accommodation. A State-owned schoolroom having been erected at Orielton to take the place of very make-shift accommodation, there is now no other case in my district calling for either an extension or a new building.

The work of repairing, renovating, and remodelling school buildings has gone apace, much to the comfort and convenience of teachers and scholars. Especially has improvement in the lighting of the rooms been effected by structural alterations and increase of window-space, so that very few cases indeed are left in which the provision for lighting is inadequate or unsatisfactory, except those in which original defects in the planning of the buildings render improvement a somewhat baffling problem.

Some attempt is generally made in the way of school gardening, for the most part on a small scale. There are little flower beds and borders, and in these the children take an interest, giving them careful tendence and cultivation. But of gardening on a liberal scale, with shrubberies and lawns, making of the school ground an ornament and a "realm of pleasure," I am unable to record any examples. If it be objected that in the rural districts there is not much time available for school gardening without making serious inroads upon the children's playtime, it may still be replied that, with a fair number of willing hands, it is wonderful what results can be got, not from spasmodic feats of work, but from the daily application of a little time and effort.

Mr. Inspector A. L. Brockett (North-Eastern District).

With few exceptions the school premises throughout the north-east are in from fair to good condition. Repairs reported on as being necessary have been promptly attended to, and a good deal is being done to make the residences comfortable.

Mr. Inspector A. W. Garrett (Southern District).

Nearly all the school buildings in the district have been erected by the State.

Many of the school buildings have been painted and otherwise renovated and in a good number the lighting has been improved greatly. A few difficult cases remain to be dealt with.

There is ample school space for the attendance, but unfortunately, the rate of progress varies so much in different localities that while there is room enough and to spare for double the number in attendance in some schools, there is not enough for present numbers in others.

Mr. Inspector G. Heritage (Northern District).

Improvements in remodelling existing buildings and in providing additional accommodation in schools and residences have made good headway during the year, and, with the furniture, are becoming fairly abreast of requirements.

Mr. Inspector D. M. Davis (Western District).

A gradual improvement is being effected by the Department in schools, residences, and premises. Recently-erected buildings leave little to be desired.

As a rule the accommodation provided is sufficient, but in some cases enlargement or additions will be needed in the near future.

School gardens, on a more or less extended scale, are fairly common where conditions allow. The cases where anything beyond a few small beds of flowers are seen are, however, rare. With sufficient good land available, fencing done, and seed provided by the Department of Agriculture, and no doubt a neighbour willing to do the ploughing, there should be no insuperable difficulties in the way of experimental plots of potatoes, wheat, clover, &c. The school that demonstrated to the farmer that deep cultivation is preferable to shallow, that early sowing is necessary for the particular locality, that lime is wanting in his soil, that certain rotations of crops suit the district (or their opposite), will soon command a wide respect; for here is something practical that the farmer admires, and away from the books, for which his respect is sometimes meagre. If this work is combined with tabulated results, including rainfall, dates of sowing, succession of crops, kinds and quantity of manure used, &c., the results will be of real value to the district.

Specially good work in gardening has been done at Irish Town, North Motton, Boat Harbour, West Montagu, Abbotsham, and Wynyard.

GENERAL

Mr. Inspector S. O. Lovell (South-Eastern District).

In judging the results of the teaching, the progress of the pupils, and especially the individual merits of the teachers, it was deemed reasonable to make considerable allowance for a very unfavourable year. The unusual prevalence of epidemic sickness playing havoc with the attendance; the introduction of a new Course of Instruction, imposing many new requirements; the adoption of a uniform school year, with consequent steps rendered necessary in regard to the promotion of the pupils; and, in the case of the Hobart schools, the extra

work involved in the preparations for a special physical culture display on Coronation Day; all these causes tended to make the teachers' work more than ordinarily difficult. Credit is therefore due to the schools on the whole that it was possible to find so much in the results of the teaching for which it was not necessary to make any allowance at all. And I am pleased to say, in conclusion, that I found general evidence of faithfulness and zeal on the part of the teachers in the discharge of their duties, a determination to do their present best, and a strong desire to use any available means of learning how to do a better still.

EXTRACTS FROM THE REPORT OF THE PRINCIPAL OF THE PHILIP SMITH TRAINING COLLEGE (MR. J. A. JOHNSON, M.A.).

I have the honour to submit my report on the work of the Training College for the year ending 31st December, 1911.

The work has been performed under the very best conditions in the new Philip Smith Training College. The accommodation, furniture, lighting, and ventilation have all added to the general comfort of the staff and the students. As a consequence, the general health has been good, although an epidemic of measles interfered with the average attendance of one quarter.

Students.—The College opened with 94 students, classified as follows:—

	Males.		Females		Total.
Senior students....	5	...	16	...	21
Junior teachers, Grade II.	9	...	25	...	34
Junior teachers, Grade I.	15	...	20	...	35
Paying pupils ...	1	...	1	...	2
Scholarship-holders ...	2	...	—	...	2
	32		62		94

Ten matriculated students attended lectures at the University, and the results of the November examinations show that most satisfactory work has been done. The following is the University list:—Annie Greaves (Mathematics I. C2, Logic I.), Gladys Hutton (Logic I. C3, History I.), Gertrude T. Law (English I., History I., French I., Mathematics I. C3), Winifred M. Rockwell (English I. C2, History I., French I.), Mabel Sagasser (Latin I., Mathematics I. C2), Elvina Scott (English I. C3, Logic I.), Amelia Smith (English I. C1, Logic I.

C2, Latin I. C3, Mathematics I. C2), Sarah A. Tregaskis (English I., French I., History I.), Letitia M. Walker (History I. C2, Logic I. C3), Cyril J. Mulligan (History I., Latin I.).

In the December examinations ten students passed the Senior Public Examination, and eight others qualified, except in Latin. As the majority of junior teachers come to the College without any knowledge of Latin, it is found almost impossible to cover the work required in this subject in the two years' course.

The students of 1911 have done much to advance the prestige of the College, both in scholarship and conduct. The Students' Association is a potent factor in the organization of the College, not only in the social life of its members, but also in the maintenance of discipline both inside and outside the building. A distinctive feature in the work of the Students' Committee was the publication of a College magazine. This paper shows in some of its items very promising literary merit; it will also be a means of preserving a record of the general life of the students. Personally, I have to thank the Department for the encouragement given to the sports and recreation of the College. The tennis-court has proved a great boon; it has been a means of preventing that aimless lounging after lectures so characteristic of the student who takes no part in outdoor sports. There has been this year an alert activity in the social life of the College; the hall has been in constant use for concerts, debates, and social gatherings. This is a part of the student's life to which every encouragement is given by the members of the staff.

The Curriculum.—The curriculum for the year was practically unchanged. In some respects it is a disadvantage that so much of the work of the College is determined by outside examinations.

The dislocation caused by preparation for such examinations is especially felt in the subject of English literature. A properly-graded five years' course in this important subject would be the means of a splendid training for our young teachers. After the first year the books used are those prescribed for the University examinations. I have no fault to find with the selection; but in the case of the senior students I feel that more attention should be given to the study of modern literature. The work in science comprises courses in chemistry and geology up to the matriculation standard. The work in the theory and history of education was much extended during the year, two more lectures a week being devoted to this subject. In addition to the ordinary text-book, each senior student is required to read one educational work per quarter. Thanks to the liberality of the Department, the College library is well provided with modern books on education. Each student chooses a book subject to my approval, and at the close of the quarter he is required to write an essay on some aspect of the teacher's work suggested by the book he has read. This plan of systematic home-reading has done much to create an earnest professional attitude, and to foster a spirit of research in regard to modern developments in education.

Towards the end of the year systematic instruction was commenced in needlework. This is under the control of Miss S. L. Hughes, who attends at the College every Saturday morning from 9 till 12.

Practice in Teaching.—The practice in teaching is now carried on under very good conditions at the new Practising School at Trinity Hill. Each student is required to teach for four weeks during the year. The University students teach every morning when the classes are not in session, and attend the College in the afternoon for lectures on the theory and history of education. In addition one hour a week is devoted to model and criticism lessons. The Principal superintends the work of the

senior students in these lessons, and Mr. G. V. Brooks, the Master of Method, guides the work of the junior teachers. The lessons cover the whole range of the school syllabus. The following is a summary of the work done:—

Senior Students.—Fifteen model lessons by the Principal and members of the staff of the Practising School. Twenty-five criticism lessons by the students.

Junior Teachers.—Twelve model lessons by the Master of Method and the members of the staff of the Practising School. Forty-one criticism lessons by the junior teachers.

Under the ordeal of these criticism lessons the young teachers soon acquire confidence and gain a certain measure of skill. One of the most pleasing features of the work is the earnestness with which they strive to gain a higher mark for skill in teaching. They are beginning to realise that their chief business at the College is to gain this skill, and not merely to pass examinations. To paraphrase the words of Professor James, "Education is the most sublime, and it may be the most trivial, of human pursuits." It is difficult to get the mind of the student divorced from the trivialities—that the business of teaching is merely to get the children "to learn geography," "to do sums," "to write composition exercises." The student is taught to do this; but he is also taught that the true professional outlook demands that he helps children "to learn those things which must be valuable to anyone of any nation in any age."

The Library.—One of the most popular rooms in the College is the library. In addition to books on literature and science, the students have here access to dictionaries and books of reference, such as the "Encyclopædia Britannica" and the "Historian's History of the World." The "Encyclopædia," in 29 volumes, is the latest edition; it is the generous gift of Miss Marion Smith, of Hove, England.

Wall Decorations.—Twelve pictures have been placed on the walls of the College, the cost being covered by the proceeds of winter lectures given by myself. These works of art offer an opportunity for short talks to the students on great painters and their work.

EXTRACTS FROM THE REPORTS OF MEDICAL OFFICERS.

DR. ISABEL ORMISTON (COUNTRY DISTRICTS).

During the past year epidemics of communicable diseases have been more prevalent than usual. Diphtheria has been a serious source of trouble, several cases having ended fatally. Most of the large centres on the North-West Coast were affected by the epidemic, and a great deal of instructive information was collected as regards the methods of spread. In some towns the outbreak followed the arrival of some well-meaning individuals who had nursed cases in affected districts, but had failed to have their clothes boiled or disinfected in any way before returning to their homes. In other cases children, who had apparently recovered and were sent away for change of air to neighbouring townships, were the cause of fresh outbreaks. The best method of dealing with these so-called "carriers" is one of the greatest problems in stamping out diphtheria, for the diphtheria bacillus has been known to remain in the throat in a virulent condition for several months after the patient's recovery.

Sterile throat-swabs can be obtained (free of charge) from the Health Department, with printed instructions which can be clearly understood and carried out by the laity in cases where no medical practitioner is within reasonable distance. These swabbings are examined free, and results telegraphed to sender (in urgent cases) within 24 hours of the receipt thereof.

Teachers in small country schools should in every case avail themselves of this means of detecting carriers, and thereby cut short what might otherwise prove to be a long-continued and wide-spread epidemic.

Measles, too, has been a source of great trouble, and was the cause of a great falling off in the attendance at some schools. The tendency to make light of this disease is much to be discouraged. Although a large percentage of children suffer little inconvenience by the attack, quite a number of the less robust ones are left with weak eyes and chronic deafness. It is very important that teachers should remember these facts, and be on the lookout for such after-effects in all scholars returning to school after measles.

Mumps, whooping cough, and scarlet fever were also reported in several districts, and whenever possible the schools in the affected localities were visited.

In all 2214 children were examined individually. The examination included the testing of each eye and each ear separately, the examination of the post-nasal space and throat for adenoids and enlarged tonsils, and a general inspection of the skin for scabies, ringworm, and like communicable conditions.

The chests were examined of all cases which gave a history of having suffered from scarlet fever, rheumatism, or diphtheria, and any whose general appearance gave rise to suspicion of lung or heart trouble.

Where the condition was of a degree to interfere with the general well-being and educational progress of the child, the parents were notified of the nature of the defect and urged to procure treatment.

There is still room for great improvement in the cleanliness of some of the children attending the country schools. A tactful and painstaking teacher can do much to remedy these conditions, with beneficial results.

Sufficient attention is not paid in many cases to the cleansing of school buildings. A schoolroom undoubtedly requires to be kept as clean as a living-room in a private house. In many cases, however, dust is allowed to accumulate in thick layers on ledges, shelves, and the tops of presses. This is a source of danger in schools where infectious diseases are common, and may help to prolong an epidemic by harbouring the germs of disease.

The ventilation and lighting of some schools is still inadequate, but a great many improvements have been carried out during the past year. Some of the larger country schools have been entirely remodelled.

A difficult question to be dealt with by teachers is the choice between a low temperature and a vitiated atmosphere. Where there are not sufficient facilities for heating a schoolroom the tendency on the part of teachers is to close all windows and doors, which is undoubtedly more deleterious than the influx of cold air.

If teachers followed the advice given in all text-books on school hygiene, and perfumed their classrooms every hour for three or four minutes, much would be gained.

Special Defects Discovered during the Past Year.

Eyes.—Of all cases examined, 107 were found to have defects of such a degree (6/12 vision or less) as to interfere with educational progress.

Of these, five cases were totally blind in one eye, 14 had strabismus (squint), and one had cataract. Nineteen had 6/36 vision or less. Of the external diseases of the eye, marginal blepharitis and trachoma (granulations) are very common in some parts of the island.

Ears.—Forty-five cases were markedly deaf. Twelve had running ears, three had complete deafness in one ear, and two were almost deaf in both ears. Most of the moderate cases of deafness were due to the presence of adenoids.

Nose and Throat.—Enlarged tonsils and adenoids are prevalent throughout the whole island. One hundred and sixteen cases were notified to parents. These were interfering with hearing or causing mouth-breathing.

Chronic catarrhal conditions are very common, especially in the wet districts. A good deal could be done to improve this condition if children were encouraged to bring and use handkerchiefs in school. It is not an uncommon sight to see children sitting in class with acute cold in the head, without handkerchiefs. The continuous sniffing and consequent nasal blocking that follows leads to the habit of mouth-breathing being established, and induces an unhealthy state of nasal mucosa.

Some teachers have succeeded in getting the children to bring these desirable articles each day by dwelling on the subject in health talks, and asking each morning for a show of handkerchiefs. This rule might well be emulated by all infant teachers.

Heart Conditions.—Twelve cases of organic disease of the heart were recorded, and instruction given to teachers to guard these children against undue physical strain.

Forty-nine children were found to be suffering from anaemia, and 12 showed a condition of general debility or malnutrition. These latter cases are of great importance, and above all require following up and re-examination.

Tuberculosis.—Typical well-defined signs of phthisis as they exist in the adult are not frequently found in young children. One naturally hesitates to say a child has pulmonary tuberculosis unless there are some absolutely definite grounds for doing so.

Where a child is found with enlarged glands, malnutrition, and is said to be losing weight, tuberculosis is naturally suspected, and the parents put on guard.

Seven cases of general debility were found, and 21 had enlarged cervical glands.

Diseases of the Nervous System.—There are few well-defined diseases of the school age that come under this heading, with the exception of chorea (St. Vitus' dance). Four cases of this disease were noted.

Other nervous conditions included three children who gave a history of epileptic fits, and all three were mentally dull.

Eight definitely mentally deficient were attending school. In addition there were seven other cases that might be termed very backward. These 15 children were not able to profit much by ordinary school methods.

Thirty-three children had impediments in their speech. Three of these cases were due to cleft palate, but the great majority were due to an unnaturally high dome-shaped palate.

There were 27 cases of goitre, two of which were of the exophthalmic type.

Deformities.—Five cases of congenital physical deformities were noticed (such as club-foot) and 22 acquired deformities. The latter included four cases of spinal curvature, 15 cases of round-shoulders, and three cases of old infantile paralysis. Six cases showed the stigmata of congenital syphilis.

Pediculosis.—There were found 120 cases of verminous heads (exclusive of those with nits). There is, however, a marked improvement in this condition throughout the island.

"Head drill" has been introduced into some schools, with excellent results. It is best carried out on Friday afternoons, as the scholars can then avail themselves of the week-end to carry out, if necessary, the kerosene treatment, and thereby do away with the necessity for absenting themselves from school. The proceeding known as "following up" cannot be carried out in the country districts, but in many cases the teachers do all in their power to persuade the parents to have their children attended to.

In our city schools the nurses appointed in January, 1911, have done excellent work; in fact, dirty heads are now the exception. The nurses have in some cases visited individual cases ten or twelve times before the desired result was obtained. Many cases have been taken to the public hospitals, and there obtained treatment for the more important diseases of the school age.

Anthropometrics.

It is the intention of the Medical Department to collect anthropometrical data for the Commonwealth Statistician during the coming year. A uniform system of measurements has been arranged for all the States of the Commonwealth, and much interesting information should in that way be gathered. The influence of climate will be exemplified by the comparison of the young Queenslanders with the youth of Tasmania.

DR. A. H. CLARKE (HOBART DISTRICT).

I have the honour to report that I have paid weekly visits to the six schools in my district during the year 1911. During that period I examined 1441 children, of whom 1342 were new scholars. Of these children, 430 were found to be suffering to an extent requiring medical treatment in the interest of their educational progress. The following were the chief defects:—Eye defects, 203; ear defects, 13; adenoids, 153; tuberculosis, 7 (of which five were phthisis); lateral curvature of the spine, 9; heart-disease, 6; defective mentally, 4.

Taking the 430 defective children, and deducting 35 who left school shortly after being examined and 36 who are under observation or whose condition has improved (so that no treatment is now required), this leaves 359 children who required treatment. Of this number 306 have actually received treatment, and of the 53 untreated cases the majority have promised to obtain treatment later on.

One hundred and two cases have received free treatment at the General Hospital.

In 1911 there was a severe epidemic of measles in Hobart, but I am glad to be able to report that, owing to following the regulations prescribed by the Department for the control of this disease, the attendance in the schools remained far higher than in any previous epidemic of measles of similar severity.

The appointment of Nurse Hamilton as School Nurse in my district has been a great assistance to medical work in the schools. Nurse Hamilton has been indefatigable in following up cases requiring treatment, and her success is amply proved by the figures quoted above, viz., out of 359 cases requiring medical treatment, 306 have actually been treated, and of the remaining 53 all but a few have promised to obtain treatment, and I have no doubt will do so with a little persuasion. These figures show a great improvement on previous years.

The school nurse has also done excellent work in connection with tracing children suffering from infectious diseases, and those who were in contact with them, and ensuring their exclusion from school. In many cases this necessitated visits to the children's homes.

The inspection of the children in order to ensure freedom from parasites has also formed a large part of the nurse's work, and her tact in interviewing the parents, and her perseverance in dealing with neglected children has led to a great improvement in this respect. A supply of dressings and disinfectants to each school was approved by the Director, so that the nurse has been able to render first-aid in a number of slight accidents, and also to assist some of the poorer children by dressing injuries and sores.

The nurse has also filled in the medical cards of all the new children admitted since her appointment. Testing their sight and hearing and recording their weight, height, &c.

She has also weighed and measured all the children at each school in order to record their annual growth.

I wish to express my thanks to Dr. Miller and Dr. Lines for the great trouble which they have taken in treating the poorer children at their out-patient clinics at the General Hospital; and also to the resident staff for assisting in operations when required.

I also wish to record my thanks to the head teachers of the schools in my district for assistance in our work.

DR. G. H. HOGG (LAUNCESTON DISTRICT).

I beg to report that during the year I have visited the five Launceston schools weekly, and inspected all new pupils joining the schools, as well as other children selected from week to week by the teachers, nurse, or myself.

School Nurse.—Early in the year school nurses were appointed, Miss B. Massey being chosen for Launceston, and the good work she has done has more than justified the appointment.

Cleanliness.—When I contrast the conditions which existed when I commenced medical inspection five years ago with the state of things to-day, the improvement in the cleanliness of the children is most striking, and much of this improvement is due to the work of the school nurse. Then a large percentage of the children had verminous heads, some had body-lice, some scabies; to-day, in some schools, there is not a dirty child to be seen.

While on the subject of cleanliness I would refer again to school baths. This is a subject which I have already dealt with elsewhere, so that I would merely point out the need of a proper bath at each school.

The nurse has from time to time to bathe and clean a child. At present she has to manage as best she can with a bucket and a basin.

The cleaning of the schoolrooms is often unsatisfactory, and I would suggest that more frequent and more thorough cleansing of the premises be arranged for.

Infectious Diseases.—Of the infectious diseases, measles and whooping cough have been the most prevalent, and there have been isolated cases of diphtheria.

A wall-chart indicating the periods of infection, exclusion, &c., of the infectious diseases has been supplied to each school, so that the teachers have now no excuse for ignorance on this point.

Great care is being taken by the nurse, teachers, and myself in this matter, and has resulted, I trust, in greater freedom from infection at school.

Furniture.—The furniture of most of the schools still leaves much to be desired, and continues to play an active part in the development of school disease.

Teeth.—This question is at present the most important matter in the whole range of school hygiene, and I am convinced that the rotten state of the mouths and throats of school children explain very much of the

diseased conditions developing amongst them at perhaps a later date.

Professor Dr. Jessen, of Strasburg, believes that most cases of tuberculosis in children can be traced to infection through diseased mouths, and the more I see in these schools the more impressed am I by this opinion.

School Clinic.—It is now admitted by all authorities that medical inspection pure and simple is, and should be, a thing of the past; and that the medical inspection of to-day must include the following up and treating of cases; that this treatment, moreover, should be carried on in the closest relationship with the school, viz., at the school clinic.

It is, in the words of Sir George Newman, the Medical Adviser to the English Board of Education, "the complete expression of the principle of associating all methods of treatment with methods of prevention."

It should form an integral part of the organization of medical inspection in every populous area."

When I was in Europe I found all authorities agreed as to the unsuitability of hospitals for the treatment of school children, and I now find that reports from medical officers all over England emphasise the complete failure of such hospital arrangements as have been tried. The school clinic (dental and medical) is a necessity if the State wishes not only to educate the child, but to fit him to receive the education the State provides.

APPENDIX I.
The following Table is a Summary of the Principal Statistics of the Department from 1895 to 1904.

YEAR.	SCHOOLS.		SCHOLARS.				EXPENDITURE FROM PUBLIC FUNDS FOR MAINTENANCE OF STATE SCHOOLS (PRIMARY).				SCHOOL FEES.			
	Number.		Gross Enrolment.	Average Number on Rolls from Month to Month.	Average Number in Daily Attendance.	Percentage of Average Daily Attendance on Average Number on Rolls.	TOTAL AMOUNT EXPENDED.	Amount per Scholar reckoned on—			TOTAL AMOUNT COLLECTED.	Amount per Head for Scholars (Average on Rolls).	Amount per Head for Scholars in Daily Attendance.	
	Open at any time during the Year.	Open at the end of the Year.						(i) Average Number on Rolls.	(ii) Average Number in Daily Attendance.	£ s. d.				
1895...	258	255	19,907	14,594	10,655	73·01	£ s. d. 31,889 13 11	£ s. d. 2 3 8	£ s. d. 2 19 10	£ s. d. 9431 8 10	£ s. d. 0 12 11	£ s. d. 0 17 8		
1896...	270	268	20,826	15,772	11,508	72·96	32,900 14 10	2 1 8	2 17 2	9794 7 2	0 12 5	0 17 0		
1897...	282	280	21,763	16,634	12,024	72·28	35,569 18 10	2 2 9	2 19 1	9934 2 11	0 11 11	0 16 6		
1898...	296	292	22,517	17,136	12,015	70·11	37,836 10 5	2 4 1	3 2 11	10,210 0 6	0 11 10	0 16 11		
1899...	309	305	23,272	17,682	13,105	74·11	40,049 6 6	2 5 3	3 1 1	10,948 7 0	0 12 4	0 16 8		
1900...	327	319	24,157	18,693	14,007	74·93	43,640 18 9	2 6 8	3 2 3	12,156 13 6	0 13 5	0 17 4		
1901...	338	334	24,542	19,236	14,259	74·12	59,618 9 5*	3 1 11	4 3 7	11,025 12 1	0 11 5	0 15 5		
1902...	349	338	24,764	19,553	14,541	74·37	60,571 11 10	3 1 11	4 3 4	12,411 5 8	0 12 8	0 17 1		
1903...	346	336	24,595	18,596	13,863	74·54	60,772 7 8	3 5 4	4 7 8	12,472 3 10	0 13 5	0 18 0		
1904...	356	352	24,082	18,225	14,321	78·57	62,442 8 2	3 8 6	4 7 2	12,424 7 5	0 13 7	0 17 4		

* In 1901 the fees collected from the scholars were for the first time paid into the Treasury. From January, 1901, the Teachers were paid a fixed salary instead of being remunerated partly by salary and partly by fees.

APPENDIX II.

Summary of Statistics of Department from 1901, in which year the School Fees were for the first time paid into the Treasury.

YEAR.	SCHOOLS.			SCHOLARS.			EXPENDITURE FROM CONSOLIDATED REVENUE ON PRIMARY EDUCATION.				SCHOOL FEES.			
	Number.		No. of Half-time Schools included in preceding Totals.	Average Monthly enrol- ment.	Gross Enrolment.	Average Number in Daily Attendance.	TOTAL AMOUNT EXPENDED ON PRIMARY EDU- CATION.	Amount per Scholar reckoned on—			TOTAL AMOUNT COLLECTED.	Amount per Head for Scholars (Gross Enrol- ment).	Amount per Head for Scholars in Daily Attendance.	
	Open at any time during the Year.	Open at the end of the Year.						(i.) Gross Enrol- ment.	(ii.) Average Monthly enrolment.	(iii.) Average Daily Attendance.				
			£	s.	d.	£	s.				d.	£	s.	d.
1901.....	338	334	30	...	24,542	14,259	59,618 9 5	2 8 7	...	4 3 7	11,025 12 11	0 8 11	0 15 5	
1902.....	349	338	32	...	24,764	14,541	60,571 11 10	2 8 11	...	4 3 4	12,411 5 8	0 10 0	0 17 1	
1903.....	346	336	26	...	24,595	13,863	60,772 7 8	2 9 5	...	4 7 8	12,472 3 10	0 10 2	0 18 0	
1904.....	356	352	32	...	24,082	14,321	62,442 8 2	2 11 10	...	4 7 2	12,424 7 5	0 10 4	0 17 4	
1905.....	365	343	8	...	24,043	14,112	57,627 8 7	2 7 11	...	4 1 8	12,652 19 3	0 10 6	0 17 11	
1906.....	352	340	6	...	24,221	13,729	* 57,819 3 9	2 7 8	...	4 4 2	12,135 15 5	0 10 0	0 17 8	
1907.....	354	350	2	...	25,157	14,464	61,217 0 1	2 8 7	...	4 4 7	9030 17 5	0 7 2	0 12 5	
1908.....	363	362	2	...	27,760	15,952	65,064 19 3	2 6 11	...	4 1 7	5219 9 11	0 3 9	0 6 7	
1909.....	380	371	2	...	29,406	17,391	72,964 7 5	2 9 7	...	4 3 11				
1910.....	390	367	2	...	30,805	17,974	74,261 12 0	2 8 2	...	4 2 7				
1911.....	399	381	2	25,759	32,244	18,130	83,675 13 5	2 11 10	3 4 11	4 12 3				

* Including cost of Training College, which was established in this year.

APPENDIX III.

EXPENDITURE FOR THE YEAR ENDED DECEMBER 31, 1911.

<i>Primary Education.</i>										£	s.	d.	£	s.	d.
Salaries of Staff	...	...	...	...	...	...	...	...	...	2246	13	4			
Salaries and Allowances to Teachers, &c., Inspectors of Schools, Principal and Assistants Training College, and Board of Examiners	...	...	...	...	...	...	...	...	...	66,529	11	3			
Rent of Schools	...	...	...	...	...	...	...	...	...	484	17	4			
School Furniture	...	...	...	...	...	...	...	...	...	882	6	0			
School Books	...	...	...	...	...	...	...	...	...	572	5	3			
Teachers' Removal expenses	...	...	...	...	...	...	...	...	...	908	0	11			
Gas	...	...	...	...	...	...	...	...	...	91	7	11			
Water-supply	...	...	...	...	...	...	...	...	...	114	11	3			
Freights and Cartages	...	...	...	...	...	...	...	...	...	15	0	6			
Examination Expenses	...	...	...	...	...	...	...	...	...	1	9	0			
Advertising	...	...	...	...	...	...	...	...	...	40	10	9			
University and other Fees	...	...	...	...	...	...	...	...	...	406	9	3			
Wages, &c., Cookery Schools, Hobart and Launceston	...	...	...	...	...	...	...	...	...	46	11	2			
Petty Cash	...	...	...	...	...	...	...	...	...	7	19	1			
Medical Examination of Teachers	...	...	...	...	...	...	...	...	...	7	17	6			
Repairs to State Schools	...	...	...	...	...	...	...	...	...	4459	6	5			
Travelling Expenses	...	...	...	...	...	...	...	...	...	988	1	11			
Printing	...	...	...	...	...	...	...	...	...	328	14	11			
Stationery and Stores	...	...	...	...	...	...	...	...	...	91	16	1			
Postages, &c., and Telephones	...	...	...	...	...	...	...	...	...	303	6	1			
Railway Tickets for Scholars and conveyance of Children, &c.	...	...	...	...	...	...	...	...	...	437	18	3			
Boards of Advice, Postage, &c.	...	...	...	...	...	...	...	...	...	35	2	0			
Expenditure, Boards of Advice	...	...	...	...	...	...	...	...	...	426	2	0			
Maintenance Allowances to Teachers	...	...	...	...	...	...	...	...	...	2446	0	6			
Fuel (£760 1s. 3d.), and Cleansing (£960 14s. 2d.)	...	...	...	...	...	...	...	...	...	1720	15	5			
Free Books, &c.	...	...	...	...	...	...	...	...	...	82	19	4			
Total Primary Education	...	...	...	...	...	...	...	...	...				£83,675	13	5
<i>Education of Deaf and Dumb.</i>															
School Fees Paid to the Institution for the Blind for Tuition and Maintenance of Deaf Mutes and Blind	...	...	...	...	...	...	...	...	...				£308	18	4
<i>Medical Branch.</i>															
Medical Inspection of State School Children, &c. (18s. 6d., £4 10s. 7d., £635 10s. 6d.)	...	...	...	...	...	...	...	...	...				£640	19	7
<i>Technical Education.</i>															
Hobart Technical School	...	...	...	...	...	...	...	...	...				£	s.	d.
Launceston Technical School	...	...	...	...	...	...	...	...	...				1426	12	11
Beaconsfield School of Mines	...	...	...	...	...	...	...	...	...				1279	3	8
Zeehan School of Mines	...	...	...	...	...	...	...	...	...				270	11	7
West Devonport Technical School	...	...	...	...	...	...	...	...	...				700	0	0
													50	0	0
													£3726	8	2

APPENDIX IV.

The following amounts were spent out of Loans during 1911, on the undermentioned School Premises :—

No.	School.	Amount.		
		£	s.	d.
1.	Currie.....	197	2	6
2.	Trinity Hill	5838	10	8
3.	Burnie	787	6	5
4.	Wynyard	362	19	4
5.	Moonah	1120	8	3
6.	Glenorchy	93	9	3
7.	Kimberley	131	6	3
8.	Merton	302	13	0
9.	Gawler	67	0	0
10.	Scottsdale	87	15	0
11.	Charles-street	3531	19	6
12.	Training College	862	2	3
13.	Ellendale	35	0	11
14.	Schools—(Miscellaneous Items)	572	6	3
15.	Big Creek	22	12	6
16.	Taranna	115	17	0
17.	Branxholm	542	2	3
18.	Rosebery	7	10	0
19.	Mt. Pleasant.....	174	11	4
20.	Tunnel Bay	149	14	6
21.	Tunnel	173	11	6
22.	White Mark	534	0	0
23.	Lovett	10	15	0
24.	Maidstone	175	15	0
25.	Nugent	68	15	0
26.	Lilydale	100	0	0
27.	Tunnack	4	6	0
28.	Queenstown	1	6	10
29.	Moina	1	11	0
30.	Cape Barren Island	5	14	6
31.	Blyth Road	56	1	6
32.	Forester	3	3	0
33.	Orielton	3	3	0
34.	Beauty Point	3	3	0
35.	West Zeehan	263	0	0
36.	Alberton	98	14	2
37.	Goulburn-street	45	0	0
38.	Bridgenorth	16	0	7
39.	Nile	75	0	0
40.	Invermay	6	12	0
		£16,547	19	3

Table III.—Certificated Assistants.

Classification.	Males.	Females.	Totals.
I.A.....	—	—	—
I.B	2	—	2
II.A	5	1	6
II.B	—	1	1
III.A	2	17	19
III.B	8	28	36
Totals	17	47	64

Table IV.—Uncertificated or Provisional Assistants.

Classification.	Males.	Females.	Totals.
IV.A	—	32	32
IV.B	—	31	31
Unclassified	—	13	13
Totals	—	76	76

Table V.—Students in the Training College and Junior Teachers employed in Schools.

Junior Teachers.	Males.	Females.	Totals.
Grade I. } in College }	14	21	35
Grade II. }	9	25	34
Grade III. } in Schools }	8	13	21
Grade IV. }	8	17	25
Students in College	4	15	19
Totals	43	91	134

In addition to the above there were 9 students in the East Launceston Practising School, and in other schools 11 junior temporary assistants and 136 monitors. The total number of teachers of all ranks employed by the Department at the close of 1911, inclusive of cookery teachers (3), woodwork teachers (3), and College Staff (4), was 816.

APPENDIX V.

Table I.—Certificated Head Teachers.

Classification.	Males.	Females.	Totals.
I.A.....	6	—	6
I.B.....	5	—	5
II.A	37	2	39
II.B	7	—	7
III.A	54	16	70
III.B	26	16	42
Totals	135	34	169

Table II.—Uncertificated or Provisional Head Teachers.

Classification.	Males.	Females.	Totals.
IV.A	15	39	54
IV.B	22	83	105
Unclassified	3	51	54
Totals	40	173	213

APPENDIX VI.

Classification of Schools in operation during 1911.

Schools.	Requisite Average Daily Attendance.	1910.	1911.
Class I.	400 and upwards	226	4
II.	300 and under 400		4
III.	200 and under 300		8
IV.	100 and under 200		18
V.	50 and under 100		45
VI.	20 and under 50		150
Provisional .....	... ..	119	131
Assisted .....	... ..	43	37
Half-time .....	... ..	2	2
		390	399

APPENDIX VII.

Age and Classification.

The following table shows the age and the teachers' classification of the scholars who were on the rolls at the end of the year :—

Age.	Number of Scholars being Taught on 31st December, 1911, in Classes.								Total.	
	Prep.	I.	II.	III.	IV.	V.	VI.	VII.	Number.	Per cent. of Grand Total.
Five years and under.....	883	...	...	...	...	...	...	...	883	3·44
Six years	1836	54	3	...	...	...	...	...	1893	7·37
Seven years.....	2507	423	60	1	...	...	...	...	2991	11·64
Eight years.....	1634	1128	382	63	4	...	...	...	3211	12·50
Nine years.....	771	1251	1006	375	44	3	...	...	3450	13·43
Ten years.....	273	688	1106	928	245	45	2	...	3287	12·80
Eleven years.....	103	363	785	1116	662	177	22	2	3230	12·57
Twelve years.....	43	137	327	778	887	480	150	10	2812	10·95
Thirteen years	15	49	148	340	603	592	315	40	2102	8·18
Fourteen years and over...	12	17	55	137	293	526	597	192	1826	7·12
TOTALS	8077	4110	3872	3738	2738	1823	1086	244	25,688	100·00
Percentage of Grand Total	31·44	16·00	15·07	14·55	10·66	7·10	4·23	0·95	...	100·00

APPENDIX VIII.

University Degrees held by State School Teachers.

	Males.		Females.		Total.
	M.A.	B.A.	M.A.	B.Sc.	
Training College	1	—	2	1	4
Head Teachers	2	4	—	—	6
Assistants	—	1	—	—	1
	3	5	2	1	11

APPENDIX IX.

Annual Returns of Schools other than State Schools.

The following is an analysis of the annual returns obtained from "Schools other than State Schools" for the year 1911 :—

Locality.	Number of "Schools other than State Schools."	Total Number of Children Enrolled during 1911.		
		Boys.	Girls.	Total.
Hobart and Suburbs	38	1298	1248	2546
Launceston and Suburbs	26	848	1037	1885
Country Towns and Districts	48	1122	1394	2516
Totals.....	112	3268	3679	6947

The total number of children on the rolls of "Schools other than State Schools" on December 31, 1911, was 5983. The following table gives an analysis of the ages of these children :—

Locality.	No. of Children under 5 years of age.	No. of Children between 5 and 7 years.	No. of Children between 7 and 13 years.	No. of Children over 13 years.	Total.
Hobart and Suburbs	27	197	1263	722	2209
Launceston and Suburbs	19	173	855	529	1576
Country Towns and Districts	22	283	1545	348	2198
Totals	68	653	3663	1599	5983

APPENDIX X.

State Scholarships Granted during 1911.

Classification.	Name.	Value per Annum.	Period for which available.	No. held in year.	Method of Award.
Scholarship—Tenable at Secondary Schools. Paid out of State Funds. Government grant and Income from property vested in Board by Special Act	State School Scholarships	£15. Bd. allc. of £25 p.a. is also paid in some cases.	3 years	17	Examination (open to all children under 13 yrs in State)

APPENDIX XI.

Superannuation Fund.

Return showing investments of the State Teachers' Superannuation Fund Board, at date of last balancing :—

The State Teachers' Superannuation Fund,
31st December, 1911.

	£	s.	d.
Invested in Mortgages of Freehold .....	...	12,799	14 9
Invested Government Bonds ...	£ 5195	0	0
Less Deposit from Treasury ...	£ 2000	0	0
Interest due and unpaid .....	...	3195	0 0
Bank Balance .....	...	214	13 8
Bank Balance .....	...	£16,209	8 5
Bank Balance .....	...	257	2 11
Total .....	...	£16,466	11 4

APPENDIX XII.

Return of State Schools in operation between the 1st January and 31st December, 1911.

No.	School District.	School No.	School.	Class of School.	No of Rooms in Residence.	No. of Days School was open during the Year.	Aggregate enrolment of Scholars during the Year			Scholars who have previously enrolled in other Schools.	Average Monthly Enrolment.	Average Daily Attendance.	Percentage of av. Daily Attendance upon av. Monthly Enrolment.
							Boys.	Girls.	Total.				
1	HOBART	1	Battery Point	I	-	220	516	431	947	139	743	514.2	69
2		2	Central	III	-	221½	276	207	483	62	361	258.7	71
3		3	Goulburn-street	II	-	219½	331	290	621	70	465	327.8	70
4		4	Macquarie-street	IV	-	220	179	164	343	33	248	173.9	70
5		8	Trinity Hill	I	12	219½	806	653	1459	204	1031	722.3	70
6	LAUNCESTON.....	15	Charles-street	I	-	218½	537	465	1002	155	742	534.6	72
7		16	East Launceston	III	-	220	245	177	422	28	344	240.3	69
8		17	Glen Dhu	III	-	218	255	245	500	51	363	257.5	70
9		18	Invermay	III	-	221	306	287	593	78	450	312.9	69
10		19	Wellington-square	II	-	220	337	292	629	107	485	336.4	69
11	BEACONSFIELD	25	Beaconsfield	I	7	221½	313	257	570	31	494	404.7	81
12		26	Bridgenorth	P	2	176	18	12	30	1	24	15.1	62
13		27	Beauty Point	VI	-	221	28	31	59	10	41	27.7	67
14		28	Glengarry	VI	5	215½	26	26	52	14	45	24.0	53
15		29	Holwell	VI	-	217	19	14	33	4	28	18.0	64
16		30	Sidmouth	VI	4	219	18	25	43	-	40	29.9	74
17		31	St. Michaels	VI	5	220	27	23	50	6	43	29.2	67
18		32	Winkleigh	P	4	222	15	11	26	-	24	13.0	75
19		33	Exeter ..	P	-	220	13	16	29	5	25	21.3	85
20		34	Kelso	A	-	164	7	8	15	-	11	8.3	75
21		35	Blackwall	P	-	113	9	10	19	11	15	9.9	66
22	BOTHWELL	40	Apsley	P	5	221	13	12	25	3	20	14.4	72
23		41	Bothwell	V	5	217	66	43	109	8	87	58.8	67
24	BRIGHTON	50	Bagdad	VI	6	221	36	36	72	6	57	37.5	65
25		51	Bluff	A	-	205	6	6	12	-	12	8.5	70
26		52	Black Brush	P	5	223	14	13	27	1	19	13.4	70
27		53	Bridgewater	V	6	221½	64	53	117	14	100	71.3	71
28		55	Dromedary	VI	3	220	23	14	37	2	32	23.9	74
29		56	Lower Tea Tree	P	-	168	12	17	29	-	27	17.8	65
30		57	Old Beach	P	4	142	11	9	20	1	17	13.7	80
31		58	Pontville	VI	5	213	22	16	38	4	30	21.2	70
32		59	Elderslie	P	-	212½	19	13	32	5	26	14.1	54
33	BRUNI	65	Adventure Bay	P	4	222	10	16	26	3	17	9.7	57
34		66	Lunawanna	A	-	117	15	8	23	2	16	7.3	45
35		67	Mills' Reef	P	4	223	17	18	35	3	28	16.1	57
36		68	Barnes Bay	A	-	164½	13	8	21	2	18	9.3	51
37	CAMPBELL TOWN	75	Barton	A	-	214	9	13	22	2	14	9.4	67
38		76	Campbell Town	V	7	222	65	65	130	5	109	68.2	62
39		77	Cleveland	VI	4	204	31	23	54	4	46	34.9	75
40		78	Conara	P	2	221	13	14	27	4	24	17.5	72
41		81	Baskerville	P	-	169	9	14	23	-	22	17.1	77
42	CLARENCE	85	Bellerive	V	6	221½	78	61	139	6	111	82.1	74
43		86	Cambridge	VI	4	205½	34	26	60	4	55	38.6	70
44		87	Lindistarne	VI	3	218	44	39	83	3	57	42.8	75
45		88	Rokeby	P	4	222	11	11	22	4	18	9.6	53
46		89	Risdon	P	-	220	18	23	41	9	30	18.1	60
47		90	Sandford	A	4	54	8	5	13	-	9	5.0	55
48		91	South Arm	A	3	162	5	15	20	2	16	10.0	62
49	CIRCULAR HEAD ..	95	Black River	VI	3	219	23	18	41	8	33	25.3	76
50		96	Forest	IV	6	220	78	69	147	10	118	79.9	67
51		97	Irish Town	V	4	219	37	39	76	1	63	48.7	77
52		98	Marawah	VI	4	208	36	37	73	20	52	33.2	63
53		99	Mengha	VI	4	216	48	27	75	4	65	37.5	57
54		100	Montagu	VI	6	213	30	25	55	1	47	34.9	74
55		101	Rocky Cape	VI	4	210	24	31	55	2	47	34.7	73
56		102	Smithton	V	5	219	78	81	159	13	129	94.9	73
57		103	Stanley	V	6	222	76	69	145	20	106	71.0	66
58		104	West Montagu	P	2	175	14	9	23	-	18	12.0	66
59		106	Christmas Hills	P	-	163	9	14	23	2	18	15.8	87
60		107	Scopus	P	-	212	10	8	18	-	12	9.2	76
61		108	Balfour	P	-	53	11	13	24	7	23	21.0	91
62	DELORAINÉ	115	Brookhead	VI	4	219	37	32	69	2	56	37.9	67
63		116	Caveside	VI	4	217	19	17	36	-	29	21.1	72
64		117	Chudleigh	P	4	216	27	16	43	3	39	24.1	61
65		118	Springdale	P	-	116	10	25	35	3	31	18.2	58
66		119	Dairy Plains	VI	-	197	40	32	72	3	54	35.5	65
67		120	Deloraine	IV	6	212	128	112	240	18	198	128.8	65

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							Boys.	Girls.	Total.				
68	DELORAINÉ—continued	121	Dunorlan	VI	5	222	12	21	33	4	29	20.7	71
69		122	Golden Valley	P	—	215½	18	15	33	1	29	19.0	65
70		123	Jackey's Marsh	P	2	73	10	5	15	4	12	8.9	74
71		124	Mole Creek	VI	6	220	50	39	89	8	73	57.1	78
72		125	Parkham	VI	4	212	22	13	41	1	37	26.7	72
73		126	Quamby Brook	P	—	211	15	12	27	6	20	13.9	69
74		127	Red Hills	VI	4	222	12	25	37	7	34	24.4	71
75		128	Rubicon Bridge	VI	4	219	25	29	54	38	42	29.7	70
76		129	Tongataboo	P	3	204	12	15	27	—	25	17.7	70
77		130	Western Creek	P	—	221	17	9	26	1	23	14.4	62
78		131	West Meander	VI	—	218	39	35	74	1	68	34.8	51
79		132	Kimberley	V	5	218	71	65	136	3	113	76.5	67
80	DEVONPORT	135	Devonport East	V	6	216	75	69	144	12	119	76.9	64
81		136	Devonport West	III	8	221½	258	259	517	51	404	286.4	70
82		137	Don	V	6	220	44	40	84	1	69	50.9	73
83		138	Paloona	VI	4	221	25	15	40	4	30	20.8	69
84		139	Spreyton	V	3	222	43	39	82	4	69	47.7	69
85		140	Forth	V	7	222½	54	64	118	14	95	55.3	58
86		141	Maidstone	VI	—	221	25	34	59	8	38	29.2	76
87	EMU BAY	145	Burnie	III	5	216½	270	214	484	102	353	216.4	61
88		146	Mooreville Road	VI	—	207½	40	38	78	1	65	41.7	64
89		147	Romaine	P	4	223	21	15	36	3	31	20.8	67
90		148	Ridgley	V	—	222	48	43	91	4	77	52.2	67
91		149	Stowport	VI	3	222	31	44	75	1	66	43.2	65
92		150	Oonah	VI	—	222	21	17	38	2	28	21.0	75
93		151	Upper Stowport	VI	—	222	24	22	46	4	39	24.3	62
94	EVANDALE	155	Breadalbane	A	—	217	16	15	31	4	23	15.5	67
95		156	Blessington	P	4	168	14	11	25	—	19	12.1	63
96		158	English Town	A	—	119	8	9	17	—	14	13.6	97
97		159	Evandale	V	8	223	73	68	141	15	119	84.3	70
98		160	Nile	VI	—	220	24	17	41	5	38	23.6	62
99		161	Upper Blessington	P	—	221	15	12	27	4	20	13.5	67
100		162	York Park	P	—	220½	7	8	15	—	15	11.5	76
101	ESPERANCE	163	Catamaran	P	—	222	14	18	32	3	24	9.8	40
102		164	Dover	V	6	221½	72	90	162	29	136	94.7	69
103		165	Geeveston	IV	7	222	132	108	240	22	202	165.9	82
104		166	Hastings	VI	6	202	52	48	100	17	79	45.4	57
105		167	Hythe	VI	4	217½	17	18	35	1	30	24.3	81
106		168	Lady Bay	P	4	172½	11	11	22	1	19	16.0	84
107		169	Leprena	A	—	202½	8	11	19	3	14	9.4	67
108		170	Lune River	P	5	185	12	18	30	4	17	14.3	84
109		171	Raminea	V	4	221½	42	43	85	7	65	42.0	64
110		172	Surges Bay	P	3	221	16	9	25	—	24	17.2	71
111		173	Police Point	P	—	222	11	9	20	2	16	13.2	82
112	FINGAL	180	Avoca	VI	4	220	20	23	43	12	32	20.7	64
113		181	Chain of Lagoons	A	—	224	9	6	15	—	13	9.5	73
114		182	Cornwall	VI	—	222	29	35	64	3	53	38.4	72
115		183	Fingal	V	5	221½	59	46	105	18	85	63.4	74
116		184	German Town	P	4	159	11	9	20	—	15	10.2	68
117		185	Gray	VI	4	217	15	22	37	—	31	22.3	71
118		186	Mangana	VI	6	215	24	34	58	1	47	42.0	89
119		187	Mathinna	V	4	223	86	62	148	6	131	102.9	78
120		188	Mount Nicholas	P	—	215	22	13	35	1	27	21.7	80
121		189	Ormley	P	3	223	11	10	21	—	16	9.4	58
122		190	Scamander	A	—	221	10	8	18	2	14	8.7	62
123		191	Seymour	A	—	204	7	8	15	—	13	9.4	72
124		192	St. Marys	IV	5	223	87	73	160	7	129	89.9	69
125		195	Esk Valley	P	—	219	9	9	18	—	17	15.1	88
126		196	Tower Hill	A	—	224	9	5	14	—	13	10.7	82
127	FLINDERS	200	Cape Barren Island	VI	6	212½	18	27	45	—	40	30.9	77
128		201	White Mark	P	4	122	7	6	13	—	12	11.2	93
129	GEORGE TOWN	205	George Town	VI	5	222	36	39	65	15	46	31.5	68
130		206	Lefroy	V	8	221½	45	39	84	5	76	66.7	87
131		208	Piper's River	P	3	177	12	11	23	1	26	12.5	62
132	GLAMORGAN	215	Swansea	VI	6	221	30	25	55	1	47	36.9	78
133		217	Aplawn	A	—	63	8	6	14	—	13	7.7	59
134	GLENORCHY	220	Bismarek	VI	5	219	45	37	82	1	74	37.9	51
135		221	Claremont	VI	4	219	28	28	56	3	44	30.3	68
136		222	Glenorchy	IV	7	221	101	93	194	27	152	105.0	69
137		223	Merton	VI	—	223	18	22	40	—	31	18.9	60
138		224	Moonah	IV	—	111½	95	70	165	111	185	96.8	71
139	GORMANSTON	230	Crotty	P	—	176	15	10	25	1	20	17.8	89
140		231	Gormanston	V	4	218	45	49	94	—	77	53.0	68

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							Boys.	Girls.	Total.				
141	GORMANSTON— <i>contd.</i>	232	Linda	V	—	216½	86	100	186	12	144	98·4	68
142		233	Pillinger	P	4	219	11	14	25	3	18	15·2	84
143	GREEN PONDS	240	Constitution Hill	P	5	221	16	21	37	3	28	16·6	50
144		242	Huntingdon	P	4	54	11	5	16	—	15	7·1	47
145		243	Kempton	VI	7	219½	23	42	65	5	54	33·4	61
146		244	Melton	P	—	215½	17	14	31	4	25	17·0	68
147		245	Tedworth	A	3	66	13	6	19	—	17	10·0	58
148		247	Hut'on Park	A	3	217	9	4	13	2	12	8·5	70
149	HAMILTON	250	Ellendale	VI	6	216½	39	28	67	3	57	43·5	76
150		251	Fentonbury	VI	4	217	17	19	36	—	33	23·6	71
151		252	Hamilton	VI	7	215	33	29	62	—	52	44·7	85
152		254	Osterley	P	3	223	11	18	29	1	21	15·6	74
153		255	Ouse	VI	4	217	29	20	49	10	42	29·7	70
154		256	Pelham	P	—	208	9	13	22	—	21	15·6	74
155		257	Saggy Flat	P	—	220	8	14	22	—	18	13·4	74
156		258	Serpentine	P	—	94	5	13	18	—	17	14·0	82
157	HUON	265	Braeside	P	3	224	12	12	24	4	19	15·8	83
158		266	Castle Forbes Bay	VI	4	215	29	21	50	—	47	36·3	77
159		267	Crabtree	P	—	220	18	13	31	1	26	17·8	68
160		268	Franklin	V	8	222	69	66	135	6	112	85·8	76
161		269	Judd's Creek	P	—	208	9	11	20	—	18	14·7	81
162		270	Lower Longley	VI	3	218	21	19	40	1	36	28·0	77
163		271	Lucaston	VI	5	222½	31	30	61	9	52	32·5	62
164		272	Ranelagh	V	6	221½	38	53	91	8	75	50·4	67
165		273	Southbridge	VI	4	216	45	36	81	13	68	47·4	69
166		274	Upper Huon	VI	4	214	33	27	60	1	49	40·9	83
167		275	Upper Mountain River ..	P	—	219	18	18	36	1	26	17·4	66
168		276	Woodstock	A	—	223	12	10	22	3	19	13·3	70
169	KENTISHBURY	284	Barrington	VI	4	215	52	44	96	11	81	53·2	65
170		285	Benlah	VI	4	209½	39	32	71	13	57	40·0	70
171		286	Claude Road	VI	5	221	37	38	75	5	66	46·4	70
172		288	Sunnyside	VI	—	217	30	41	71	11	48	35·6	74
173		289	Lower Barrington	VI	4	221	34	39	73	9	59	43·0	72
174		290	Lower Wilmot	P	—	179	10	18	28	2	25	18·2	72
175		291	Nook	VI	5	219	14	26	40	2	36	23·6	65
176		292	Paradise	P	2	221	13	17	30	2	27	18·7	69
177		293	Railton	V	6	223	66	68	134	17	100	69·9	69
178		294	Sheffield	IV	5	221	104	114	218	19	187	135·3	72
179		295	Staverton	VI	3	219	22	18	40	4	29	26·7	92
180		296	Stoodley	VI	4	221	33	32	65	6	55	38·8	70
181		297	West Kentish	V	5	222	51	57	108	9	85	65·5	77
182		298	Wilmot	VI	4	218	42	45	87	15	64	53·7	83
183		299	Belmont	A	—	49	6	6	12	—	11	8·7	79
184		300	Molina	P	—	54	8	10	18	8	17	15·0	88
185	KINGBOROUGH	305	High Peak	P	3	213	11	13	24	2	19	13·6	71
186		306	Kingston	VI	5	221½	46	40	86	15	66	42·3	64
187		307	Margate	VI	3	217½	29	29	58	—	48	39·1	81
188		308	Sandfly Road	VI	5	215½	35	41	76	2	69	39·1	56
189		309	Snug	P	2	222½	16	10	26	3	18	12·0	66
190		310	Summerleas	Part time	—	82	10	9	19	2	14	12·3	87
191		311	Tinder Box Bay	A	—	53½	7	7	14	—	13	10·0	76
192	LATROBE	313	Gordon	VI	6	212½	24	26	50	7	38	27·0	71
193		314	Flowerpot	VI	4	221	26	15	41	4	33	22·9	69
194		315	Kettering	VI	4	192½	30	40	70	1	62	30·4	49
195		316	Middleton	VI	—	208	18	17	35	—	32	24·1	75
196		317	Woodbridge	VI	4	214	25	24	49	9	39	28·1	72
197	KING ISLAND	320	Currie	VI	—	212½	31	16	47	2	38	27·8	73
198		321	Cape Wickham	A	—	125	9	7	16	—	11	6·9	62
199		322	Porky Creek	P	—	211½	14	22	36	5	27	17·7	65
200	LATROBE	326	Harford	VI	6	218½	17	23	40	2	35	22·8	65
201		327	Latrobe	IV	8	220½	127	148	275	45	185	134·8	72
202		328	New Ground	P	4	218	12	12	24	2	20	14·1	70
203		329	Northdown	VI	4	220	23	20	43	1	34	23·7	69
204		330	Sassafras	VI	6	218½	59	32	91	4	79	51·6	65
205		331	Wesley Vale	V	4	196	46	58	104	—	95	69·3	72
206	LEVEN	340	Abbotsham	VI	4	219½	37	34	71	6	53	36·5	68
207		341	Central Castra	P	—	144	7	16	23	—	21	18·1	86
208		343	Gunn's Plains	VI	—	219½	16	18	34	1	29	18·6	64
209		344	Kindred	VI	5	221½	34	26	60	1	54	34·6	64
210		345	North Motton	V	4	216½	44	29	83	1	77	48·9	63
211		346	Preston	VI	—	209½	21	14	35	5	31	24·5	79
212		347	South Preston	P	—	208	28	22	50	4	42	31·3	74
213		348	Sprent	VI	4	222	50	55	85	9	72	55·1	73

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							Boys.	Girls.	Total.				
214	LEVEN—continued. . . .	349	Ulverstone	IV	7	221½	147	148	295	40	215	146·5	68
215		350	Upper Castra	VI	4	221½	49	30	79	15	66	44·9	68
216		351	South Gunn's Plains	P	—	217	12	7	19	—	17	11·8	69
217		352	Central Gawler	VI	—	222½	17	18	35	4	30	19·9	66
218		354	South Road	P	—	205	16	17	33	7	26	16·2	62
219		355	Gawler	VI	—	219½	33	24	57	36	49	41·7	85
220	LILYDALE	360	Bangor	VI	4	221	22	22	44	1	36	19·1	53
221		361	Golconda	P	—	222½	16	17	33	3	25	15·2	60
222		362	Karoola	VI	6	214½	24	20	44	—	34	23·8	70
223		363	Lebrina	VI	4	221½	27	36	63	3	54	44·0	81
224		364	Lisle Road	VI	—	181	33	22	55	3	50	30·5	61
225		365	Lilydale	V	4	221	76	65	141	13	114	80·1	70
226		366	North Lilydale	P	—	222	23	14	37	5	30	15·6	52
227		367	Tunnel	VI	—	221	23	16	39	—	29	20·7	71
228		368	Underwood	P	3	222	16	16	32	1	25	13·5	54
229		369	Newnham	VI	—	217½	25	23	58	18	41	27·2	66
230	LONGFORD	375	Bishopsbourne	P	4	221	15	13	28	2	25	18·8	75
231		376	Cressy	V	6	214	48	48	96	2	81	45·2	55
232		377	Elphinstone	A	2	54	7	3	10	—	9	4·6	51
233		378	Iveridge	P	4	193	27	26	53	1	45	23·2	51
234		379	Illawarra	P	2	221	6	14	20	1	16	13·0	81
235		380	Longford	IV	8	222	145	129	274	30	226	169·5	75
236		381	Pateena	VI	7	221½	20	20	40	2	36	24·4	67
237		382	Perth	V	7	220	56	66	122	6	101	78·2	77
238		383	Saundridge	P	—	220	17	15	32	14	27	15·4	57
239		384	Cressy Road	P	4	223	15	18	33	—	21	11·7	55
240		385	Pisa	A	—	222	10	10	20	4	17	12·3	72
241	NEW NORFOLK	390	Back River	VI	3	216	21	21	42	—	35	19·3	55
242		391	Black Hills	P	—	193	16	13	29	—	24	15·1	62
243		392	Eastern Uxbridge	A	—	119	13	10	23	4	21	12·9	61
244		393	Glenora	V	7	211½	89	75	164	15	136	94·3	69
245		394	Glen Fern	P	—	215	12	20	32	4	25	18·8	75
246		395	Mt. Lloyd	P	—	161½	5	10	15	1	13	11·5	88
247		396	Lachlan	VI	4	217	35	24	59	5	48	30·8	64
248		397	Macquarie Plains	V	6	211	48	44	92	16	79	60·6	88
249		398	Molesworth	P	3	210	21	19	40	3	32	24·1	75
250		399	New Norfolk	IV	6	215	129	150	279	25	233	142·4	61
251		400	Plenty	VI	4	216	44	30	74	4	61	40·0	65
252	NEW TOWN	401	Uxbridge	P	4	217	13	8	21	3	16	10·4	65
253		402	Tyenna	P	—	105	18	8	26	6	23	19·9	86
254		403	Russell Falls	P	—	53	8	6	14	6	14	10·5	75
255		405	New Town	III	7	220½	240	242	482	70	316	206·9	65
256	OATLANDS	410	Antill Ponds	P	2	107	6	11	17	3	15	8·2	54
257		411	Jericho	VI	6	220½	12	15	27	—	24	17·4	72
258		412	Mount Seymour	VI	4	194	13	18	31	—	30	24·2	80
259		413	Oatlands	V	7	222	59	37	96	7	67	59·4	88
260		414	Parattah	VI	4	215	25	31	56	—	52	38·6	74
261		415	Tunbridge	VI	4	215½	26	21	47	1	42	31·2	74
262		416	Tunnack	P	—	222	18	18	36	5	31	21·1	68
263		417	Whiteford	P	3	201	18	15	33	—	25	16·5	66
264		418	Woodsdale	VI	3	148	14	9	23	2	22	14·9	67
265		419	York Plains	VI	3	223	15	16	31	2	23	18·0	78
266		420	Anstey Barton	A	—	223	8	7	15	1	13	11·5	88
267	PENGUIN	421	Stonor	P	—	199	16	11	27	2	21	18·3	87
268		422	Mt. Pleasant	P	—	104	22	15	37	25	32	27·4	85
269		425	Blythe Road	P	—	219½	22	23	45	5	33	18·4	55
270		426	Penguin	V	5	219½	125	101	226	25	166	111·1	66
271		427	Pine Road	P	4	220	19	19	38	6	29	17·5	60
272		428	Riana	VI	6	221½	44	48	92	6	77	42·6	55
273		429	Sulphur Creek	VI	—	217½	21	29	50	—	40	30·7	76
274		430	West Pine Road	VI	—	220	22	25	47	6	38	23·8	62
275		431	South Riana	VI	—	205½	30	19	49	—	44	29·4	36
276	PORT CYGNET	441	Deep Bay	P	—	220	15	13	28	3	20	13·3	66
277		442	Garden Island Creek	A	2	165	8	11	19	4	14	10·0	71
278		443	Gardner's Bay	VI	3	222	18	19	37	7	26	15·9	61
279		444	Glazier's Bay	P	3	219	17	15	32	2	25	14·0	56
280		446	Cradoc	P	3	201	19	18	37	8	28	23·3	83
281		447	Cradoc Hill	P	—	157½	14	8	22	—	19	15·4	81
282		450	Lovett	V	6	222	59	70	129	13	106	69·9	65
283		452	Nicholls' Rivulet	P	—	177	12	14	26	3	23	14·7	63
284		453	Wattle Grove	P	4	222	10	12	22	3	18	12·0	60
285		455	South Lynton	P	—	221	6	12	18	1	15	8·3	55

No.	School District.	School No.	School.	Class of School.	No. of Rooms in Residence.	No. of Days School was open during the Year.	Aggregate enrolment of Scholars during the Year.			Scholars who have previously enrolled in other Schools.	Average Monthly Enrolment.	Average Daily Attendance.	Percentage of Average Daily Attendance upon Average Monthly Enrolment.
							Boys.	Girls.	Total.				
286	PORTLAND	465	Goshen	A	3	103	4	12	16	-	14	8.4	60
287		466	Gould's Country	VI	5	213	21	26	47	16	38	23.6	62
288		467	Lottah	VI	4	222½	51	38	89	12	81	46.3	57
289		468	Pyengana	VI	2	219	20	19	39	-	34	22.7	66
290		469	St. Helens	V	5	223	56	45	101	5	83	55.8	67
291		470	Weldborough	VI	5	221	26	36	62	4	54	40.5	75
292	QUEENBOROUGH	471	Priory	A	-	223	3	8	11	-	10	8.9	80
293		475	Lower Sandy Bay	VI	4	201½	38	33	71	12	54	34.8	64
294		476	Ridgeway	Part time	4	141	10	10	20	4	16	10.9	68
295		485	Lynchford	P	-	215	14	12	26	5	17	12.9	75
296		486	Queenstown	II	6	216½	252	234	486	37	407	304.0	74
297		487	South Queenstown	IV	-	215½	93	80	173	13	137	108.5	79
298	RICHMOND	496	Burn's Creek	A	-	179	8	7	15	-	12	9.1	75
299		497	Campania	P	4	221½	14	22	36	3	30	20.0	66
300		498	Colebrook	VI	5	222	20	21	41	10	28	21.4	76
301		500	Native Corners	P	3	223	11	19	30	4	23	15.1	65
302		501	Rhyndaston	VI	4	220	20	10	30	2	23	19.7	85
303		502	Richmond	VI	7	222½	39	31	70	1	63	43.4	68
304	RINGAROOMA	504	Yarlington	P	3	219½	10	22	32	8	27	19.7	72
305		505	Runnymede	A	-	197½	11	11	22	1	17	11.1	65
306		515	Alberton	P	4	9	12	13	25	-	25	3.6	14
307		516	New River	VI	-	220	22	19	41	7	34	25.7	75
308		517	Branxholm	V	4	217	69	68	137	19	118	81.3	68
309		518	Derby	IV	5	221½	126	135	261	28	210	148.7	70
310	ROSS	519	Gladstone	VI	6	221	32	40	72	3	61	45.9	75
311		520	Maurice	P	-	213½	10	8	18	-	16	12.4	77
312		521	Moorina	VI	5	220	42	34	76	5	59	42.0	71
313		522	Pioneer	V	-	222	47	51	98	5	81	59.8	73
314		523	Ringarooma	VI	5	220	33	45	78	12	66	46.3	70
315		524	South Mt. Cameron	VI	-	221	13	19	32	4	23	17.8	77
316	SCOTTSDALE	525	Toronna	P	-	124	17	8	25	-	23	16.5	71
317		526	Kamona	P	-	199	21	17	38	11	27	16.5	61
318		530	Mona Vale	P	4	223	13	8	21	-	20	12.7	63
319		531	Ross	V	6	213	46	43	89	7	72	53.5	74
320		535	Jetsonville	P	5	215	26	14	40	5	32	21.5	67
321		537	North Scottsdale	P	-	212	10	22	32	5	28	17.8	63
322	ST. LEONARDS	538	Scottsdale	IV	6	220½	123	114	237	25	175	112.9	64
323		539	Springfield	VI	4	205	31	16	47	6	39	31.4	80
324		540	West Scottsdale	VI	3	220	27	23	50	2	44	24.8	56
325		541	South Springfield	VI	-	210	28	27	55	3	46	31.5	68
326		542	Cuckoo Valley	P	-	114	11	11	22	5	19	10.3	54
327		550	Lower Patersonia	P	-	167½	9	9	18	3	13	10.1	77
328	SORELL	551	Myrtle Bank	VI	-	221	16	15	31	5	27	19.7	72
329		552	Patersonia	P	3	220	17	11	28	2	24	19.7	82
330		553	Ravenswood	P	4	222	14	10	24	-	18	13.9	77
331		554	St. Patrick's River	P	-	220	10	5	15	2	14	10.9	77
332		555	St. Leonards	V	5	222	40	41	81	13	61	46.1	75
333		556	Young Town	VI	4	219½	24	22	46	2	36	22.8	63
334	SPRING BAY	557	White Hills	VI	4	163	18	17	35	2	32	24.2	75
335		565	Bream Creek	VI	4	217	26	25	51	5	48	32.2	67
336		566	Dunalley	P	4	104	6	5	11	-	8	7.3	91
337		567	Forcett	VI	6	223	13	20	33	2	30	20.1	67
338		568	Kellevie	VI	5	216	29	33	65	7	54	35.8	66
339		569	Nugent	VI	-	213	29	20	49	-	43	26.4	61
340	STRAHAN	570	Orielton	P	-	222	15	15	30	1	25	19.4	77
341		571	Sorell	V	8	223	52	39	91	1	79	50.2	63
342		572	Wattle Hill	P	4	220	12	9	21	1	19	11.4	60
343		573	Murgunna	A	-	23	11	6	17	8	17	11.6	68
344		580	Buckland	VI	4	222	14	11	25	1	23	15.3	66
345		581	Levendale	P	3	223	14	16	30	1	22	16.1	73
346	TABLE CAPE	582	Orford	A	-	222	7	8	15	1	11	7.8	70
347		583	Spring Bay	VI	6	223	35	33	68	-	55	49.0	89
348		584	Little Swanport	P	2	130	10	4	14	-	14	12.4	88
349		590	Strahan	IV	6	218	143	119	262	22	191	136.2	71
350		591	Macquarie Heads	P	-	166	7	7	14	-	10	7.4	74
351	TABLE CAPE	600	Big Creek	P	3	221	13	7	20	2	17	12.4	72
352		601	Boat Harbour	VI	3	221½	32	26	58	2	47	38.4	81
353		602	Cam Road	VI	5	208	39	49	88	7	68	42.8	62

No.	School District.	School No.	School.	Class of School.	No. of Rooms in Residence.	No. of Days School was open during the Year.	Aggregate enrolment of Scholars during the Year			Scholars who have previously enrolled in other Schools.	Average Monthly Enrolment.	Average Daily Attendance.	Percentage of Average Daily Attendance upon Average Monthly Enrolment.
							Boys.	Girls.	Total.				
354	TABLE CAPE—continued.	603	Yolla	VI	5	220	35	41	76	9	61	41.8	73
355		604	Calder Road	P	—	180	10	12	22	5	17	13.3	78
356		605	Flowerdale	VI	5	222	26	24	50	1	43	31.9	74
357		606	Lighthouse	VI	—	222	8	9	17	2	15	11.7	78
358		607	Lower Moore's Plains	P	—	221	10	17	27	6	21	13.9	66
359		608	Mount Hicks	VI	4	221	33	30	63	—	56	31.2	55
360		609	Moore's Plains	A	—	220½	6	11	17	—	16	9.7	60
361		610	Myalla	VI	—	221½	19	26	45	—	35	22.6	54
362		611	Sisters' Creek	VI	—	217	29	37	66	5	57	39.4	69
363		612	Somerset	V	4	222	59	57	116	12	96	71.1	74
364		613	Upper Flowerdale	P	3	222	13	20	33	1	29	22.9	78
365		614	Wynyard	IV	6	222	139	131	270	25	225	161.7	71
366		615	Upper Calder Road	P	—	220	10	11	21	3	17	12.7	74
367	TASMAN PENINSULA ..	625	Carnarvon	P	—	217	19	11	30	—	24	17.3	72
368		626	Eagle Hawk Neck	P	—	146	11	21	32	—	19	9.2	48
369		627	Koonya	VI	5	218	14	17	31	—	27	18.0	66
370		628	Nubeena	V	4	211½	47	35	83	—	79	59.5	63
371		629	Oakwood	P	—	123	14	11	25	5	14	11.2	80
372		630	Saltwater River	P	—	223	16	5	21	5	18	12.4	68
373		631	Taranna	V	—	217½	22	28	50	3	39	29.2	74
374	WARATAH	640	Guilford Junction	P	5	219	14	12	26	1	19	11.1	5
375		641	Magnet	VI	—	218	49	35	84	13	66	43.9	65
376		642	Waratah	IV	6	217	146	146	292	17	248	159.2	64
377		643	Whyte River	P	—	166	8	14	22	3	21	14.2	67
378	WESTBURY	650	Black Sugar Loaf	VI	3	136	15	15	30	—	27	21.0	77
379		651	Bracknell	VI	6	220	42	49	82	16	67	45.7	68
380		652	Carriek	V	4	210	32	41	73	13	58	49.4	73
381		653	Exton	VI	6	215½	32	29	61	4	53	31.4	59
382		654	Fern Bank	A	4	223	9	11	20	3	17	9.4	55
383		655	Frankford	VI	4	221	34	23	57	2	47	32.6	61
384		656	Hadspen	P	—	216	8	14	22	—	18	13.6	75
385		657	Hagley	VI	7	223	22	37	59	6	47	33.6	71
386		658	Liffey	VI	4	220	10	28	38	2	32	20.4	63
387		659	Rose Vale	P	3	221	14	9	23	3	18	13.7	71
388		660	Selbourne	A	2	105	9	7	16	4	13	10.5	80
389		661	Westbury	IV	6	222	79	86	165	8	139	88.7	71
390		662	Westwood	A	—	20	6	7	13	—	13	8.6	66
391		663	Whitemore	P	—	211	13	12	25	4	21	17.8	65
392		664	Cluan	A	—	43	8	7	15	2	13	12.3	94
393	ZEEHAN	670	Dundas	V	3	218	34	34	68	3	56	49.4	88
394		671	Rosebery	VI	2	215½	29	38	67	8	59	50.6	85
395		672	Tullah	VI	4	217	38	25	63	5	52	39.8	76
396		673	Williamsford	VI	—	220	31	26	57	17	44	31.1	70
397		674	West Zeehan	II	5	217	263	285	548	31	442	351.9	79
398		675	Zeehan	III	5	217	209	183	392	56	311	239.7	77
399		676	North Dundas	P	—	168½	3	9	12	1	12	11.4	95
400		717	Boys' Training Night School	—	5	218	44	—	44	28	23	16.17	70
							16,740	15,504	32,244	3423	25,759	18,130.7	



1912.

PARLIAMENT OF TASMANIA.

AGENT-GENERAL IN LONDON:

REPORT, 1ST JANUARY, 1911, TO 30TH JUNE, 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£3 15s.]

AGENT-GENERAL IN LONDON: REPORT FOR 1911.

London, S.W., 1st July, 1912.

SIR,

I HAVE the honour to submit my report for the half-year ended the 30th June, 1912.

Commonwealth Building.—At the invitation of the High Commissioner for Australia I have examined the new plans of the proposed Australian building to be erected on the Strand site. Considerable alterations have been made in the sketch plan which was forwarded to you last year. The proposed building will form a very fine block, and should serve as a great advertisement for Australia. The main entrance will be at the corner of the Strand and Aldwych, and just inside the entrance there will be a fine large vestibule and an imposing staircase. On the ground-floor there is to be a large exhibition hall for the display of products of the Australian States. The rooms proposed to be allotted to Tasmania are on the third floor, and the rent it is intended to charge is estimated at £846 per annum. This is really for our office accommodation, and is not affected by the space we secure in the exhibition hall, this being a purely Commonwealth matter; and the Tasmanian display will be made there whether we move into the Strand offices or not. I regret to learn that it is the present intention of the Commonwealth Government to charge the States rent for their offices. So far as position and convenience are concerned, we are quite as well off in Victoria-street as we will be in the Strand, and as our present rent is only £200 a year, it will be for you to decide whether we are to increase our rent charges to £846. I am satisfied that the extra money could be much more profitably expended to cover the cost of getting about the country and general advertising. The Commonwealth Government may contend that the rent is based on the cost of its property; if so, I would point out that much of the cost must be admitted to have been incurred for the purpose of advertising Australia. If it is contended that this is purely a business arrangement, and that the Commonwealth Government must charge the States rent,

I can only say that it has yet to be proved that the offices offered can be let at such high rents, and as a business proposition I could not justify any recommendation in favour of paying such a rent as the one indicated for our offices in London. If you cannot prevail on the Commonwealth Government to let the State have its offices free, and still desire that we should move as proposed, I shall ascertain whether it is possible for us to cut down the space to be granted us, and perhaps by doing so and altering the position suggested endeavour to secure what we require at some reduced amount.

Export of Frozen Pork.—Owing to some misunderstanding we have only recently received from Messrs. W. Weddel & Co. the information as to the prices obtained for the two shipments made to this country. The sale of the first shipment was held over from November until March, the merchants being under the impression that pork would be dearer after Christmas, but owing to the large importations from Holland their anticipations were not realised; the prices obtained were 4½d. per lb. I am glad to say that the shipment by the "Indralemma" arrived in excellent condition, and, I understand, quite free from tuberculosis; the price realised for this shipment was 5½d. per lb. I understand that there will be no difficulty in obtaining information regarding any future shipments, but at the same time I think it would be well if the Australian firm through whom you make these shipments were to inform their agents in London that these shipments are being made by the Government, and therefore we are entitled to have prompt information so that we may satisfy ourselves that the best is done in the interests of the producer.

The trade for pigs is of a more speculative nature than that for sheep or cattle, as the proclivities of a pig are such that shortages of stock may be surmounted under favourable circumstances in a much quicker time than can be the case with cattle or sheep. This explains the more violent fluctuations in the pork market. For pigs suitable for the retail-

ing by pork butchers, comprising weights, say, from 56 to 112 lbs., ready dressed, the time of greatest demand would be during what is known as the pork season—from the beginning of September to the end of April. If fresh-killed supplies (which chiefly comprise those from Holland, Denmark, Ireland, and Home counties) are comparatively dear and scarce, then "frozen" is sought after; but if fresh-killed were moderate in value, then "frozen" receives little patronage, for freezing seems to handicap the sale of pork for the retail butcher's purpose more than it does the sale of lamb, mutton, or beef. For the larger pigs, or bacon hogs, of a ready-dressed weight of, say, 120 to 200 lbs., there is likely to be a steady demand from bacon-curing houses throughout the year, but following the usual course of demand for bacon the sale would be more pronounced during the months of May to September. I think it is this class of pig—the bacon hog—that would prove the more remunerative to shippers, and find an all-the-year-round market here. Through the diminished shipments of Canada and the States (consequent chiefly on the increased consumption in those countries) it may be generally remarked that the hog products have reached a higher average of value than formerly. And withal, the demand seems steadily developing and expanding, so that one is warranted in expecting a good market to continue for well-bred hogs—those carrying plenty of lean preferred, providing they show quality and "finish." For the pork season, which will commence in September next, I quite anticipate that prices will be fully up to last season's; indeed, it is thought that prices will be rather above last season's, though perhaps not so high as the season 1910-1911. Whilst forecasting prices for bacon hogs, till Christmas next bacon is certainly likely to be on a higher basis than the autumn and early winter prices of last year.

For the guidance of producers I have had the prices for pork and bacon taken from the "Grocer" and "Meat Trade Journal," and append a statement showing this information for the whole of last season, viz., September, 1911, to April, 1912 (pork); May, 1911, to September, 1911 (bacon).*

Poultry Industry.—Whilst making enquiries at Smithfield in connection with the possibilities of the pork industry I came in touch with those interested in the importation of poultry to the London market, and it would appear that during the first five months of the year an opportunity offers for the sale of Tasmanian chickens. At the present time the trade is governed by three countries, viz., Russia, America, and China, Russia being by far the largest competitor. The poultry products of these countries during the spring months are extremely popular, for the reason that the English fowl has then reached its decadent stage. The dealers are then glad to have the foreign bird, which realises high prices provided attention is given to the requirements which the London market demands. Chickens must be specially fattened, cleanly plucked (except at the wing-tips and head), and in killing should be bled. They require them packed in boxes, to contain 12, each bird to be of a uniform weight. The popular weight is 2½ to 3½ lbs. per bird. The cases should be branded with the total net weight in lbs. Cockerels and pullets should be packed separately and described on case. Those I saw on the market were branded as follows:—

	Gross		Gross
12 cockerels	Tare	or 12 pullets	Tare
	Net		Net

It is always well to make allowance for a slight shrinkage in weight. To be reliable in this is to

ensure confidence. It is only by packing absolutely young soft birds that our farmers could hope to have success. To send old fowls, spurry cockerels, or "forward" pullets, would be fatal to the development of the business, and only result in disappointment and poor returns. Care should be taken that cases be lined with parchment or grease-proof paper. Judging from the time these birds ought to be fit for killing in Tasmania they should arrive here so as to be sold without incurring any considerable expense in storage—an expense which is generally being incurred by Russian and American producers. If any of our producers decide to try this market, I hope they will give this office the opportunity of arranging for their disposal in the London market.

Tasmanian Metals Extraction Company.—With regard to this company's installation, on which I touched in my last report, I have been informed that skilled workmen who helped in the construction of the process plant in England have been sent out to Tasmania, with all the necessary sections, to complete the plant there, in view of hastening the treatment of ores at the Rosebery works. It is anticipated that the whole 100-ton plant will be in operation within the year, unless some unforeseen circumstances arise, such as labour disputes. Owing to the strikes, which have had such a serious effect on all manufacturing and transport business in this country for the past six months, some of the shipments of machinery have been held up—in one instance for as long a period as two months—whilst the delivery of orders from the manufacturers has been as seriously delayed. Had it not been for these unforeseen troubles, the company's plant would no doubt have been in operation at the present moment, as the company had fully anticipated. I understand that some £104,000 has already been expended on this enterprise, which bids fair to be of the greatest importance to the West Coast of Tasmania by assisting the development of the large area that is studded with sulphide ores. The large commercial installation at Swansea (of which the plant now being completed at Rosebery is a replica) has, I am informed, now been working with increasingly good results for some time past, not only upon ores from Tasmania, but on highly refractory ores from various parts of the world.

Iron.—I note from the press that negotiations have been entered into between the holders of mineral leases on the Blythe River and the New South Wales Government for the sale of the important iron deposits at the Blythe. If, owing to the delay of starting to work these deposits, such a deal was effected, it would be a great loss to our State, as we would then only have the advantage of the mining and shipping of the iron ore. I feel justified, therefore, in again drawing your attention to the fact that the most economical method of treating iron ore is the electrical process, and I would suggest that as the Hydro-Electric and Metallurgical Company has the cheap power, and will have the necessary installation, it would be wise for the Government to confer with that company with a view to hastening the installation of electrical furnaces for the treatment of our iron ores. I am satisfied that if this receives prompt attention there will be no chance of any proposals to smelt iron ore on the mainland being carried through.

The Hydro-Electric and Metallurgical Company.—During the half-year this company has made a debenture issue on the London market. It was in accordance with the prevailing custom underwritten before being offered to the public. I am informed that the company has now sufficient capital to carry out its scheme, and to make immediate provision for some 9000 horsepower. Several of the leading electric experts of this country who have looked into the

* This Appendix is available for inspection at the Premier's Office.

Great Lake proposal tell me that it is the most economical power scheme that they know of. Mr. Gillies, the managing director, whilst on this side took the opportunity of visiting Norway to see the electrical furnaces at work smelting iron ore. He has returned to Tasmania quite satisfied that by the use of this process our State will be the only one where iron-ore smelting can be profitably carried out under existing conditions.

Railless Traction System.—Now that cheap electrical power is likely to be made available, I think a considerable demand will be found for it if the Government and municipalities take up the new system of railless traction, which has recently been adopted in this and other countries. Last March I forwarded to you reports on railless traction for a gentleman at Railton. Since that date, when lecturing at Halifax, I took the opportunity of visiting Leeds to see the system actually in operation, and whilst there I interviewed the general manager (Mr. Hamilton) of the Leeds City Tramways in connection with their working. From the reports forwarded, you will have obtained a clear idea of the system; it is really a complete electrical tramway system without rails, the tyres used for the passenger cars being of solid rubber. The arms extending from the top of the cars to the overhead wires are so constructed as to permit of the cars deviating to avoid road traffic; and this is of the greatest advantage in a town service, as it avoids the frequent blocking of the traffic. The Leeds system works so smoothly that it at once occurred to me that here we have a traction system which could be of the greatest service in Tasmania, not only in the towns, but in those districts where the traffic is developing, and at present served by macadamised roads; that is to say, where the traffic has grown to such an extent that whilst too great to be conveniently carried over such roads, is not sufficient to justify the construction of a standard railway. At Leeds the line is run to serve the suburbs, for it was considered that the population did not justify a fully-equipped tramway, and now important extensions are contemplated right out into the country districts. It has been demonstrated that the service can be as well maintained as when on rails, and that the road does not suffer any more (if as much) as when a similar amount of traffic passes over it in other vehicles working without rails. The overhead equipment at Leeds cost about £1250 per mile of route, exclusive of cables, and the vehicles used run to about £700 each. I presume a line of the same sort in Hobart or Launceston would cost about the same, but in the country or outskirts of the city, by the use of wooden poles and bracket arms, a great reduction could be secured, and if the agricultural districts used wagons they need not cost anything like this sum; and when used with purely freight trains, wheels with steel rims could be used, as the speed not be so great as for the passenger cars. Since I forwarded you the report already referred to, the Leeds people have been able to look more fully into the working expenses for the period during which the cars have been running, viz., 20th June, 1911. Mr. Hamilton informs me that this amounts to 6'31d. per mile; and this includes interest on capital expenditure and depreciation of the various assets, and also municipal taxation, for strange as it may seem to Tasmanians, in this country a public service like this, owned by the Corporation, is valued for the purpose and made subject to local taxation; i.e., the tramway department is taxed for road and municipal rates. If such a system were to be adopted in Tasmanian and made to serve an agricultural area, not only could cheap trucks and wagons be used for produce, but by the use of steel tyres instead of solid rubber a saving of nearly 1d. per mile run could be

effected. When considering the above cost it must be understood that this would cover a load of from six to eight tons, according to the gradients of the roads, and the cost would not be very much increased by having a trailer-car or two with, say, four to five tons each on them. Mr. Hamilton informs me that it is his opinion that it would be quite practicable to convey over an ordinary roadway by means of trackless trolley produce at certainly not more than 1d. per ton mile. By the use of wooden poles and bracket arms the first cost would be reduced to half the Leeds cost. Mr. Hamilton tells me that he saw an installation at Piedmont, North Italy, running from Ivrea to Cuerque, a distance of about 4½ miles. This line runs over a narrow country road with a poor class of macadam and a very undulating surface. Many of the gradients are 1 in 10, and with awkward curves to negotiate. On this line are carried mails, passengers, and parcels, and a considerable amount of agricultural produce. Such an installation, he considers, would be an excellent means of communication for districts where it would be impracticable from a financial point of view to instal even a light railway. In the case of the line just referred to in Italy, wooden poles and bracket-arms are used conforming to our telegraph and telephone poles. The cost of construction per mile of route was about £600, or less than half the cost of steel posts and bracket-arms. In a timber country, where such cheap lines could be constructed and where electrical power is cheap, there can be no question as to the advantage of introducing this system of traction. It has been suggested to me that a cheap road system might be extended into new country to carry the wagons of this railless traction, or to provide for ordinary light and heavy traffic. The proposal is to lay flush with the metal road 12-feet by 6-feet longitudinal timbers on sleepers lightly ballasted. This would be really a macadam road fit for buggy traffic, with the timber lines to carry the vehicles provided for heavy goods. It is estimated that the cost of such a road would not be more than half of our fully macadamised roads on the North-West Coast. In the mining districts of this country one frequently sees strips of iron laid on ashes covering the ordinary road to carry enormously heavy traffic.

Tasmanian Coal for Admiralty Purposes.—So far the Admiralty have not issued any report upon the coal supplied a few months ago for testing purposes. The authorities had a very large number of different kinds of coal from Australia and elsewhere which have to be thoroughly tested, and it is expected that it will be some very considerable time before they will be in a position to report as to the results.

The Mt. Balfour Mining and Railway Company.—This company, I am informed, is carrying on the railway part of its project out of capital raised in London privately. It has not made any public issue, and I understand will not do so until a report on the whole scheme is made by a gentleman who has gone to Tasmania for that purpose.

The Van Diemen's Land Company.—I regret that the proposed sale of this company's property to an Australian syndicate was not carried through. The chairman and directors inform me that they would prefer to deal with the Government than with a private syndicate or company. In the meantime they state that they have decided to adopt a more active policy with a view to reducing their holding in Tasmania, and in this way they hope to escape the maximum taxation under the graduated land taxes of State and Commonwealth.

Timber Industry.—Millar's Timber and Trading Company have made an issue to give some £258,000 to secure the economical working of its Tasmanian and other timber properties recently acquired.

Emigration.—I am pleased to be able to report that the number of British people going out to settle in Tasmania is on the increase, and judging from the letters I have received from a number of those who have already settled in our State they are well satisfied with their change. Under the nomination system which you have introduced I anticipate a further increase. In the case of the other States, where assisted emigration has been actively pursued during recent years, there are naturally thousands who have friends in this country wishing to go out, and so it is found that they nominate more than can be conveniently carried by the present steamers in the trade. Now, the position is quite different in Tasmania, where the number of recent arrivals bears no proportion to those secured by assisted passages in the other States, and settlers in Tasmania are not likely to know of persons here who might be useful to them; and I therefore suggest that you might permit Tasmanian residents desiring to obtain help from this country to nominate in blank when they are satisfied to leave the selection of the person or persons required to this office or to friends of their own in this country. Further, I should like it to be made possible for any Tasmanian visitors to nominate whilst they are actually in London, and not have to wait to do so on their return, or by communicating with friends or agents in Tasmania.

No opportunity has been lost in keeping Tasmania in a favourable light before the public, and I can confidently assure you that there is now far more interest taken in our State than has been in the past. The advertising done by the Hydro-Electric Company has been of great service to the State. We have continued our winter lantern lectures; given a very large number of press interviews; and the distribution of literature has been continued so far as it has been possible.

Soon after taking up my duties in London I addressed the Imperial Government and made a request asking the Government to allow Anglo-Indians who desired to settle in Tasmania, and only entitled to a free passage to England, to have the right to travel to Tasmania on the same terms. The Colonial Office has not lost sight of this matter, and now informs me that this has been granted by the Indian Government up to the amount of the cost of passages to England.

I am informed that the Oxford Child Emigration Society mentioned in my last report have sent Mr. Fairbridge to Western Australia to make arrangements for the first batch of children for the farm school on Warren River. This will be an interesting experiment, and one it would be well to watch.

I regret you were not ready with your settlement scheme in time for me to have been of assistance in March, but trust that before the end of the year your areas will be all ready for inspection. If so, I am sure your most sanguine anticipations will be more than realised, and people will be found to occupy all your available land.

Fruit Shipments.—During this season we have had larger shipments than in the past. The market opened badly so far as prices were concerned, and though large quantities of the apples were very small and green, on the whole they had carried well. In connection with these small apples, I may say that they are generally in favour on the London market, but this season there have been many far too small. The large apples have done better than usual owing to their being in much smaller quantities than usual. The low prices were not altogether due to the condition of the fruit. On enquiry I find that for some time after our season opened there were large stocks of cheap American (including Canadian) barrel fruit which had to be worked off. As a rule 21s. per

barrel was considered a good price for this fruit, and a barrel contained 120 lb. of apples, equal to three cases of Tasmanian fruit; this price being, of course, equal to 7s. a case for our fruit. Unfortunately, when our fruit arrived these barrels were selling at 15s. each. Again, we have had great trouble in the industrial world, which has no doubt reduced the purchasing power of a large section of the people, and those able to indulge in fruit at all have been content to purchase the cheaper fruit referred to.

As the season proceeded it looked as though we were to have an improvement in prices which would give to our growers a fair average return, but unfortunately, towards the end of May, suddenly, without warning, we found ourselves again visited with another labour upheaval that more directly affected our trade than the one I have just referred to, viz., the transport workers, including the dock labourers. This broke out when I was in Germany in connection with shipments to that country. I immediately addressed a letter to the leader of the Union, and now embody a copy of my communication to him:—

“I have the honour to inform you that I have received a cable from my Government requesting me to ascertain if anything can be done to avoid the ruin which is threatened to a large number of small settlers in Tasmania, owing to the difficulties that now exist in placing our fruit upon the English market. If we are unable to place this fruit on the market within the next fortnight it will be brought into competition with the strawberries and soft fruits which are just coming in. This would mean a ruinous loss to a large number of small landholders who have by their industry worked themselves into the position of small fruit farmers. These people consign their fruit to this market, obtaining advances to cover freight and other expenses. Even the glut that will be caused by holding up all the shipments will probably result in their losing the total value of their fruit and having to repay, in addition, the cost of freight to this country; and if the delay is such as to bring them into competition with the small fruits, it will mean the loss of their year's crop and the mortgage of future crops. This, I am sure, you will see is a terrible punishment to impose upon thrifty people who have always shown their sympathy politically with the labouring classes. A few months ago when Mr. Keir Hardie wrote to me pointing out that certain employers of labour in this country who were on our tender list were not paying the regular trade union rate of wages in connection with their works, I represented the case to my Government, and they readily consented to the names of those people being removed from the tender list until such time as they came into line with other employers, and the names were not replaced until we heard from Mr. Keir Hardie that they had done so. It seems to me that such consideration of the workers of this country by my Government ought to be appreciated, and that some steps should be taken to avoid such an injustice to our workers as must be caused by the refusal to handle our perishable products. I shall be glad to be advised by you as to whether it is possible for us to take any steps to avoid this calamity, and if you can offer me any hope of a satisfactory arrangement being made I shall be glad to discuss the matter with you personally. I am writing to Mr. Keir Hardie on this subject, though I do not suppose that he is associated with you in connection with the present dispute any further than being a labour representative. I am communicating with him because of the previous correspondence to which I have referred.”

I have not up to the present received any reply from Mr. Gosling to the above communication, but Mr. Keir Hardie wrote me to the effect that he was unable to do anything in the matter.

The strike is still dragging on, and the fruit coming forward slowly. The authorities have been able to secure a large amount of non-union labour, but as these men are not accustomed to that class of work the cost in connection with the handling of the fruit will be much higher than in normal times.

In the early part of the season, as I have already reported to you, I was interviewed by a gentleman from Berlin, who is the owner of a large cold store in that city. He desired to represent the Tasmanian Government in connection with the shipments of fruit to the Continent; or if this was impossible, desired to be put in the way of obtaining fruit shipments direct to Germany. It was then too late for this to be done, and I advised him with a view to testing the market to obtain his supplies from London. Since then Herr Henoch (the gentleman referred to) was appointed the Continental representative of the South Australian Government Export Products Department, and as nothing had come of the proposal of securing fruit in London, and, in addition, to the fact that I found that most of the fruit imported into the Continent was Australian fruit, as distinct from Tasmania, I decided to visit Berlin and Hamburg to learn on the spot why Tasmanian apples were not holding the same position there as they occupy in the English market. I left London so as to be in Hamburg in time for the sale of Tasmanian fruit shipped by the s.s. "Melbourne." I travelled through Holland, and was astounded to see an extensive territory practically reclaimed from the sea. In Berlin I visited Herr Henoch's works, which are attached to the Central Market; and in this market I saw a great display of fruit, but found very little of it was from Tasmania. As a result of enquiries made among salesmen and others in that city I was satisfied that Berlin could not be made the distributing centre for the Continent to the extent that Herr Henoch at first claimed it might be, inasmuch as all fruit to be profitably handled on the Continent can be better examined at Hamburg or Bremen, and there classed according to its suitability for particular markets; for instance, fruit going to Russia, where there is a limited market for a very expensive fruit—it is only necessary to send the very best class, as the poorer varieties would not pay the expenses of transit. It would also appear from what I could gather that Berlin fruit-dealers have no trouble in securing their requirements from Hamburg, where the very best arrangements are made for inspecting all fruit, and the advantages offered by this centre have compelled Herr Henoch to establish a branch of his business there. At the same time I desire to encourage Herr Henoch to establish a good centre in Berlin for a population of over 4,000,000, and hinterland of its own carrying a large additional population. For some reason the Tasmanian growers who have done so much to pioneer the apple trade in this part of the world have held back in connection with the Continental trade, and not sent large quantities of apples there, whilst Victoria and the other States have favoured it, and thus established the Australian apple in that market. I can hardly be expected nor do I care to take the responsibility of advising our growers to send consignments; that must be for their own decision, with all the facts before them. In the meantime I am doing all I can to induce Herr Henoch (who is financially a strong man) to go into the market and buy Tasmanian fruit in Tasmania. If he should not do so I trust you will use your influence to have regular and larger quantities shipped to Hamburg. I found that the highly coloured fruit from the mainland was more attractive to the German than ours, and it is very necessary that we should keep in the market sufficiently long for the people to recognise that colour is not every-

thing; that our fruit has a better flavour, and that it possesses much better keeping qualities. One of the principal salesman at Hamburg informed me that this has already been recognised by some of the buyers. It therefore becomes necessary for our growers not to abandon a market of such promise.

In 1910 about 100,000 cases of apples found their way to the Continent; 80,000 of these were carried in two of the German-Australian lines of steamers. This year there are four of these steamers, carrying 160,000 cases. In 1913 there will be five steamers of this line to convey 210,000, and in 1914 this company will have two more steamers (seven in all), to carry 360,000 cases. Now, these are in addition to what will be carried by the Nord German Lloyd Company's boats, and any that may be sent from London. The Nord German Lloyd will have in addition to their present small space two new steamers, to carry 30,000 cases each. These figures indicate the future of the trade in the Continental markets, and I trust they will not be lost sight of by Tasmanian growers.

At Hamburg I met practically all the fruit merchants, and also the head of the German-Australian Company (Herr Damms). They were all enthusiastic regarding the growth of this trade with Australia. I arrived on the evening before the sale day, and made my arrangements for an early visit next morning before the sale. I have often heard of the excellent arrangements made for handling and selling fruit at Hamburg, and was surprised to find the arrangements so perfect. Stores are provided along the river-side, and the vessels berth right alongside, and the fruit is taken straight into the stores. It has therefore only one handling, and all the fruit I saw was landed in excellent condition; none of it was bruised, as one so often finds it in London, which goes to prove that our growers and those responsible for the shipping of our fruit in Tasmania are not to blame for the bruised condition of fruit carried to London. When this fruit is taken into the store a case of every lot (separate brand and variety) is opened for inspection. There the buyers from Russia, Austria, Norway, &c., view the fruit before the sale. They are supplied by the different salesmen with printed catalogues, and armed with these they make their inspection, jotting down the prices they propose to go to at the sales, which are fixed at 3 p.m., and continue without a break until all stocks have been disposed of. This sometimes takes until 9 or 10 o'clock in the evening. The bulk of the sales are made in the Fruchthof. There are two salerooms and five salesmen. It is then arranged that each man goes on for a fixed time, and if he has not got through the whole of his stock he comes on again later. I visited some of the salerooms outside the Fruchthof, where the sales appeared to be equally successful. On my inspection what I had heard about the mainland fruit was confirmed as regards colour and prices realised. The high colour appeals to the consumer, and we will have to be content with lower prices until such time as they learn the true value of the Tasmanian apple. I lost no opportunity of impressing upon those I met the superior quality of our apples so far as flavour and keeping are concerned. I found that the cooking apples brought very low prices as compared with prices obtained in London, and on enquiry was informed that they are not required in Germany. I should therefore advise the growers not to send cooking apples to the Continental market. The salerooms are opened to anyone wishing to watch the sales and check the prices, a practice which also obtains at the Monument sales in London. At Covent Garden, in London, the Committee of Auctioneers limit admission to the Floral Hall to those holding tickets, and the reason given for this is "to close the hall to all except legitimate buyers

and those people interested in the business. This has become necessary in consequence of the fact that outsiders have been in the habit of waylaying buyers in the hall in order to effect sales of goods, to the prejudice of the auction salesmen by whom the sale-room is occupied for the conduct of their business. Moreover, by this means members of the trade and others do not suffer from the presence of undesirables by having their pockets picked," &c. I am glad to say that on my application tickets were at once forwarded to me for the use of the office.

In connection with the fruit I saw at Hamburg I found that very little of it was affected with "black spot," but quite a substantial number of cases were affected with "bitter pit." There are several other matters that occurred to me that it might be well I should remark upon: first the nomenclature. I remember during my time as Minister for Agriculture granting assistance to the late Council of Agriculture in connection with a very fine fruit show held in Messrs. Murdoch's large store, Macquarie-street, before it was occupied for the purposes of their business. The object of that show was to bring together representatives of the fruitgrowers of the various States in conference, and endeavour to secure a common nomenclature; but we still find the same apples called by different names. The Cleopatra of the mainland States is the New York Pippin of Tasmania; the Adam Pearmain of Australia is quite a different apple to that of the same name from Tasmania, though I saw that some of the Adams' Pearmain from the Tamar were the same as those from Australia. The small round apple called Adams' Pearmain from the older fruit districts of Tasmania was held to be wrongly named by the fruit salesmen. I do hope something will be done to secure a common nomenclature. I cannot remember hearing why the Conference I have referred to above was not successful. So far as the Continent is concerned we suffer because the Tasmanian New York Pippin arrives in its green state, and is not then nearly so attractive in appearance as the Australian Cleopatra, and it would take a long time to teach the Continental people that they are one and the same fruit. In England it is not of the same importance, as this fact is pretty generally known; but even here there is no advantage to be secured by continuing to give this apple two names, and mystifying the consumer.

Finance.—During the past half-year there has been a very limited business in Colonial stocks for reasons fully set out in my last report. Again, New Zealand has been in the market with an issue of £4,500,000 3½ per cent. bonds, having a currency of only two years; the issue was made at 99. The cost of this issue will be equal to 5 per cent., including interest, or 1½ per cent. more than we are paying for our £1,000,000. As we have been in a position to keep our overdraft down to an average of £561,161, the saving effected in interest for the year amounts to £15,305. The poor response of the public to public issues has led to issuing houses and underwriters being overloaded, and underwriting on any issue not specially attractive is at the present moment difficult to make on reasonable terms. When the public subscribed liberally the underwriters had an excellent time, but now it is a different story, as they are usually saddled with a large proportion of the issues

themselves. The following results give some idea of the poor results; they represent the proportions taken by the public, and what has to be shouldered by the underwriters, in eight of the recent issues:—

		Percentage.	
	Total Amount.	Taken by the Public.	Left with Under- writers.
	£		
Canada, 3½ %	5,000,000	30	70
India, 3½ %... ..	3,000,000	13	87
New Zealand, 3½ % (2 years' bonds)	4,500,000	15	85
Danish, 4 %... ..	2,500,000	45	55
City of Moscow, 4½ %	3,809,520	55	45
City of Winnipeg, 4 %	960,000	26	74
Quebec and Lake St. John, 4 %... ..	873,000	5	95
Algoma Steel Corporation, 5 per cent.	1,113,000	7	93
Total amount... ..	£21,755,000		
Average of the eight issues ... ..	...	24·5	75·5

When underwriters are finding themselves left with over 90 per cent. of unsubscribed stock offering rates of interest as high as 4 and 5 per cent., you will appreciate their cautious attitude, and the natural and frequent fall from issue price; this reacts on the public subscriber, who, as a class, feels it; and when the next issue comes out they prefer to wait, in the hope of underwriters being forced to unload at a discount. I question very much whether the public have in some instances subscribed sufficient to pay the cost of advertising and preliminary expenses. It appears to me that underwriters will go slow in taking on such high responsibilities, and a rest may bring things back to normal. When this happy state of things is to come about no one can forecast. In the meantime we may congratulate ourselves that our financial arrangements have been so satisfactorily arranged for another 10 months.

During the half-year, in addition to the New Zealand issue, the Western Australian Government offered for subscription £1,000,000 of 3½ per cent. inscribed stock at the price of £99 per cent., repayable in 1960. This issue was the first instalment of a loan of £2,142,000 authorised to be raised for public works.

The Canadian Government issued a loan for £5,000,000, at 3½ per cent., redeemable in 1950, at 98 per cent. The issue was primarily to provide for the redemption of £4,681,870 3¼ per cent. bonds and stock due 1st May.

The receipts for the Public Account amounted to £46,350, and the expenditure on account of the various Departments to £45,365.

The number of dispatches forwarded to you during the period 1st July, 1911, to 30th June, 1912, was 504; the number of letters sent out from this Department was 5589, and the publications distributed amounted to 13,576.

I have, &c.,

JOHN McCALLI, Agent-General.

The Hon. the Premier, Hobart.

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FINANCIAL STATEMENT

OF THE

TREASURER OF TASMANIA

AND

STATEMENT OF THE MINISTER OF RAILWAYS
AND MINISTER OF AGRICULTURE

1912-13

DELIVERED IN THE HOUSE OF ASSEMBLY ON WEDNESDAY
EVENING, 28TH AUGUST, 1912

BY

THE HONOURABLE HERBERT JAMES MOCKFORD PAYNE

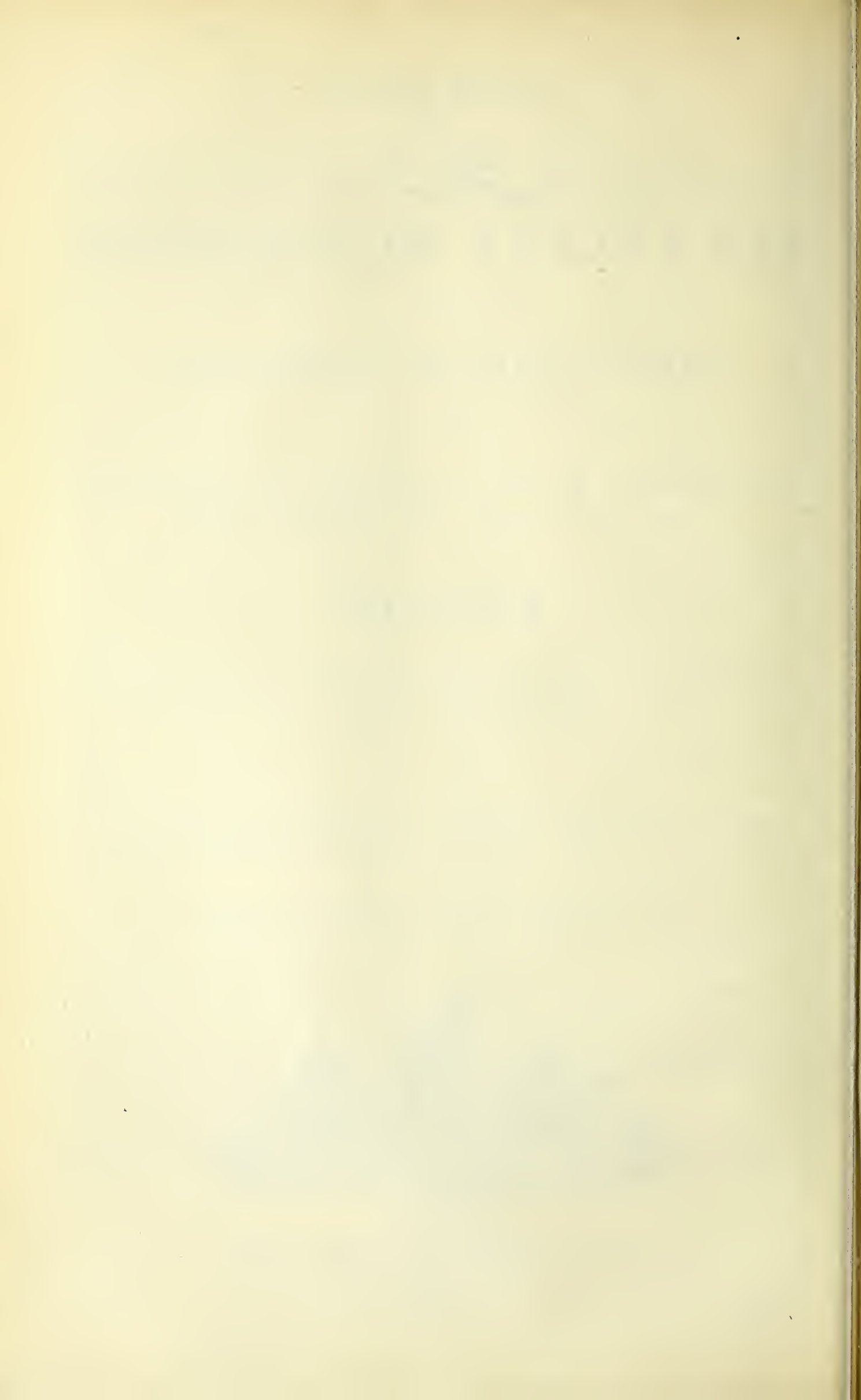
Presented to both Houses of Parliament by His Excellency's Command.



Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART

1912





FINANCIAL STATEMENT, 1912.

FINANCIAL STATEMENT of the Treasurer of Tasmania (the Honourable HERBERT JAMES MOCKFORD PAYNE), delivered in the House of Assembly on Wednesday evening, 28th August, 1912.

MR. SPEAKER :

The duty of presenting to Honourable Members the Statement regarding the financial year 1911-12, and the Estimates of Revenue and Expenditure for the current year 1912-13, now devolves on me for the first time.

In following the course adopted by my predecessor of presenting this Statement at the earliest possible moment, thus enabling my honourable colleague, the Minister of Lands and Works, to follow with his interesting Public Works Statement, an opportunity is afforded the Public Works Department of dealing with many of the works authorised by Parliament at an early date, thus facilitating their construction before the winter months of the year.

On the whole the State has made steady progress during the year, those engaged in the primary industries having had satisfactory returns for their labour.

After recovering to some extent from the depression of 1910-11, the West Coast, unfortunately, during the past year experienced another set-back through the Mt. Lyell strike, the effects of which were felt severely in the locality affected, by an almost complete dislocation of trade; and the districts from which supplies were obtained for the field, were affected by the loss of trade, though, of course, in a smaller degree. In addition, the departure of many of the men from the State diminished our receipts from the Commonwealth. It is gratifying to know that normal conditions are now almost restored.

As my Statement must be somewhat lengthy, owing to the necessary inclusion of matter dealing with the Railways and Department of Agriculture, the oversight of which are now included in my Ministerial duties, I have made this introductory matter as brief as possible, so that I may at once proceed to review the operations of the year 1911-12, which closed on the 30th June last.

THE YEAR 1911-12.**REVENUE, 1911-12.**

The total revenue received during the year 1911-12 constituted a record for the State, amounting to £1,084,663. This is £114,571 more than the revenue received during the year 1910-11, which reached the sum of £970,092, and £19,560 more than the estimate.

The revenue received from the Commonwealth, under the provisions of "The Surplus Revenue Act," amounted to £236,761, being £8643 more than was received during the year 1910-11, and £1731 less than was estimated. This sum was made up as follows :—

Population of Tasmania on the 31st December, 1911,	£
at 25s. per head	241,849
Less Proportion of Moiety of Special Payment to	
West Australia	5088
	<hr/>
	£236,761
	<hr/>

The Land Tax, which was estimated to yield £80,300, yielded £81,234, or £16,302 more than was received in 1910-11, and £934 more than the estimate.

The Income Tax, which was estimated to yield £135,000, inclusive of arrears payable during the year 1910-11, but which were not paid till after the 1st July, 1911, yielded 143,875, or £8875 more than the estimate.

Stamp Duties returned £62,577, being £4577 in excess of the estimate, and £4749 more than the same source yielded the previous year.

Railways gave us a gross revenue of £314,708, which was £14,708 more than the estimate, and £37,766 in excess of the amount received in 1910-11.

A new item from Commonwealth sources appears in the revenue for 1911-12: Interest on properties transferred to the Commonwealth yielded £23,061. This amount was £4939 short of the estimate which was based on the probability of $3\frac{3}{4}$ per cent. being received. The value of these properties was agreed to as £384,351, and the interest received was for the years 1910-11 and 1911-12, at the rate of 3 per cent. Since the close of the financial year the Prime Minister has announced his intention of paying $3\frac{1}{2}$ per cent. on these properties; this rate to be made retrospective.

Other revenue-earning departments yielded £45,191, being less than the estimate by the sum of £3072, this being due to Surveys, which were estimated to produce £11,000, yielding only £4434, or £6566 less than the estimate. The chief increases were from Printing Department, £1363, and maintenance of paying patients Hospital for Insane, £1137.

Rents of auriferous and mineral lands and fees returned £16,454, or £2232 less than in 1910-11, and £2546 less than the estimate.

From the sale of Crown Lands was realised the sum of £60,300, being £594 less than in 1910-11, and £1700 less than the estimate.

Table A of the Budget Papers, which will shortly be in the hands of Honourable Members, will contain a full statement in a summarised form and in detail of the revenue received during the year.

EXPENDITURE, 1911-12.

“The Audit Amending Act” passed last year provided for the closing of accounts on the 31st July, enabling Ministers to prepare their estimates for the year and the Treasurer to prepare his Budget Papers and Financial Statement for presentation at an earlier period of the Session than formerly.

	£
The amount appropriated by Parliament for the year 1911-2 was	1,066,325
The total amount expended during the year was ...	1,064,703
	<hr/>
Thus showing a saving of expenditure on amount authorised of	1622

The chief items of excess expenditure are:—Interest, £4941; Chief Secretary Miscellaneous, £1851, the cost of administering Factories and Wages Boards Acts accounting for £1499, and Fire Brigade Boards £229 of this excess; Legislature, £1310, mainly due to expenses of General Election which accounted for £1167 of the excess; Miscellaneous-General, £1456, repairs to dredges “Agnew” and “Devenport” accounting for £1166 of the excess; Printing Department, £863; Charitable and Medical Institutions, £642; Agricultural and Stock Department, £729.

The chief items on which savings were effected are:—Railways, £8932; Roads, Bridges, Surveys, &c., £1730; Mines, £1581; Police, £950; Gaols, £357; Lands and Works Departments, £344.

NET RESULTS, 1911-12.

The net results of the operations of the year show that the revenue exceeded the expenditure by £19,960.

The surplus estimated by my predecessor in his Statement in September last was £1132. The difference, £18,828, between the estimated and actual surplus is accounted for as follows:—

Revenue received exceeded estimate by £19,560. Expenditure incurred exceeded estimate by £732. The excess of appropriation over estimate was £2354, and the full amount of authorised expenditure was not spent by £1622.

FINANCIAL POSITION.

The financial position on the 30th June, 1912, is summarised as follows:—

	£
The deficiency on 30th June, 1911 was....	98,135
	£
The revenue for 1911-12 was	1,084,663
The expenditure for 1911-12 was	1,064,703
	<hr/>
The surplus for the year was.....	19,960
	<hr/>
The total deficiency on 30th June, 1912, was ..	£78,175
	<hr/>

The following details of the operations of some of the Departments from which the revenue for the year was derived, will give Honourable Members information that will enable them to see in detail the work of the year in connection therewith. My honourable colleague the Minister of Lands, Works, and Mines, will deal with the Departments under his control in his interesting Statement to-morrow afternoon.

DECEASED PERSONS' ESTATES DUTIES AND PROBATE DUTIES ACTS, &c.

The estates which have come under the operation of "The Deceased Persons' Estates Duties Act" and "The Probate Duties Act," during the financial year 1911-12, number 430.

The net value of the estates upon which duty was paid amounted to £718,110

	£	s.	d.	£	s.	d.
The amount of duty received under "The Deceased Persons' Estates Duties Act" was	35,152	13	7			
The amount of duty received under "The Probate Duties Act"....	14	15	6			
				35,167	9	1
Refunds deducted .....	..			155	1	3
Net Revenue received .....	..			35,012	7	10
The Registrar, in his capacity as a Collector of Stamp Duties, collected ..				5282	12	6
Revenue collected through other sources—						
Sale of revenue stamps.....	13,867	7	2			
Sale of adhesive stamps	11,521	4	8			
				25,388	11	10
Making a total of.....	..			£65,683	12	2

Being an increase on last financial year of £9510 7s. 5d.

PRINTING DEPARTMENT.

The revenue of the Printing Department was £17,363 compared with £17,034 in 1910-11, an increase of £329. The expenditure was £15,298, £1473 more than for the previous year; but £474 of this amount was spent on new plant necessary to keep pace with the growth of the Department, and £561 on paper and other material, the volume of work having increased during the period under review by 11 per cent.; the number of forms, books, &c., produced in 1911-12 totalling sixteen and a half millions, as against fourteen millions in 1910-11.

Other factors in the excess expenditure over that of 1910-11 were the raising of the minimum wage to compositors, machinists, and bookbinders from £2 12s. to £3 per week, accretions in salaries and wages to other workers, and the continued rise in the prices of stationery and stores; but in addition a considerable sum was laid out on work in progress, viz., a large issue of a revised edition of the "Handbook of Tasmania," supplementary volumes of the Statutes of Tasmania, 1-9 Edward VII., and 1-2 George V., and on the printing of new Electoral Rolls and other work for the last General Election, over £189 being paid to outside printing houses for assistance in producing the rolls in the time available.

The value of the transactions for 1911-12 amounted to £17,199. or £504 more than in 1910-11.

LANDS TITLES OFFICE.

The fees received from this office after deducting refunds amounted to £5853. The expenditure was £3701, thus leaving a profit of £2152. The Assurance Fund in connection with "The Real Property Act" amounted on 30th June, 1912, to £15,567, an increase in the year of £780, including interest on investments. The Recorder of Titles in his capacity as Collector of Stamp Duties, received £4006, and on the instruments filed for registration £6206 was paid for stamp duties.

AGRICULTURAL BANK OF TASMANIA.

During the year ending the 30th June, 1912, 64 applications for loans under "The State Advances Act" were received. Of these 52, amounting to £3241, were approved by the Trustees; eight were refused, as the applicants were not entitled to the minimum loan under the Act, leaving four awaiting payment of valuation fees and consideration of the Trustees at the date named.

Three selections were taken possession of by the Trustees, the borrowers having failed to pay the interest on the loans and instalments due to the Crown. They were offered for sale by public auction, and one of them was sold. The other two were offered for sale by private contract, and, as they were not sold, reverted to the Crown on the 30th June, 1912, in accordance with the provisions of the Act.

The sum of £4026 was actually paid to borrowers during the year.

	£	s.	d.
The total amount advanced to borrowers to the 30th June, 1912, was	18,636	10	0
Repayments to the 30th June, 1912	1,619	10	0
	17,017	0	0
Less loans on properties reverted to the Crown ..	425	0	0
Leaving loans on that date	£16,592	0	0

A Bill to amend "The State Advances Act," with the object, among others, of extending the operations of this Bank, will be submitted to Honourable Members at an early date.

STATE SAVINGS BANK.

During the year ended 30th June, 1912, the number of new accounts opened was 6248 as against 4660 in 1910-11, while 3,834 accounts were closed as against 3,240 in 1910-11, leaving an increase of 2,414 as compared with 1420 for the previous year.

The total number of accounts remaining open on the 30th June was 26,817.

During the year the number of deposits received was 55,100, amounting to £475,971 13s., being an increase of 7,904 deposits, amounting to £115,090 11s. 8d. for the year.

The withdrawals numbered 28,859, amounting to £408,696 0s. 11d., being an increase of £85,338 2s. 7d. on those of 1910-11, and leaving an increase of deposits over withdrawals of £67,275 12s. 1d., as compared with £38,530 12s. 8d. for the previous year.

Adding interest credited to depositors' accounts, £20,262 17s. 5d., and transfers due by other States, £996 17s. 1d., to balance due to depositors at the end of the year, the liability of the State to depositors is £787,101 0s. 5d.

The average amount due to each depositor was £29 7s., as compared with £28 12s. 9d. for the previous year, being an increase of 13s. 4d. per depositor.

The number of depositors on the 30th June last was 26,817. The estimated population of the State on the 31st December, 1911, was 193,479, from which it appears that 13.86 per cent. of the population are depositors in the Bank, being an increase of 1.61 per cent. on the previous year.

The total amount to the credit of depositors represents £4 1s. 4d. per head of population as compared with £3 13s. 2d. for the previous year.

The interstate transfer system has made satisfactory progress, the number and amount of interstate transfers for the year being as follows :—

	Number.	Amount.		
		£	s.	d.
From Tasmania to other States	617	27,166	3	9
From other States to Tasmania	288	12,376	17	7
The total transactions amounting to.....	905	£39,543	1	4

On the 1st January, 1912, the system was further extended to enable depositors to obtain payments on demand up to £2 once in three days, and payments by telegraph up to £10. Depositors have largely availed themselves of these increased facilities for operating on their accounts.

Depositors' Unclaimed Fund.—In accordance with Section 31 of "The State Savings Bank Act, 1910," depositors' accounts, which had not been operated upon either by the addition or withdrawal of deposits for a period of seven years or upwards, were transferred to "Depositors' Unclaimed Fund" and ceased to bear interest. The number of accounts transferred was 270, amounting to £3281 4s. 4d. During the year 90 depositors have claimed amounts totalling £1725 10s. 4d. The fund now stands at 180 accounts, with a balance of £1555 14s.

The revenue for the year ended 30th June, 1912, was :—

	£	s.	d.
Interest on investments	25,864	6	9
Extra fees, new books	5	0	0
Exchange profits to 31st May, 1912	50	8	3
Sundries	2	9	4
	25,922	4	4

The disbursements were :—

Interest added to depositors' accounts	20,262	17	5
Leaving a balance of	5659	6	11
The expenses of management were.....	3244	17	3
Leaving a net profit of	£2414	9	8

on the year's working, as compared with £1870 13s. 11d. for the previous year.

The necessity having arisen of making new arrangements for the conduct of our State Savings Bank, owing to notice having been received from the Commonwealth that on the 31st December next the existing arrangements as regards the performance of Savings Bank duties by Commonwealth officers will terminate, Ministers have had to seriously review the position, and take steps to insure, as far as possible, a satisfactory continuance of the business, which has shown marked progress during the past year.

I am indebted to my predecessor for the assistance I have derived from the work that he had accomplished just prior to his relinquishing office, in the preparation of a draft scheme for the amalgamation of the Hobart and Launceston Savings Banks with the State Savings Bank.

The executive of the two Trustee Banks have been invited to meet Ministers, and discuss the scheme, with a view to amalgamation, and it is anticipated that the first conference will take place at a very early date.

The effect of the amalgamation, if it is brought about, will be to have a bank with funds totalling over £2,000,000, and an amalgamated bank would have far greater opportunities of usefulness than if the three were continued as separate institutions.

A good staff of trained officers would be at the disposal of the bank, and it would then be possible to establish branches in the main centres and arrange for agencies in the outlying districts.

Again, a savings bank with large funds would have a far greater influence in developing and fostering the resources of the State, whilst there would, also, be better opportunity for good management, as inspectors could be appointed to improve its system and extend its usefulness.

In the report of Mr. Alexander Cooch, Chief Inspector of Savings Banks, Victoria, dated September, 1907, on the working and management of the State Savings Bank in Tasmania, he dealt very fully with the advantages of amalgamation, and referred to the extension of the usefulness of the bank in our sister State, Victoria, since amalgamation had taken place there.

Ministers are hopeful of something of a practical nature resulting from the negotiations which have now been commenced.

BANKS GENERALLY.

The amount of moneys deposited in the various banks in this State is shown in the following table, and compared with the previous year :—

Year.	Ordinary Banks.	Savings Bank, Hobart & Launceston.	State Savings Bank.	Total.
	£	£	£	£
30 June, 1912	3,970,477*	1,146,987†	787,101‡	5,904,565
30 June, 1911	3,638,612*	1,061,169†	698,922‡	5,398,703
Increase	331,865	85,818	88,179	505,862

* Average for year ended 30th June.

† Amount 28th February.

‡ Amount 30th June.

In the ordinary banks there is an increase in the amount of deposits to the extent of £331,865, while the Savings Banks deposits have increased by £173,997, of which the State Savings Bank is credited with £88,179.

The average amount per head of population deposited in banks compares as follows :—

	1911-12.	1910-11.
Average deposits per head	£30 10s. 4d.	£27 17s. 2d.

showing an increase per head in the average bank deposit of £2 13s. 2d.

LOCAL INSCRIBED STOCK.

Investments in Local Inscribed Stock also exhibit an increase over the previous year of £441,622, as shown in the table below :—

	1912. 30th June.			1911. 30th June.		
	£	s.	d.	£	s.	d.
Amount of stock issued	3,129,051	0	0	2,687,429	0	0
Average per head of popula- tion	16	3	5	13	17	4
Average amount of bank de- posits and local inscribed stock per head	46	13	9	41	14	6

PUBLIC LOANS.

The Public Loans of the Government on 30th June, 1912, were as follow (see Table I.) :—

	Redeemable in Hobart. £	Redeemable in London. £	Total. £
4 per cent. debentures and inscribed stock	531,620	2,623,750	3,155,370
3 $\frac{3}{4}$ per cent. inscribed stock	1,315,199	..	1,315,199
3 $\frac{1}{2}$ per cent. debentures, inscribed stock	1,324,946	4,156,500	5,481,446
3 $\frac{1}{4}$ per cent. debentures and inscribed stock	24,718	..	24,718
3 per cent. debentures and inscribed stock	23,068	450,000	473,068
	<u>3,219,551</u>	<u>7,230,250</u>	<u>10,449,801</u>

a decrease of £558,378 over the issues on 30th June, 1911; but it must be remembered that the £1,000,000 loan which matured in London on 1st July, 1911, has not yet been renewed, except as to the sum of £176,006 issued in the State.

The Treasury Bills issued in aid of revenue deficiencies were £75,610 as against £69,610 on 30th June, 1911, an increase in amount of £6000. Parliament provided for the redemption of those falling due in 1911 and 1912, and the issue has been made, except as to £3091. In 1913, bills amounting to £19,224 will mature, but Parliament will not be asked to authorise their renewal in view of the anticipated extra Federal grant being received before they are paid off.

Inscribed Stock authorised but unissued on 30th June last amounted to £1,182,624, which includes provision for taking up the balance unissued (£823,994) of the loan of £1,000,000, which fell due in London on the 1st July, 1911, and £358,630 still to be raised for works authorised under the Acts 2 George V., Nos. 48, 49, and 50.

It will be necessary for Parliament to make provision for the renewal of loans maturing in London on the following dates:—

	£
1st January, 1913	500,000
1st July, 1913	23,750
1st January, 1914	800,000
	<u>£1,323,750</u>

With respect to the firstnamed sum the Agent-General has arranged for a temporary advance from our London bankers to meet the necessary payments, until the London market is in a more favourable condition for floating loans.

It will be satisfactory to Honourable Members to learn that the previous loan of £900,000 made by the London County and Westminster Bank Limited had up to 1st July last been reduced by remittances from the State to £580,000.

Provision must also be made for the renewal of Debentures due in the State on 1st July, 1913, £22,900.

Local Inscribed Stock issued under various Acts will also fall due during 1913, amounting to £643,590; £16,000 of the amount will be paid off by the Public Debts Sinking Fund Commissioners, and £4000 will be extinguished by the annual contribution made to the Strahan Marine Board Sinking Fund. With respect to the balance, the Acts under which the loans are issued confer upon the Treasurer the power of renewal, subject to the limitation of the currency of the loans.

SINKING FUNDS.

The Public Debts Sinking Fund.—The funds in the hands of the Commissioners of the Public Debts Sinking Fund amounted on the 30th June, 1912, to . . . £120,972

To which has to be added the amounts owing to that fund on the following accounts:—

For Pensions paid	£88,769	
Advances for Surveys	4769	
		<hr/> 93,538
Making a total of	£514,510	<hr/>

I am pleased to say that the liabilities on the two accounts named are now gradually decreasing.

The loans redeemed from the Public Debts Sinking Fund during the year 1911-12 amounted to £61,081, making a total paid off from that fund up to the 30th June, 1912, of £395,931

Other Sinking Funds.—The balance of other sinking funds for the redemption of loans raised by or for local bodies stood as under:—

For loans raised under "Local Bodies Loans Act"	£2708
For the redemption of loans raised by the Government for local bodies under the provisions of "The Local Public Works Loans Act," and other similar Acts	58,828

"THE LAND VALUATION ACT, 1909."

The unimproved value of taxable land in the State in the year 1911 stood at £16,434,095 after objections had been dealt with. The actual figures for 1912 are not at present available, but it is certain that there will be a decrease, for unlike the capital value, which is ever altering, owing, among other things, to improvements which are constantly being effected, the unimproved value does not vary much, and I venture to predict that any increase in value, when revision of the rolls take place, will be limited to those centres where land has to a greater or less degree a speculative value, or is situate in localities favoured by position from the point of view of business advantages, &c., such as is the case in the cities, the more important towns, and the suburbs. Country lands will only be affected in this direction when from any reason there is an unusual demand for land, or where increased facilities in the shape of roads, bridges, and other public works, &c., are afforded owners, which would have the effect of increasing the selling value of the land.

Revaluation.—In regard to valuations it has previously always been the custom to have an annual publication of the rolls, and an annual right of appeal was given to all who were dissatisfied with the valuation of their properties.

As the law at present stands, however, under "The Land Valuation Act, 1909," there is no annual publication, and, since the period allowed for appeal had elapsed, the costs of revaluation have to be paid by all applicants for such revaluation. There is naturally dissatisfaction evinced at this state of things, and it is proposed during the Session to introduce legislation whereby all persons who are dissatisfied will have the right of requesting to have their properties revalued at no cost to themselves. By this means it is anticipated that no great length of time will elapse before uniform valuations throughout the State will be obtained.

It is probable that the right mentioned will be freely exercised, and the experience gained by previous objections should be of material assistance in bringing about adjustments satisfactory to the owners and the State.

THE INCOME TAX.

Again, this year, owing to the lateness of the date of the passing of "The Land and Income Taxation Act, 1911," a certain amount of delay was occasioned the Department in issuing the necessary forms, necessitating a heavy strain on the staff of the Office of Taxes to ensure the completion of the bulk of the assessments within the necessarily short time to permit of the demands being issued, and the Estimated Revenue realised before the close of the financial year.

The gross collections from this source in the year ended 30th June, 1912, was £144,253 3s. 10d. The gross collections in the previous year amounted to £108,233 17s. 5d., but the difference, viz., £36,019 6s. 5d., must not be regarded as indicating increased prosperity of the taxpaying public, for it is due to the arrears of tax demanded in 1911, but which was not recovered before the close of the financial year, 30th June, 1911. The amount of arrears collected to 30th June, 1912, from individual taxpayers alone amounted to £24,915.

The number of individual taxpayers liable to pay income tax as per assessment books to date, is 20,019. The gross amount of tax payable is £72,564 12s. 6d. The amount actually collected from these taxpayers to the 30th June, 1912, was £43,421. The amount outstanding was therefore approximately £29,143 of which a fair amount has since been collected. The latter sum will be reduced owing to adjustments, remissions, and alterations, and allowance must be made for amounts not likely to be recoverable.

The number of taxpaying companies, as per assessment books to date, is 175. The gross tax is £71,286 0s. 8d. Of this £66,554 16s. 9d. was collected to the 30th June 1912, leaving £4731 3s. 11d. outstanding, part of which has since been paid.

The amount collected from local bodies, companies, and the Treasury, in respect of income tax payable upon interest on debentures, &c., was £2263 5s. 9d.

LAND TAX.

The total amount of Land Tax as per the Valuation Rolls, for the year 1911, was £82,366 16s. 4d. The amount collected to the 30th June, 1912, was £81,015 8s. 5d., leaving £1351 7s. 11d. outstanding, a portion of which has since been collected. Allowance, however, must be made for errors on rolls, &c.

THE YEAR 1912-13.

I will now deal with the prospects of the current year.

REVENUE 1912-13.

From the Commonwealth I anticipate receiving under the provisions of "The Surplus Revenue Act" of the Federal Parliament the sum of £238,974, made up as follows :—

Estimated population at the 31st December, 1912, 195,000, at 25s. per head	£243,750
Less Tasmania's proportion of the special contribution to West Australia	£4776
	<hr/>
	£238,974

and

Interest on transferred properties for year 1912-13, with $\frac{1}{2}$ per cent. on same for the years 1910-11, 1911-12	£17,295
	<hr/>
	£17,295

With respect to the proposed special grant to Tasmania under Section 96 of "The Commonwealth Constitution Act," Honourable Members will find special reference thereto in another part of my statement.

From Land Tax I estimate that the revenue will be £80,000.

The revenue from Income Tax is estimated at £142,750. This sum is arrived at by calculations on collections being made under the provisions of the present Act. This estimate, Honourable Members will understand, must stand until the proposal which is referred to in my Supplementary Statement is dealt with by Parliament. Whatever decision is arrived at in this regard it will not affect the Estimates of Revenue and Expenditure as a whole. If the proposed reduction of taxation is agreed to, no matter what amount the reduction may represent, the Treasurer will be reimbursed by the allocation for this purpose from the amount of the Commonwealth grant.

From Stamp Duties I expect to receive the sum of £62,000, this amount being £577 less than the revenue of last year.

The contribution to the Revenue through the duties on deceased persons' estates is difficult to forecast. Last year the receipts from this source were considerably more than estimated and were £7553 more than the previous year. I estimate the amount that will be received this year at £32,000.

Railways I expect to yield £322,000, an amount £7292 in advance of last year.

Other sources of Revenue are fully particularised, and the estimated earnings of each department set forth in Table A. of the Budget Papers.

TOTAL ESTIMATED REVENUE.

I estimate that the total revenue from all sources (excluding the proposed Commonwealth grant) for the year 1912-13 will reach the sum of £1,081,357. This is £3306 less than the Revenue of 1911-12, but £111,265 more than the Revenue of 1910-11.

EXPENDITURE 1912-13.

The expenditure for the year is estimated at £1,079,789, an increase over the actual expenditure for the year 1911-12 of £15,086.

In making the estimate every regard has been paid to the need for economy consistently with the maintenance of efficiency.

Provision has been made for all officers of the Public Service to be given the full increments to which they are entitled under the Public Service Regulations. Three of our non-revenue producing departments, Education, Hospitals, and Charitable Institutions require increased grants, each year bringing larger needs and increased responsibility to the State. With the forward policy undertaken last year as regards our Agricultural Department necessarily comes the demand for increased expenditure, and the progressive policy of the State in recent years as regards construction of Public Works, such as roads and railways, especially accounts for the increase in the amount estimated under the items Interest and Sinking Funds.

The increases of expenditure proposed for the current year, as compared with the preceding year, will be found principally in the following items, which will be fully explained when the estimates are under consideration :—

	£
Interest	5054
Education	4575
Sinking Funds	3195
Railways	2308
Charitable and Medical Institutions	1887
Agricultural and Stock Department ...	1677
Police	1227
Mines	1016

Decreases will be found principally under the heads of—	£
Legislature	2748
Roads, Bridges, Surveys.....	2385
Miscellaneous, Chief Secretary	1206
Printing Department	798

FINANCIAL POSITION.

The financial position on the 30th June, 1913, will, if the proposals of the Government are given effect to, be probably as follows :—

1912-13.		£
Commenced with a deficiency of		78,175
	£	
Estimated revenue	1,081,357	
Estimated expenditure	1,079,789	
	<hr/>	
Surplus for the year 1912-13.....	..	1568
		<hr/>
Accumulated deficiency .....	..	£76,607
		<hr/>

IMMIGRATION.

The important subject of immigration continues to engage the serious consideration of Ministers.

The Immigration Board, which was established last year, has taken up the work heartily, its officers having during the year furnished much information to new arrivals in the State, assisting them to find employment, or select land as the case may be. During the year the Agent-General in London has notified in despatches the departure of roundly 150 persons who had decided to come to the State, some of them to embark in fruitgrowing and general agriculture, others seeking the advantages of our splendid climate.

The system of nominated immigration, by which the State contributes to the passage money of friends or relatives of residents here has been put in force. Fifty-five persons have been nominated, and further applications are to hand.

During the year some 340 enquiries from various parts of the world have been dealt with, a large quantity of literature concerning the State having been forwarded in response.

Samples of peas, hops, and dried fruit, and 100 cases of apples were forwarded to the High Commissioner for Australia in London for show purposes.

Pictorial cards, well mounted, depicting farm and orchard scenes in the State, and further supplies of the revised "Handbook of Tasmania" have been forwarded to our Agent-General.

With the object of advertising the resources of the State by means of lectures, selected lantern slides have been supplied to several gentlemen, thus providing a channel for advertising from which good results may reasonably be hoped. Honourable Members will have an opportunity at an early date of perusing the first annual report of the Board, which will deal more fully with the details of the year's work.

Arrangements have now been made for an officer of the Board to proceed aboard vessels from England immediately on arrival in the harbour in order to get in touch with any passengers for Tasmania, so that on disembarking they will have the satisfaction of having been welcomed by an officer of the State, who will at once be in a position to impart useful information to the new comers.

Ministers recognising the necessity of extending the operations of the Board, will submit to Honourable Members, in the Estimates, a proposal to increase the amount voted last year, so as to provide for an extension of the system of nomination, by permitting Tasmanian residents to nominate in blank, when they are satisfied to leave the selection of the person or persons required, to the Agent-General, or to friends of their own in England, and for any Tasmanian visitors in England to nominate whilst they are actually in London, and not have to wait till they either return to, or communicate with friends or agents in Tasmania. By extending the facilities as suggested, our immigration policy, restricted though it may be, will be made more effective.

The advisableness of selecting as immigrants only those who are suited for a rural life, or are fitted for domestic service, is recognised by Ministers, and due care will be exercised to have this done, as far as possible.

Railways and Agricultural and Stock Departments.

As Minister of Railways and Agriculture, I now ask the attention of Honourable Members whilst I submit a statement dealing with the work of these two important Departments.

TASMANIAN GOVERNMENT RAILWAYS

Under the provisions of "The Railway Management Act, 1910," Mr. Geo. W. Smith was appointed to the position of Commissioner, and took charge of the railways on the 1st October, 1911.

The accounts for the past year have not yet been completed, but I am able to inform Honourable Members that to a considerable extent the railways have shared in the general prosperity of the State.

It is gratifying to me to be able to tell the House that for the first time in the history of our railways the year's revenue has exceeded £300,000. The highest amount hitherto received was £284,063 in 1909-10. In 1910-11 the revenue receded to £277,916, but in 1911-12 it advanced to the sum of £312,786, an increase of £34,870, or 12·55 per cent. on the previous year. The increase has been general in all branches of traffic. The number of passenger journeys has increased from 1,682,386 to 1,715,464, an increase of 33,078 and the amount received therefrom from £119,454 to £126,886, an increase of £7432. The goods and mineral tonnage has increased from 346,186 to 452,098, an increase of 105,912 on the previous year, and the revenue from £115,008 to £138,184, being an increase of £23,176. The revenue from West Coast lines shows an advance of £10,685, the increase in goods and minerals being 94,882 tons.

The earnings per train mile amounted to 5s. 11·73d., as compared with 5s. 4·06d. in 1910-11, being an increase of 7·67d. or 11·97 per cent.

The working expenses were 4s. 2·72d. per train mile as compared with 4s. 1·68d., being an increase of only 1·04d. or 2·09 per cent.

The profit on working per train mile was 1s. 9·01d., as compared with 1s. 2·38d. in 1910-11, an increase of 6·63d. or 46·10 per cent.

Notwithstanding the increased volume of traffic handled, increased wages to the staff, and the cost of working an extra 24 miles incidental to the opening of the Scottsdale-Branxholm extension, the cost of working for the period under review shows an increase of only £5642 over the previous year, being £221,172 as against £215,530 in 1910-11. This represents an increase of only 2·61 per cent. as against an increase in revenue of 12·55 per cent.

The profit to Working Account is £91,614 as against £62,386 in 1910-11, an increase of £29,228. This is the best result that has been achieved on our railways, and is equal to 2·15 per cent. on capital cost of construction, as against 1·52 per cent. in 1910-11, or an increase of ·63 per cent.

The percentage of working expenses to gross revenue was 70·71 as against 77·55 in 1910-11, being a decrease of 6·84 per cent.

The interest bill for the year is £159,123, so that the loss on the year's working is £67,510, as compared with £93,433 for the previous year, being a decrease of £25,923, or 27·74 per cent.

The minimum rate of pay to adult porters, engine-cleaners and labourers was increased from 6s. to 6s. 6d. a day from 1st July, 1911. This has been followed by a further advance to 7s., which took effect from the 1st July last. The average rate of pay to adult workers on the wages staff is now 8s. 3d. per day. Additions to the salaries of low-paid officers have also been made, and these, together with increases to the wages staff, and the amounts paid in retiring allowances totalled approximately £15,102. To meet this additional expenditure, and at the same time not unduly to increase the wages bill, it has been necessary to make every reduction practicable in the staff of the service, and this has been done as humanely as possible, and it is pleasing to know that nearly all those retrenched have found other employment elsewhere in the State. Retiring allowances granted during the past year amounted to the sum of £3,606. In reorganising the staff care has been taken not to impair efficiency, and it can be confidently affirmed that at the present time a high standard is being maintained in all branches of the service. I desire to make it perfectly clear that the whole of the money saved by retrenchment and retirement has been expended in providing increments to the staff.

The Scottsdale-Bransholme extension was opened on the 13th July, 1911. The high district fares and freights provided by Parliament were repealed on the 25th March, 1912, and the extension has since that date been treated on the same footing in regard to fare and freight charges as the rest of the system.

The branch line from Derwent Park to the Abattoir was completed and opened for traffic on the 13th May, 1912. The cost of construction was estimated by the Abattoir Railway Commission at £4100, including £500 compensation to landowners. I regret to say that this estimate has been very much exceeded. The land claims alone totalled more than £2000, and the cost of construction of the line was further greatly increased by the heavy earthworks at the Abattoir end.

In addition to the construction of the Abattoir Line, which was undertaken at the request of my predecessor, the Department has carried out other important work during the year. Sidings have been completed and opened for traffic at York Plains to serve the Closer Settlement, and between Campania and Colebrook where there is a good acreage of agricultural land. The goods yard at Hobart has been remodelled and considerably extended. Good progress has been made in the erection of a new bridge over Risdon Road. The concrete abutments are nearly up to rail level, and are expected to be ready for the girders by the end of the year. Messrs. Salisbury, of Launceston, are manufacturing the girders, which will also be ready at the end of the year. The bays in the northern part of the old bridge are being filled up by material taken out of the cutting between the bridge and Moonah station. The work of filling up the land on which the old Abattoir stood, to provide for a new goods-yard and goods-shed has been expedited as much as possible. Provision will be made to connect the goods-yard with the new pier now under construction by the Marine Board. Plans and estimates for the proposed new Hobart passenger station are well in hand, and will be ready in time for consideration of the House this Session. The matter of the proposed new station at Launceston is also receiving attention, but it is not deemed advisable to do anything of a definite nature until a decision has been arrived at by the Marine Board in regard to improvements of the harbour as recommended in Mr. Hunter's report.

The relaying of the Main Line with 61 lb. rails is nearly completed. During the past year $2\frac{1}{4}$ miles have been relaid between Clarendon and Evandale. On the Western Line about six miles have been relaid with heavy rails between Latrobe and Devonport. This practically completes the relaying of the line from Deloraine to Devonport. This year it is proposed to relay about 10 miles between Cleveland and Clarendon, and five miles between Westbury and Exton. It is also proposed to lay down about five miles of 50 lb. rails on the Strahan-Zeehan Line.

The Garratt engines were to have been delivered last December, but have not yet been received. The delay is attributable to labour troubles in England. I hope, however, that they will be here in time for the heavy summer traffic.

In order to provide for rolling-stock requirements of the Flowerdale extension and the proposed line to Wilnot, it is intended to construct about 100 new trucks; and six new lavatory cars will also be required to meet the growing demand of the passenger traffic.

When the Commissioner assumed control of the railways, he found that many anomalies existed in the goods and coaching rates books. It was also found that there were several hundred private freight contracts in force. The contracts were cancelled, and the rates adjusted so that as far as possible each rate charged is fixed on a mileage basis. All rates now charged on the Government lines are to be found in the goods and coaching rates books published for the information of the public. A comparative statement of the charges levied on the principal commodities carried over the railways for the last seven years will be embodied in the Commissioner's annual report, and it is hoped that this will enable Honourable Members and the public more fully to understand the whole question of the railway rates.

The Department, as usual, has been almost immune from casualties during the year; the few mishaps which have occurred being in nearly every case directly attributable to want of caution on the part of the persons injured.

AGRICULTURAL AND STOCK DEPARTMENT.

The year under review must on the whole be considered a fairly satisfactory one from an Agricultural standpoint, as despite a somewhat erratic season and diminished yields as a consequence thereof, prices for our Agricultural products have been good. This is mainly due to the dry season that has been experienced on the mainland, which caused a shortage in the potato, hay, grain, and other farm crops, and thereby provided a good market for our local productions at very satisfactory rates, with the result that what falling off we have had in yield has been more than made good by the increased return obtained for our produce.

There was an ample rainfall during the winter of 1911, and this was followed by a somewhat dry spring and summer. The autumn, however, has been favourable, which was very fortunate, as had it been otherwise, stock would have been in a bad way, and there would probably have been heavy losses. Instead of this, stock is generally in fair order, and likely to get through the winter fairly well. Autumn-sown grain is looking very well, many of the earlier crops having provided good feed for stock, and thus relieved the pasture lands. The winter rainfall injured the grain crop in those districts in which drainage is defective, as the soil became sour in parts, and the crops so damaged that they did not recover before the dry spell came on in spring, with the result that the yields obtained from such crops were light, as was also the case of much of the late sown grain which did not get sufficient rain. The quality of the grain and hay produced, was, however, as a rule, good, and the bulk of the crops were harvested in excellent condition. Many fine samples of oats, wheat, peas, and barley, as well as of hay and straw were obtained, and the grain standards fixed for 1912-13 were certainly above the average quality of our productions taken over a number of years. Peas were generally well harvested, and the quality in many cases was very good.

Potatoes were a short crop, both as regards the area planted and the yield per acre. The falling off in the area planted was due to the fear of Irish Blight and the high price of seed, and that of the crop to the dry season combined with the damage caused by the Potato Moth which was extremely prevalent throughout the whole of the State. Fortunately Irish Blight has been very little in evidence, owing to the dry season being unfavourable for its development; but this immunity must not be looked upon as permanent, as under favourable conditions there is nothing to prevent the disease reappearing in a virulent form unless our farmers take every precaution to keep it in

check now that it is reduced to the extent that it is at present. The season has not been a favourable one to stockowners, as feed has not been plentiful and the price of fat cattle has in many cases been unremunerative, the small difference in the price of stores and fats leaving little if any margin of profit for fattening. Latterly a number of fat cattle have been sent to the mainland, and the local market has hardened in consequence.

The Wool sales held in Hobart and Launceston have again shown the advantage of marketing our wools in the State, as the local prices have more than favourably compared with those obtained at the sales on the mainland.

THE STATE FARM.

Parliament having approved of the purchase of "The Retreat," near Deloraine for the establishment of a State Farm and School, this approval was given effect to on the 28th February, when this estate became the property of the State. From that date to the 30th June the late owner remained in possession and paid rent at the rate of 4 per cent. on the purchase price of 578 acres, the balance of the farm amounting to 100 acres being reserved by the Government. Of this latter portion some 27 acres have been planted with Algerian oats, and of the balance some 30 acres have been cleared for a State nursery and orchard. The work of clearing has been done by day labour and the sowing of the oats was let by contract to a neighbouring farmer. Both have been carried out in a satisfactory manner. A detailed scheme for the working of the farm, including particulars respecting the buildings required for the farmsteading as well as those for the accommodation of some 20 students, has been prepared, and provision will be made for administration so as to enable the farm to be conducted as a commercial enterprise. The work will be of a three-fold nature—first educational, second experimental, and third practical. The first will be largely of a practical nature, but will, at the same time, include a thorough grounding in the principles of scientific agriculture. The second branch of the work will be mainly of value from an educational standpoint for the students attending the school and every farmer in the State, as it will not only shew what crops to grow and how to grow them, but what not to grow, as well as how to work and manure land for different crops, and how to feed stock for the production of meat, butter, cheese, eggs, &c., or for work. Although this branch of the work is very valuable, it is not directly profitable, hence particular attention will have to be given to the practical work of the farm, in other words, to the growing of such crops as are found best adapted to the farm and to the utilisation of same in the most profitable manner when grown. This part of the work should pay.

A portion of the farm consisting of 277 acres, which area cannot be utilised at present by the Department, has been let at a satisfactory rental for 12 months, from 1st August, 1912.

RESERVE AT MACQUARIE HEADS.

Early in the year a suggestion was received from the Strahan Marine Board to the effect that the Government should unite with the Board in establishing an experimental plot on the reserve vested in the Board and situated on the north side of Macquarie Head. A further suggestion was made to the effect that the work should be carried out under the control of the Director of Agriculture. In response to this suggestion the Director visited Strahan and submitted a report on the proposed scheme, which received the approval of the Cabinet. The Director was instructed to make the necessary arrangements, which necessitated a second visit to Strahan, and the work is now in progress. The expenditure to be incurred is not great, as the work will be mainly confined to testing the suitability of the soil for growing root and fodder crops, grass, vegetables, &c. There are many thousands of acres of similar land along the coast that are at present unoccupied, as the land is considered to be of very little, if any value, so that if it can be shown that it can be put to a profitable use it will be the means of inducing settlement, particularly as there is good local market for all that can be grown for some time to come.

GRAIN STANDARDS.

In response to a request of the principal grain and produce merchants of the State the Government defrayed the initial cost of the fixing of the first grain standards.

Representatives of the trade met at Launceston during April of the present year and fixed standards for oats and peas for the crops of 1911-12, which will remain in force until the standards for 1912-13 are fixed. Standard samples have been sent to the local merchants, to the Agricultural Departments on the mainland, to the more important Chambers of Commerce on the mainland, to the Agent-General, to the London and Liverpool Corn Exchanges, and to merchants on the mainland, and others. The trade generally appreciates the assistance given by the Government, and it is to be hoped that the fixing of grain standards will be a help both to buyers and sellers.

"THE STOCK ACT."

Pressure of business prevented this Act being dealt with last Session, but it is hoped that an amended Act will be introduced this Session. The present Act is very unsatisfactory, and needs amending so as to provide the requisite power to effectively deal with the destruction of ticks. Further experience proves conclusively that ticks can be effectually treated by systematic dipping in a suitable material of a given strength, and there is therefore no reason why ticks should not be as effectually stamped out as scab has been, provided that the necessary power to do so is given, and that the Act is carried out in an efficient manner. The question of consolidating all the Acts relating to stock is receiving attention. The working of the different Acts is so involved that it is an extremely difficult matter to administer them, hence the need of a consolidating Act and the necessary regulations thereunder.

QUARANTINE.

An important concession with respect to quarantine has been given effect to, viz., that no quarantine fees are charged for approved female dairy cattle, and further that such cattle are kept in quarantine for 90 days free of charge. This concession has necessitated the establishment of a Quarantine Station on King Island, where such cattle only will be kept. The work connected therewith is in progress, and it is hoped that it will be concluded in time to permit of the introduction of a number of cattle this Spring. Should the demand arise further quarantine stations will be established where necessary.

"THE DISEASED ANIMALS IMPORTATION PREVENTION ACT."

The provisions of this Act continue to be rigidly enforced, with the result that no contagious or infectious diseases of animals have been introduced into the State during the year. The Department has on several occasions been in communication with the Federal Quarantine authorities respecting the introduction of animals into the Commonwealth, especially dogs from countries in which rabies is known to exist, and stock of all kinds from countries where foot and mouth disease is prevalent.

"THE CONTAGIOUS DISEASES (CATTLE) ACT."

After a long period of immunity from contagious diseases an outbreak of Anthrax occurred in the Golconda district. Four cattle died, and the rest of the stock were inoculated with anthracoids, with the result that no extension of the outbreak has taken place, nor have there been any further deaths. A somewhat suspicious case amongst pigs also occurred in the Bridgewater district. The nature of the disease was not clearly determined, as it was deemed advisable to destroy the affected animals rather than permit the disease, which might have been of a highly infectious nature, to develop. The owner was compensated for the destruction of the animals. In this instance prevention was deemed to be better than cure, and there has been no further suspicious case in the district.

“THE VEGETATION DISEASES ACT.”

The new regulations of this Act are working well. The inspection is at the port of arrival. There have been two or three complaints from the other States respecting inferior and badly diseased fruit being sent from this State. The remedy is in the hands of the importing State, which has the right to reject or destroy such diseased fruit.

“THE CODLIN MOTH ACT.”

Spraying with Arsenate of Lead being now commonly practised in many of the large orchards of the State, Codlin Moth, except in those districts where the cultivation of pomaceous fruit is not carried out commercially, is kept well in check. San Jose Scale, which is scattered in a number of gardens and orchards in the Launceston Fruit District, has not made any serious progress, though as the result of a careful inspection it is found to be present in more gardens than was anticipated. In no case, however, is the pest present to a serious extent, nor has a single tree been so badly attacked as to cause its death. The outbreak, however, has been considered sufficiently serious to warrant the Department taking stringent measures to keep it from spreading further. An up-to-date plant consisting of a power spray pump and the necessary vessels for preparing the spraying material has been provided, and in every case where the slightest sign of the pest is discovered drastic means are being taken to stamp it out.

“THE POTATO DISEASES ACT.”

As already mentioned, the season has not been favourable for the development of Irish Blight; nevertheless the inspections at the ports of shipment have been rigidly carried out. The effect of these inspections is apparent in the great improvement that has taken place in the condition and grading of the Potatoes submitted for inspection, growers recognising the fact that it pays to do the picking over at home rather than run the risk of having their potatoes condemned, and to be put to the expense of having them picked over under the supervision of an Inspector.

The spraying plants supplied by the Department to the various municipalities received a thorough overhaul at the commencement of the season, and have since then been handed over to these municipal authorities free of cost.

The overdraft of the fund from which the Act was worked has been reduced during the year from £1102 17s. 1d. to £714 5s. 7d., and now that the spraying plants, which have been charged to this fund, have been written off, it is hoped during the coming year to wipe off the overdraft altogether, in which case the inspection fees will be reduced, as all that is necessary is that the fees collected shall be sufficient to meet the cost of inspection.

Experiments in spraying and manuring potatoes were conducted during the year, but as the result of the dry season they were not productive of any marked results. These experiments, as well as experiments in the raising of new varieties of potatoes, will be continued during the coming year. The Potato Moth has been very prevalent, and the damage caused by this insect has been very extensive, particularly in cases where the cultivation has been indifferent, and where the tubers have not been protected by proper hilling up.

“THE DAIRY ACT.”

Up to the present no supervisor other than the Dairy Expert has been appointed, but in response to an advertisement by the Public Service Board a number of applications for the position have been received and are now being considered. There is already a general improvement in the quality of the cream sent from the factories, and as soon as a supervisor is appointed he will be instructed to enquire into all cases where faulty cream has been forwarded to a factory, so that the reason of the fault can be determined and remedied; this alone will have a marked effect on the quality of the butter produced in the State.

CONFERENCE OF MINISTERS OF AGRICULTURE.

A Conference of Ministers of Agriculture was held in Sydney during the month of May, when all States with the exception of West Australia were represented.

The Conference dealt with many matters of importance to the Agricultural, Horticultural, and Pastoral industries of the States, and again showed the advantages accruing from the holding of these Conferences, as in the majority of cases where there was any difference of opinion in questions affecting two or more States, the matter in dispute was carefully considered and a mutual agreement satisfactory to all was arrived at. It was arranged that the next Conference be held in Hobart early in 1913.

AGRICULTURAL CONFERENCE.

The Conference at Hobart, held in the first week in July, was a very representative one, practically every district in the State, with the exception of the Western mining centres, being represented. Many matters of importance were discussed, and a number of resolutions carried by the Conference have been submitted to me, and will receive my most careful consideration.

CHEMICAL LABORATORY.

During the year the Chemical Laboratory has been completely renovated, a small but good equipment has been secured, and the chemist has been able to do more and better work in consequence. A junior officer has been engaged as assistant, and this has enabled the chemist to devote more time to actual analytical work, as he has to a great extent been relieved of the purely mechanical, but nevertheless important, part of his work. There has been a heavy demand for the services of this officer, as in addition to commencing a systematic investigation of the soils of the State, he has had quite a number of other analyses to make.

It is proposed to give this officer the status of a Government Analyst, so that in the case of his making an analysis of a fertiliser, a spraying, dipping, or other material used for the destruction of insect or fungus pests, whether of plants or animals, he shall have an official standing.

GOVERNMENT ENTOMOLOGIST.

This position, which was rendered vacant by the retirement of Mr. Lea, has not been filled, although applicants for the position have been advertised for. The position will not be filled unless an officer can be secured who not only has a good scientific training in economic entomology and plant pathology, but what is even of more importance, who understands how to apply his knowledge in a practical manner.

THE GOVERNMENT VETERINARY SURGEON.

In consequence of the resignation of Dr. Willmot, the position of Government Veterinary Surgeon became vacant, and applications were called by advertisement for the position. As a result a number of applications were received, and Mr. G. S. Bruce, F.R.C.V.S., of the Victorian Department of Agriculture, was selected, and entered upon his duties on 1st March last. Mr. Bruce is stationed at Campbell Town, where the pathological laboratory is situated, and already there have been numerous requests for his services, and there is every reason to believe that the State is fortunate in having secured his services.

THE DAIRY INDUSTRY.

Despite the dry season and consequent shortage of feed at times, the output of dairy produce shows a marked improvement on that of 1911; the value of the butter and cheese produced by the different registered factories in the State during the year amounting to £174,569, an increase of £38,289 over that of the year ending June 30th, 1911. Of this total some 805 $\frac{3}{4}$ tons have been exported overseas, *via* Melbourne. The question of having our butter graded at a Tasmanian deep-water port, as Tasmanian butter, will receive my most careful consideration. It is a very important matter, as the State is certainly entitled to receive credit for what it produces, but it opens up a big question, of which the by no means least important part is that relating to cold storage. The whole question will be gone into very carefully, as the Government fully realises the important bearing that the dairy industry has on the prosperity of the State, an importance that is destined to become more marked year by year, as large areas of our State are essentially dairy country. More attention will be given to the carriage of both cream and butter by rail, and arrangements are already being made to deal with this matter in a businesslike and systematic manner.

THE FRUIT INDUSTRY.

This important industry has received due consideration, a systematic analysis of the fruit soils of the State has been initiated, which, when completed, will be of great value to all fruitgrowers. The investigations into Bitter Pit, which have been initiated by Mr. McAlpine in all the States, are being carefully noted, and the experiments suggested by him for this State have been carefully carried out by the fruit expert. No report has as yet been received from Mr. McAlpine as to the result of the first year's work, but it is understood that such a report is shortly to be submitted. The question of providing legislation to fix the quality of the various materials used for the destruction of orchard, field, and garden pests, will be considered. During the year the Department secured the services of Mr. Sampson, an American fruit-packing expert, who visited the principal fruitgrowing districts in this State. Mr. Sampson gave a number of demonstrations, and also held a number of instruction classes, both the demonstrations and classes being well attended. The action of the Department in this matter received the approval of the growers, and it is to be hoped that Mr. Sampson's teaching will result in the fruit being better handled and packed.

The industry continues to make steady progress, and it is pleasing to me to say that operations on an extensive scale in the far North-West are contemplated at an early date.

As a result of the visit of the fruit expert to Circular Head and Woolnorth a few months ago, arrangements are now being made by the Van Diemen's Land Company to plant an experimental orchard at Woolnorth, and subject to another inspection of the poor lands near Stanley by the expert and his report thereon confirming the opinion expressed by him previously, the company will arrange without delay for the planting of a considerable area, about 1000 acres, as apple orchards. It is anticipated that the inspection will be made and the report prepared during the month of September of this year.

THE PORK AND BACON INDUSTRY.

Early in the year a Conference of those interested in these industries was held in Launceston, and in compliance with the resolutions passed thereat the Government decided to make a trial shipment of pork to London. This was done, and the result although not as satisfactory as could have been wished showed that it is possible to obtain a sufficiently high price for our pork in London to ensure the producer such a price locally that there will be no occasion for him to sacrifice his pigs by selling them in a glutted market. A second shipment sent to London was more satisfactory than the first, although it did not arrive until the end of the pork season, and confirmed the experience gained by the previous shipment. As a direct result of these two shipments, a quantity of pork has been sent both to New Zealand and Victoria, which has had the effect of hardening the price locally. There is still a great deal to be learned in this business and it will continue to receive very careful consideration, as there is no reason why the rearing and fattening of pigs should not become more profitable to our farmers and dairymen than it has been of late.

THE POULTRY INDUSTRY.

It is gratifying to note that the work done by the Department is recognised outside of Australia, as our poultry expert was invited to attend an International Conference of poultry experts held in London during July of this year, not merely as a representative of Tasmania, but of the Commonwealth of Australia. Circumstances, however, did not permit of his attending. An Association of poultry farmers has recently been formed, and an attempt will be made to improve the method of handling and marketing eggs, as the producer frequently fails to get fair value for his output.

STATE FOREST NURSERY.

Up to the end of the financial year some 3000 trees have been distributed to 152 schools and public bodies throughout the State. The quality of the trees sent out has been an improvement on those previously despatched, but really good trees cannot be expected under present conditions. The work that has been carried out at the Hobart Botanical Gardens is being transferred to the Retreat State Farm, where there is soil much more suitable for nursery purposes.

COLD STORAGE.

The important question of providing freezing works and cold storage for the products of the State with a view to increasing our production area and establishing a larger overseas trade has had my close attention since I assumed office.

Necessarily, a large quantity of data is required in dealing with a proposal of this character, as to probable amount of accommodation, the class of plant best suitable, cost of installation, running, and upkeep, and, last but not least, the locality or localities likely to be most advantageous for the establishing of the works.

Up to the present, information has been obtained from New Zealand and Victoria on some of the points, and those engaged in the business of cool storage in Tasmania have willingly given information when requested.

Further data is expected to come to hand at an early date.

Ministers are desirous of having all such to hand, and will go into the whole question as early as practicable, and hope at a later stage of the Session to be in a position to submit a concrete proposal in the direction indicated.

LIME, AS MANURE.

The possible improvement of some of the lands in the State by the use of lime has received my close consideration.

There are large areas of sour land distributed through the State, which, no doubt, could be made productive in a higher degree if systematic draining is undertaken in conjunction with the application of lime, and very stiff soils which are difficult to work can be made much more amenable to cultivation by its use.

Ministers recognising the advantages that must accrue by increasing the productiveness of these lands, have decided to give *bonâ fide* farmers and land workers an opportunity of experimenting in this direction, and have arranged for the carriage of lime on our railways, for the purpose referred to only, in quantities of not less than one truck load at the low rate of one halfpenny per ton per mile over ordinary distances, and a low minimum charge per truck for short distances.

PROPOSED FEDERAL GRANT TO TASMANIA.

Honourable Members are aware that as the result of the Report of the Royal Commission appointed to enquire into the financial loss sustained by the State since the advent of Federation, the Prime Minister in his Budget speech, delivered on the 1st August, notified that he proposed to bring in a Bill to grant Tasmania a sum of £500,000, payment to be spread over ten years ; the first payment would be £95,000, to be diminished every year until the whole amount was paid.

Until the Federal Parliament deals with the Bill, the exact amount of the grant will not be known, but it is reasonable to assume that in view of the unanimous recommendation of the Commission that a sum of £900,000 be paid to Tasmania the Parliament may vote a larger sum than that named by the Prime Minister. Whatever the amount may be, Ministers deem it advisable to treat it as special revenue to be kept apart from revenue from ordinary sources and to apply it to—

- 1st, Reduction of deficit.
- 2nd, Reduction of direct taxation.
- 3rd, New works.

A Bill will be submitted to Honourable Members during the Session in which the allocation in detail under the above headings will be set forth.

CONCLUSION.

From the foregoing Statements it will be recognised that Tasmania, notwithstanding the many difficulties it has had to contend with for some years past, has come out of the ordeal creditably. In order to accomplish this, heavy taxation has had to be borne by the people. Brighter prospects in this direction are in view, and appear close at hand, in addition to which Ministers will be enabled to push forward a progressive policy in the direction of further opening up of the lands of the State by construction of roads and tramways, and the extension of our railway system, the inauguration of a more comprehensive policy as regards our mining industry, and generally assisting in every legitimate way the progress and development of the State.

My remarks have been much more lengthy than I anticipated when I commenced to prepare my Statement, and I thank Honourable Members for their attentive hearing.

In conclusion, I desire to thank the Under-Treasurer, heads of departments, and other officers for the loyal assistance given me in the preparation of the necessary papers in connection with this Statement.

I now move, Mr. Speaker, that you do leave the Chair, and that the House resolve itself into Committee of Supply.



THE BUDGET, 1912-13.

PAPERS prepared by the Honourable HERBERT JAMES
MOCKFORD PAYNE, Treasurer, for the information of
Honourable Members on the occasion of opening the
Budget of 1912-13.

28TH AUGUST, 1912.

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TABLE A.—CONSOLIDATED REVENUE FROM EXISTING SOURCES.

STATEMENT showing the Revenue of the Year 1910-11, the Estimated and Actual Revenue of the Year 1911-12, and the Estimated Revenue of the Year 1912-13.

HEADS OF RECEIPT.	1910-11. Actual Revenue.	1911-12.						1912-13.		
		Estimated Revenue.	Actual Revenue.	Compared with 1910-11.		Compared with Estimate.		Estimated Revenue.	Compared with 1911-12.	
				Increase.	Decrease	Increase	Decrease		Increase	Decrease
	£	£	£	£	£	£	£	£	£	£
SURPLUS COMMON-WEALTH REVENUE RETURNABLE TO STATE	*228,118	+238,492	236,761	8643	1731	..	1731	£238,974	2213	..
TAXATION—										
Land Tax	64,932	80,300	81,234	16,302	..	934	..	80,000	..	1234
Income Tax.....	115,836	135,000	143,875	28,039	..	8875	..	142,750	..	1125
Taxation Act, 1904	57,828	58,000	62,577	4749	..	4577	..	62,000	..	577
Stamp Duties	3290	848	1659	..	1631	811	..	200	..	1459
Bank Notes—Duty on	27,459	30,000	35,012	7553	..	5012	..	32,000	..	3012
Deceased Persons' Estates Duties	1935	1900	2149	214	..	249	..	2200	51	..
Percentage on Totalisator Receipts	13,685	13,720	13,928	243	..	208	..	13,995	67	..
Licences										
<i>Total Taxation</i>	284,965	319,768	340,434	57,100 — 1631	1631	20,666	..	333,145	118	7407 — 118
				55,469						7289
SPECIAL PUBLIC SERVICES.										
Railways.....	276,942	300,000	314,708	37,766	..	14,708	..	322,000	7292	..
From various Establishments and Departments	50,129	48,263	45,191	..	4938	..	3072	44,973	..	218
<i>Total Special Public Services</i>	327,071	348,263	359,899	37,766 — 4938	4938	14,708 — 3072	3072	366,973	7292 — 218	218
				32,828		11,636			7074	
BUILDINGS, LAND, AND PUBLIC INVESTMENTS.										
Interest on Properties transferred to Commonwealth .....	..	28,000	23,061 ^a	23,061	..	..	4939	{ 3843 ^b 13,452 }	{ .. }	5766
Interest on Public Accounts, Loans to Local Bodies, &c. ..	29,261	29,000	27,765	..	1496	..	1235	30,000	2235	..
Rent of Crown Lands	7085	7000	7416	331	..	416	..	6500	..	916
Rent of Auriferous and Mineral Lands and Fees	20,274	21,000	17,755	..	2519	..	3245	19,000	1245	..
Sale of Crown Lands.....	60,894	62,000	60,300	..	594	..	1700	59,000	..	1300
Fees and Sundry Receipts.....	9773	9780	9093	..	680	..	687	8320	..	773
<i>Total Buildings, Land, and Investments</i>	127,287	156,780	145,390	23,392 — 5289	5289	416 — 416	11,806 — 416	140,115	3480	8755 — 3480
				18,103			11,390			5275
OTHER SOURCES—										
Fines and Fees	785	800	947	162	..	147	..	950	3	..
Unclaimed Intestate Estates	1866	1000	1232	..	634	232	..	1200	..	32
Sundries										
<i>Total from Other Sources</i> ..	2651	1800	2179	162 — 162 472	634 — 162 472	379	..	2150	3	32 — 3 29
TOTAL REVENUE.....	970,092	1,065,103	1,084,663	114,571	..	19,560	..	1,081,357	..	3306

^a Surplus Commonwealth Revenue— 1910-11. Estimated. Actual.
Amount payable at 25s. per head estimated Population, as at 31 December, 1910..... £235,000 £241,934

Deduct State's proportion of moiety of Special Payment to Western Australia..... 5252 5477
Ditto amount to be withheld in accordance with Section 4 of "Surplus Revenue Act," No. 8 of 1910

13,505 13,505

Ditto State's proportion of gratuity to Mrs. County... .. 25

Ditto Refund on Money Order Account (disputed by State)..... 5000

18,757 24,007

add Balance of Revenue for 1909-10 received in 1910-11

216,243 217,927

10,788 10,191

£227,031 £228,118

1911-12.
† Estimated population, 31st December, 1911—195,000, at £1 5s. per head. (Re-estimated, 193,479)

£243,750 £241,849

Less proportion of contribution to Western Australia

5258 5088

£238,492 £236,761

1912-13.
† Estimated population, 31st December, 1912—195,000, at £1 5s. per head.....

£243,750 4976

Less proportion of contribution to Western Australia

£238,974

^a Interest on Transferred Properties for 2 years ended 30th June, 1912, at 3 per cent. ^b One-half per cent. additional interest for 2 years ended 30th June, 1912. ^c Interest at 3½ per cent. for year ended 30th June, 1913.

REVENUE DETAILED.

HEADS OF RECEIPT.	1910-11. Actual Revenue.	1911-12.						1912-13.		
		Estimated Revenue.	Actual Revenue.	Compared with 1910-11.		Compared with Estimate.		Estimated Revenue.	Compared with 1911-12.	
				Increase.	Decrease.	Increase.	Decrease.		Increase.	Decrease.
	£	£	£	£	£	£	£	£	£	£
SURPLUS COMMON-WEALTH REVENUE RETURNABLE TO STATE	228,118	238,492	236,761	8643	..	..	1731	238,974	2213	..
TAXATION.										
Land Tax	64,932	80,300	81,234	16,302	..	934	..	80,000	..	1234
Income Tax	115,836	135,000	143,875	28,039	..	8875	..	142,750	..	1125
Tax under Taxation Act, 1904 (Ability Tax)	57,828	58,000	62,577	4749	..	4577	..	62,000	..	577
Stamp Duties	3290	848	1659	..	1631	811	..	200	..	1459
Bank Notes—Duty on	27,459	30,000	35,012	7553	..	5012	..	32,000	..	3012
Deceased Persons' Estates Duties										
Percentage on Totalisator Receipts	1935	1900	2149	214	..	249	..	2200	51	
Licences—										
Publicans' and other Licences under Licensing Act	10,174	10,200	10,278	104	..	78	..	10,300	22	
Wholesale	800	800	700	..	100	..	100	700		
Packet	144	140	124	..	20	..	16	125	1	
Billiard and Bagatelle	669	700	755	86	..	55	..	750	..	5
Auctioneers'	1360	1360	1294	..	66	..	66	1300	6	
Pawnbrokers'	120	120	120	..	..	..	..	120	..	
Club Licences .....	..	..	5	5	..	5	..	..	..	5
Other Licences	418	400	652	234	..	252	..	700	48	
<i>Total from Taxation</i> ..	284,965	319,768	340,434	57,286 — 1817	1817 ..	20,848 — 182	182 ..	333,145 ..	128 ..	7417 — 128
SPECIAL PUBLIC SERVICES.				55,469	..	20,666	..	..	..	7289
Railways ..	276,942	300,000	314,708	37,766	..	14,708	..	322,000	7292	
Stock Act Receipts ..	147	150	122	..	25	..	28	120	..	2
Commonwealth of Australia—										
For Services of State Officers	919	525	879	..	40	354	..	879		
For Analysis of Commonwealth Articles	250	250	250	..	..	..	..	250		
Hospital for Insane—Maintenance of Paying Patients, &c.	4480	4500	5637	1157	..	1137	..	5500	..	137
Gaol, Hobart—Sale of Metal, Boots and Shoes, Washing, &c.	223	250	357	134	..	107	..	300	..	57
New Town Infirmary and Consumptive Home—Maintenance, Sale of Milk, &c.	308	320	666	358	..	346	..	350	..	316
Training School for Boys	107	65	70	..	37	5	..	50	..	20
Home for Invalids, Launceston	86	80	85	..	1	5	..	..	..	85
Government Printer	17,034	16,000	17,363	329	..	1363	..	17,000	..	363
Education Department	36	50	83	47	..	33	..	80	..	3
Agricultural and Stock Department	731	800	580	..	151	..	220	650	70	
Denison Canal—Fees	244	250	268	24	..	18	..	270	2	
Contributions from Home Government for support of Prisoners, Lunatics, Paupers, and Hospital Patients	94	90	61	..	30	..	26	50	..	14
Commission for Payment of Imperial Pensions and other Charges	357	360	373	16	..	13	..	370	..	3
Profit on State Savings Bank ..	4154	4783	4783	629	..	..	..	5659	876	
Fees from various Departments—										
Recorder of Titles	5834	5800	5853	19	..	53	..	6000	147	
Sheriff	94	100	65	..	29	..	35	65		
Curator of Intestate Estates ..	334	350	257	..	77	..	93	260	3	
<i>Carried forward</i>	35,432	34,723	37,755	2713	390	3434	402	37,853	1098	1000

HEADS OF RECEIPT.	1910-11. Actual Revenue.	1911-12.						1912-13.		
		Estimated Revenue.	Actual Revenue.	Compared with 1910-11.		Compared with Estimate.		Estimated Revenue.	Compared with 1911-12.	
				Increase.	Decrease.	Increase.	Decrease.		Increase.	Decrease.
<i>Brought forward....</i>	£ 35,432	£ 34,723	£ 37,755	£ 2713	£ 390	£ 3434	£ 402	£ 37,853	£ 1098	£ 1 00
SPECIAL PUBLIC SERVICES—continued.										
Registrar-General	187	190	247	60	..	57	..	240	..	7
Inspector of Machinery ...	1331	1350	1437	106	..	87	..	1500	63	..
Surveys	12,238	11,000	4434	..	7804	..	6566	4000	..	434
For Grant Deeds and Diagrams	504	500	521	17	..	21	..	500	..	21
Inspector of Factories .....	..	..	229	229	..	229	..	230	1	..
Land Valuation Act—Section 17 .....	..	..	144	144	..	144	..	150	6	..
Introduction of Private and Semi-Public Bills	147	500	66	..	81	..	76	500	76	..
Crown Solicitor	164		189	25	..					
Merchant Ships Officers' Examination Act	23		25	2	..					
Steamship Certificates	87		108	21	..					
Public Service Board	16		7	..	9					
Miscellaneous Fees.....	..		29	29	..					
	50,129	48,263	45,191	3346	8284 — 3346	3972	7044 — 3972	44,973	1244	1462 — 1244
					4938		3072			218
<i>Total Special Public Services</i>	327,071	348,263	359,899	32,828	..	11,636	..	366,973	7074	..
BUILDINGS, LAND, AND PUBLIC INVESTMENTS.										
Interest on Properties transferred to Commonwealth .....	..	28,000	23,061	23,061	..	..	4939	3843 13,452	} ..	5766
Interest on Public Account, on Loans to Local Bodies, &c.	29,261	29,000	27,765	..	1496	..	1235	30,000		
Rentals—										
Rent of Government Property	1442	1500	1438	..	4	..	62	1200	..	238
Rent of Police Quarters ..	1589	1600	840	..	749	..	760	..	..	840
Storage of Explosives	456	500	494	38	..	..	6	500	6	..
Rent of Crown Lands	7085	7000	7416	331	..	416	..	6500	..	1916
Rent of Auriferous and Mineral Lands	18,686	19,000	16,454	..	2232	..	2546	18,000	1546	..
Fees in connection with ditto..	1588	2000	1301	..	287	..	699	1000	..	301
Sale of Crown Lands	60,894	62,000	60,300	..	594	..	1700	59,000	..	1300
Fees received by Surveyor-General for Timber Licences, Residence Licences, Licences under Game Protection Act, Sawmilling Areas, Transfers, &c.	6017	6000	6198	181	..	198	..	6500	302	..
Sale of Government Property ..	269	180	123	..	146	..	57	120	..	3
<i>Total Buildings, Lands, and Public Investments</i>	127,287	156,780	145,390	23,611 — 5508	5508	614	12,004 — 614	138,815	4089	9364 — 4089
				18,103			11,390			5275
OTHER SOURCES.										
Fines, and Fees connected therewith	785	800	947	162	..	147	..	950	3	..
Unclaimed Intestate Estates....	236	..	540	304	..	232	..	1200	..	32
Sale of Seizures.....	71	1000	52	..	19					
Miscellaneous	1559	..	640	..	919					
<i>Total Other Sources</i>	2651	1800	2179	466	938 — 466	379	..	2150	3	32
					472					29

TABLE B.

COMPARATIVE STATEMENT of Authorised and Actual Expenditure chargeable on Consolidated Revenue Fund for the year 1911-12, and the Estimated Expenditure for the Year 1912-13.

	Authorised, 1911-12.	Actual, 1911-12.	Estimated, 1912-13.
	£	£	£
<i>Premier—</i>			
His Excellency the Governor's Establishment ...	3494	3501	3494
Ministerial	3400	3452	3550
Premier's Office	556	580	595
Agent-General in England	2155	2267	2190
Miscellaneous	160	595	190
<i>Chief Secretary—</i>			
Legislature	14,645	15,955	13,207
Chief Secretary's Department	991	971	1261
Audit Department	3260	3263	3460
Statistical and Registration Department	2773	2855	2713
Inspection of Machinery, Magazines and Explosives	2065	2091	2115
Public Service Board	585	646	655
Public Buildings	2524	2604	2832
Charitable and Medical Institutions... ..	57,050	57,692	59,579
Miscellaneous	8496	10,347	9141
<i>Treasurer—</i>			
Treasury	5299	5358	5362
Office of Taxes	6277	6145	6243
Printing Department... ..	14,435	15,298	14,500
State Savings Bank	3115	3245	3206
Agricultural and Stock Department... ..	6676	7405	9082
Railways	230,107	221,175	223,483
Miscellaneous	5087	5133	4812
<i>Attorney-General—</i>			
Judicial	14,527	14,477	14,729
Magistracy	2465	2429	2495
Miscellaneous	1650	1631	1650
Police	42,385	41,435	42,662
Gaols	5677	5320	5429
Education	92,330	92,354	96,929
<i>Minister of Lands and Works—</i>			
Lands and Works Departments	11 149	10,805	11,172
Mines	8335	6754	7770
Roads, Bridges, Surveys, &c.	31,920	30,190	27,805
Miscellaneous	375	161	650
<i>Miscellaneous—General...</i>	13,082	14,538	14,532
<i>Pensions, Interest, and Sinking Funds—</i>			
Pensions	13,076	13,060	13,076
Interest	406,680	411,621	416,675
Sinking Funds	49,524	49,350	52,545
	1,066,325	1,064,703	1,079,789

TABLE C.

CONSOLIDATED REVENUE, 1910-11, 1911-12, AND 1912-13.
EXPLANATORY STATEMENT.

1910-11.	£	£	s.	d.	£	s.	d.
Commenced with a Deficiency of .....	..	..			51,270	0	0
Revenue .....	..	970,092	0	0			
Expenditure .....	..	1,016,957	0	0			
Deficiency for year 1910-11 .....	..	..			46,865	0	0
Total Deficiency to 30th June, 1911 .....	..	..			98,135	0	0
1911-12.							
Revenue—Estimated at	1,065,103						
was actually .....	..	1,084,663	0	0			
Expenditure—Estimated at	1,063,971						
passed by Parliament at	1,066,325	1,064,703	0	0			
was actually .....	..					
Surplus for year 1911-12 .....	..	..			19,960	0	0
Total Deficiency to 30th June, 1912 .....	..	..			£78,175	0	0
1912-13.							
Revenue—Estimated at .....	..	1,081,357	0	0			
Expenditure—Estimated at .....	..	1,079,789	0	0			
Estimated Surplus for year 1912-13 .....	..	..			1568	0	0
Total Estimated Deficiency to 30th June, 1913 .....	..	..			£76,607	0	0

H. J. M. PAYNE, Treasurer.

Treasury, Hobart,
28th August, 1912.

TABLE D.—RECEIPTS AND EXPENDITURE BY COMMONWEALTH OF DEPARTMENTS TRANSFERRED TO THE COMMONWEALTH, &c.

	1900, State Control.	1901-1902, Common- wealth.	1902-1903, Common- wealth.*	1903-1904, Common- wealth.	1904-1905, Common- wealth.	1905-1906, Common- wealth.	1906-1907, Common- wealth.	1907-1908, Common- wealth.	1908-1909, Common- wealth.	1909-1910, Commonwealth.
	£	£	£	£	£	£	£	£	£	£
RECEIPTS—										
Balance brought forward.....	..	..	281	..	445	1234	372	..	..	..
Customs and Excise	492,459	373,140	360,607	* 342,005	330,651	326,395	343,455	409,405	374,061	391,192
Post and Telegraph	97,393	91,610	94,037	104,759	112,924	118,730	129,810	131,844	138,470	149,887
Defence .....	..	205	409	28	673	489	302	137	174	1019
Patents .....	..	..	..	..	1631	2767	1663	1414	851	1128
Trade Marks and Copyrights.....	..	..	..	..	..	..	303	382	267	204
Miscellaneous .....	..	126	284	380	525	574	632	1260	1564	5707
Advance from Trust Fund for purposes of Revenue										
Balance carried forward	589,852	465,081	455,337	447,172	446,404	448,955	476,165	544,442	515,387	549,137
	..	..	882	..	..	..	878	15,078	3173	19,277

	589,852	465,081	456,500	447,172	446,849	450,189	477,415	559,520	518,560	568,414
EXPENDITURE—										
Balance brought forward.....	..	278	..	882	..	..	..	878	15,078	3173
Trade and Customs	10,139	10,327	10,644	9930	9882	9453	9180	10,212	10,105	10,218
Post and Telegraph	86,494	107,056	104,079	111,185	115,124	120,946	127,615	138,524	144,779	146,277
Defence	17,903	29,028	25,376	b 40,534	40,600	40,283	44,911	61,277	48,068	74,610
Quarantine .....	..	..	..	..	..	..	..	..	..	711
Sundry Departments .....	..	..	..	..	..	..	..	3	189	108
Other Expenditure .....	..	12,571	14,423	21,005	20,910	22,744	33,416	54,367	66,629	83,311
	114,536	158,982	154,522	182,654	186,516	193,426	215,122	264,383	270,640	315,234
Balance carried forward .....	..	281	..	445	1234	372	..	..	..	10,191 ^d
NET RECEIPTS PAID TO STATE.....										
	114,536	159,541	154,522	183,981	187,750	193,798	215,122	265,261	285,718	328,598
	475,316	305,540	301,978	263,191	259,099	256,391	262,293	294,259	232,842	239,816
	589,852	465,081	456,500	447,172	446,849	450,189	477,415	559,520	518,560	568,414
New Works, Buildings, &c., included in above Expenditure—										
Customs and Excise .....	..	..	..	..	89	81	51	394	870	219
Post and Telegraph .....	..	..	1022	5805	5963	6551	12,057	18,720	23,550	23,732
Defence .....	..	6764	2346	b 7748	10,122	7670	8534	19,329	4391	14,438
Quarantine .....	..	..	..	..	..	..	..	..	..	..
Sundry Departments—Home Affairs .....	..	..	..	..	..	..	..	3	189	108
	..	6764	3368	13,551	16,174	14,302	20,642	38,446	28,980	38,497

^a After deducting £184 15s. 6d. — Interstate adjustments on Ships Stores, 8th October, 1901, to 30th June, 1903.

^b After deducting £1594—to adjust Expenditure of 1901-2 and 1902-3 for new Rifles.

^c Includes £1064—to adjust expenditure on new Rifles.

^d Paid over in 1910-11.

TABLE E.

RETURN of LOCAL INSCRIBED STOCK issued in the State from 1st July, 1911, to 30th June, 1912.

Date of issue.	When redeemable.	Rate of interest.	Amount subscribed.	Date of issue.	When redeemable.	Rate of interest.	Amount subscribed.		
5 EDWARD VII. No. 43.									
1911.			£ s. d.	1911.			£ s. d.		
July 1	1 July, 1914	3½ %	500 0 0	Aug. 21	1 October, 1916	3¾ %	150 0 0		
"	"		300 0 0	25	1 July, 1914		471 16 3		
"	"		1000 0 0	31	1 October, 1916		100 0 0		
"	"		270 0 0	Sept. 1	" 1914		300 0 0		
"	"		110 0 0	7	" 1916		100 0 0		
"	" 1915		9712 10 0	Oct. 2	"		20,000 0 0		
"	" 1914		3000 0 0	"	"		200 0 0		
"	1 October, 1914		15,000 0 0	3	"		410 7 5		
"	1 January, 1915		25,000 0 0	4	"		100 0 0		
"	1 April, 1915		2 000 0 0	7	"		350 0 0		
"	1 July, 1914		471 16 3	9	1 January, 1917		550 0 0		
"	"		250 0 0	12	1 October, 1915		23,000 0 0		
" 3	" 1916		200 0 0	24	" 1916		600 0 0		
"	" 1914		500 0 0	25	"		100 0 0		
"	"		9350 0 0	30	"		1300 0 0		
"	" 1916		4000 0 0	31	1 January, 1921		326 16 6		
"	"		150 0 0	Nov. 1	1 October, 1916		100 0 0		
" 4	"		150 0 0	7	1 July, 1916		500 0 0		
"	" 1915		900 0 0	Dec. 5	1 January, 1917		1000 0 0		
"	" 1916		10,000 0 0	1912.					
" 5	" 1914		258 19 9	May 3	1 July, 1917	4 %	511 1 3		
"	"		1840 0 0	4	" 1922		400 0 0		
" 8	"		600 0 0	6	" 1917		800 0 0		
"	1 April, 1914		500 0 0	"	"		300 0 0		
" 10	1 July, 1914		250 0 0	11	"		200 0 0		
" 18	"		1500 0 0	13	"		400 0 0		
" 20	"		700 0 0	"	"		1000 0 0		
"	"		4900 0 0	22	"		100 0 0		
"	"		4900 0 0	"	"		1000 0 0		
" 22	"		234 18 6	27	" 1915		200 0 0		
" 25	"		234 0 3	"	" 1916		850 0 0		
" 28	" 1916		200 0 0	June 1	" 1917		150 0 0		
Aug. 2	1 October, 1914		6000 0 0	"	"		1600 0 0		
"	"		150 0 0						
" 4	"		610 0 0						
" 9	" 1916		100 0 0						
" 19	" 1914		200 0 0						
							£186,212 6 2		

5 EDWARD VII. No. 44.

1911.			£ s. d.	1911.			£ s. d.
July 3	1 July, 1914	3½ %	6500 0 0	Dec. 28	1 January, 1922	3½ %	100 0 0
25	"		100 0 0	1912.			
Aug. 2	1 October, 1914		100 0 0	Jan. 31	1 April, 1917		100 0 0
"	"		300 0 0	Mar. 13	"		100 0 0
"	1 July, 1914		1300 0 0				
Oct. 2	1 October, 1916		600 0 0				
" 4	"		100 0 0				£9500 0 0
" 7	"		200 0 0				

6 EDWARD VII. No. 39.

1911.			£ s. d.	1911.			£ s. d.
Dec. 15	1 October, 1916	3½ %	600 0 0	Jan. 5	1 January, 1917	3½ %	2000 0 0
1912.				" 6	"		50 0 0
Jan. 3	1 January, 1922		1000 0 0	"	1 January, 1916		6000 0 0
"	1 January, 1917		1000 0 0	"	1 January, 1917		10,000 0 0
"	"		1000 0 0	" 13	"		6000 0 0
"	"		300 0 0	" 17	"		1300 0 0
"	"		1300 0 0	" 27	"		200 0 0
"	"		100 0 0	"	"		1000 0 0
"	"		100 0 0	Feb. 9	"		2000 0 0
"	"		400 0 0	" 29	"		86 0 0
"	"		3130 0 0				850 0 0

Date of issue.	When redeemable.	Rate of interest.	Amount subscribed.	Date of issue.	When redeemable.	Rate of interest.	Amount subscribed.
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6 EDWARD VII. No. 39—continued.

[illegible]

7 EDWARD VII. No. 16.

1911. Oct. 1	1 October, 1916	3 $\frac{3}{4}$ %	£ s. d. 2000 0 0	1912. April 3	1 April, 1917	3 $\frac{3}{4}$ %	£ s. d. 800 0 0 <hr/> £2800 0 0
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8 EDWARD VII. No. 25.

1911.				£	s.	d.				£	s.	d.
July 1	1 July, 1914	3 $\frac{3}{4}$ %	450	0	0		450	0	0

9 EDWARD VII. No. 61.

1911.		£	s.	d.	1912		£	s.	d.
Oct. 20	1 January, 1916	5000	0	0	April 2	1 July, 1917	100	0	0
"	1 October, 1915	25,000	0	0	"	"	950	0	0
Dec. 1	1 January, 1917	10,000	0	0	"	1 April, 1917	5318	18	6
9	"	5000	0	0	3	1 July, 1917	500	0	0
30	"	9272	0	9	"	"	200	0	0
"	"	370	0	0	4	1 October, 1916	1000	0	0
1912.	"				13	1 July, 1917	276	0	0
Jan. 3		50	0	0	15	"	5000	0	0
"	1 April, 1917	950	0	0	18	"	500	0	0
"	"	170	0	0	26	"	200	0	0
"	1 January, 1922	800	0	0	May 2	"	100	0	0
"	1 April, 1917	400	0	0	3	"	1488	18	9
"	"	50	11	1	7	"	336	8	7
5	"	400	0	0	13	1 October, 1920	51	17	4
6	"	98	14	4	14	1 October, 1916	50	3	2
13	1 January, 1917	1000	0	0	28	1 July, 1915	24,000	0	0
"	"	3868	3	4	June 1	"	1500	0	0
30	1 April, 1917	200	0	0	"	1 April, 1916	5000	0	0
"	"	200	0	0	"	1 July, 1915	200	0	0
Feb. 2	"	10,000	0	0	5	1 July, 1917	1000	0	0
"	1 April, 1922	285	6	5	8	1 July, 1915	400	0	0
3	1 January, 1917	10,000	0	0	"	1 July, 1917	500	0	0
9	1 April, 1917	160	0	0	11	"	281	1	7
"	1 January, 1917	184	8	10	12	"	350	0	0
Mar. 2	1 April, 1917	10,000	0	0	"	"	125	0	0
15	1 April, 1922	221	5	0	"	"	150	0	0
16	1 April, 1917	10,000	0	0	19	"	1200	0	0
20	"	2000	0	0	22	"	650	0	0
21	"	1000	0	0	24	1 April, 1917	50	0	0
26	"	150	0	0	25	"	1460	0	0
"	"	200	0	0	28	1 January, 1917	500	0	0
Mar. 29	"	400	0	0					
April 1	1 January, 1916	5000	0	0					
"	1 April, 1917	137	5	2					
"	"	10,000	0	0					

3 3/4 %

4 %

3 3/4 %

£176,006 2 10

Date of issue.	When redeemable.	Rate of interest.	Amount subscribed.	Date of issue.	When redeemable.	Rate of interest.	Amount subscribed.
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CROWN LANDS ACTS, 1890 AND 1903, CROWN LANDS AMENDMENT ACT, 1905, Sections 113 and 114.

1911.			£	s.	d.	1911.			£	s.	d.
Sept. 11	1 October, 1916	3 $\frac{3}{4}$ %	10,000	0	0	Oct. 20	1 October, 1916		2600	0	0
Oct. 2	"		10,000	0	0	Dec. 14	1 January, 1917		500	0	0
"	"		500	0	0	1912.		3 $\frac{3}{4}$ %	500	0	0
"	"		100	0	0	Jan. 3	"		100	0	0
" 10	1 January, 1917		1000	0	0	" 16	"		17	9	4
" 16	" 1922		4632	10	8	April 1	1 April, 1917				
" 20	" 1917		2000	0	0				£35,000	0	0
"	"		2000	0	0						
"	"		1000	0	0						

1 GEORGE V. No. 43.

1911.			£	s.	d.	1911.			£	s.	d.
July 1	1 July, 1915	3 $\frac{3}{4}$ %	287	10	0	Sept. 7	1 October, 1921		100,000	0	0
"	" 1914		1600	0	0	" 12	" 1916		500	0	0
"	"		300	0	0	" 18	" 1914		500	0	0
"	"		130	0	0	"	"		800	0	0
" 3	1 October, 1914		350	0	0	" 26	" 1921		100,000	0	0
"	1 July, 1916		10,000	0	0	Oct. 4	1 January, 1917		423	0	0
" 5	1 July, 1914		9	8	3	"	1 October, 1916	3 $\frac{3}{4}$ %	70	0	0
" 10	1 October, 1914		600	0	0	" 9	"		200	0	0
"	"		1400	0	0	" 26	1 January, 1917		700	0	0
" 11	1 October, 1916		400	0	0	" 27	"		350	0	0
"	"		199	0	0	Nov. 7	"		100	0	0
" 18	" 1914		150	0	0	1912.	"		200	0	0
" 20	" 1916		100	0	0	April 1	1 April, 1917		43	7	5
" 21	"		464	2	2						
" 24	"		50	0	0						
" 25	1 July, 1914		7500	0	0				£337,426	7	10
Aug. 1	1 October, 1916		10,000	0	0						
" 2	" 1921		100,000	0	0						

1 GEORGE V. No. 44.

1911.			£	s.	d.	1912.			£	s.	d.
Aug. 10	1 July, 1915	3 $\frac{3}{4}$ %	8000	0	0	April 1	1 April, 1917	3 $\frac{3}{4}$ %	51	18	1
" 17	1 October, 1916		900	0	0						
Sept. 4	"		10,000	0	0				£22,020	2	4
" 29	"		2700	0	0						
Nov. 4	1 January, 1917		110	0	0						
Dec. 1	1 April, 1920		258	4	3				Total Issues	£844,491	19 2

ALEXANDER REID, Under-Treasurer.

E. H. PRETYMAN, Accountant.

Treasury, Hobart,
30th June, 1912.

TABLE F.

*RETURN of TREASURY BILLS in aid of Revenue Deficiencies sold in the State from
1st July, 1911, to 30th June 1912.*

Date of issue.	Number of Bill.	Act.	When redeemable.	Rate sold at.	Rate of Interest.	Amount.
1911.						£ s. d.
October 13	3	1 Geo. V. No. 45	13 October, 1916	Par	3 $\frac{3}{4}$ %	5000 0 0
December 29	4/9	"	29 December, 1914	"	"	1500 0 0
						6500 0 0

E. H. PRETYMAN, Accountant.
Treasury, Hobart,
30th June, 1912.

ALEXANDER REID, Under-Treasurer.

TABLE G.

PUBLIC LOANS.

*MEMORANDUM showing the Amount of the various LOANS of the Government of TASMANIA
issued on 30th June, 1912. Also amounts authorised but unissued.*

PERMANENT PUBLIC DEBT.

	£	s.	d.	£	s.	d.
Debentures and Inscribed Stock redeemable in London (see Statement 1)	7,230,250	0	0			
Debentures redeemable in Hobart (see Statement 2)	90,500	0	0			
Local Inscribed Stock (see Statement 3)	3,129,050	10	11			
Total issued to date .....	...			10,449,800	10	11

LOANS AUTHORISED NOT YET ISSUED.

Inscribed Stock (see Statement 4) .....	...			1,182,623	18	11
Total Authorised Permanent Debt.....	...			£11,632,424	9	10

TREASURY BILLS IN AID OF REVENUE DEFICIENCIES.

Issued (see Statement 5)	75,610	8	6			
Authorised, not issued (see Statement 6)	3090	11	6			
				£78,701	0	0

E. H. PRETYMAN, Accountant.
Treasury, Hobart,
30th June, 1912.

ALEXANDER REID, Under-Treasurer.

No. 1

RETURN of DEBENTURES and INSCRIBED STOCK issued at this Date redeemable in London.

Act of Parliament.	Amount.	Rate of Interest per cent.	WHEN DUE.			
			1913	1914	1920	1940
	£		£	£	£	£
Debentures—						
44 Vict. No. 34	300,000	4	—	—	300,000	
46 Vict. No. 45	523,750	4	523,750			
47 Vict. No. 47	800,000	4	—	800,000		
Inscribed Stock—						
For purposes of 52 Vict. No. 68	1,000,000	3½	—	—	—	1,000,000
Ditto 54 Vict. No. 1	1,106,500	3½	—	—	—	1,106,500
Ditto 55 Vict. No. 82	600,000	3½	—	—	—	600,000
Ditto 55 Vict. No. 82						
and 56 Vict. No. 56	1,000,000	4	—	—	—	1,000,000
Ditto 58 Vict. No. 40	750,000	3½	—	—	—	750,000
Ditto 64 Vict. No. 14	450,000	3	—	—	—	450,000
Ditto 3 Ed. VII. No.						
26 and 4 Ed. VII.						
No. 29	200,000	3½	—	—	—	200,000
Ditto 7 Ed. VII. No. 16	200,000	3½	—	—	—	200,000
Ditto 8 Ed. VII. No. 25	300,000	3½	—	—	—	300,000
and 8 Ed. VII. No. 29						
	7,230,250	—	523,750	800,000	300,000	5,606,500

ALEXANDER REID, Under-Treasurer.

E. H. PRETYMAN, Accountant.

Treasury, Hobart,
30th June, 1912.

No. 2.

RETURN of DEBENTURES issued at this Date redeemable at the Treasury, Hobart.

Act of Parliament.	Amount.	Rate of Interest per cent.	WHEN DUE.	
			1913	1926
	£ s. d.		£	£
46 Vict. No. 45	22,200 0 0	4	22,200	
Ditto	700 0 0	3½	700	
56 Vict. No. 53	67,600 0 0	4	—	67,600
	90,500 0 0	—	22,900	67,600

ALEXANDER REID, Under Treasurer.

E. H. PRETYMAN, Accountant.

Treasury, Hobart,
30th June, 1912.

RETURN of LOCAL INSCRIBED STOCK, for Public Works, &c.,

Act.	Amount.	Rate of Interest per cent.		WHEN		
				1912.	1913.	1914.
	£ s. d.	£		£ s. d.	£ s. d.	£ s. d.
64 Vict. No. 14	53,685 17 11	3 3½ 3¼	1 July 1 October 1 July	... 300 0 0...	.........	.........
				300 0 0	...	...
64 Vict. No. 75	185,784 12 6	3½	1 January 1 April 1 July 1 October	... ... 400 0 0 325 0 0	............	............
				725 0 0	...	...
1 Ed. VII. No. 52.....	58,228 7 5	3½	1 January 1 April 1 July 1 October	... ... ... 145 0 0	1000 0 0.........	............
				145 0 0	1000 0 0	...
3 Ed. VII. No. 26.....	1632 1 10	3½	1 July 1 October	... 56 15 5	......	......
				56 15 5	...	...
4 Ed. VII. No. 30.....	20,400 0 0	3½ 4	1 October 1 January 1 April 1 July 1 October	184 5 10	6317 1 11 1010 19 0 550 0 0	... ... 11,688 2 3 350 0 0 ...
				184 5 10	7877 11 11	12,038 2 3
5 Ed. VII. No. 43.....	280,739 4 3	3½ 3¾ 4	1 July 1 October 1 January 1 April 1 January 1 July 1 October 1 July 1 October	200 0 0 72 16 0	10,000 0 0 7521 9 10 15,109 1 9 15,000 0 0 16,000 0 0 50 0 0	4300 0 0 ... 9249 11 3 4227 1 10 500 0 0 ... 31,641 11 0 22,260 0 0
				272 16 0	63,680 11 7	72,178 4 1
5 Ed. VII. No. 44.....	11,700 0 0	3½ 3¾	1 July 1 October 1 July 1 October 1 January 1 April	... ... ... ... ... ...	... ... ... ... ... ...	... ... 7900 0 0 400 0 0
				...	...	8300 0 0
6 Ed. VII. No. 39	601,293 1 5	3½ 3¾ 4	1 July 1 October 1 January 1 April 1 April 1 July 1 October 1 January 1 July 1 October	54,568 10 0 50,983 0 0 ... ... ... ... ... ... ... ...	... ... 2505 0 0 21,000 0 0 10,000 0 0	... ... ... ... 10,000 0 0
				105,551 10 0	33,505 0 0	10,000 0 0
6 Ed. VII. No. 40.....	75,050 0 0	3½ 3¾	1 October 1 January 1 April 1 April 1 July	538 13 9 ... ... ... ...	... 21,211 0 0 14,625 0 0 2500 0 0 ...	... 15,000 0 0
				538 13 9	38,336 0 0	15,000 0 0
7 Ed. VII. No. 15	30,000 0 0	4	1 January 1 October	... ...	... 15,000 0 0	15,000 0 0 ...
				...	15,000 0 0	15,000 0 0
Carried forward	1,318,513 5 4			107,774 1 0	159,399 3 6	132,516 6 4

issued at this date, redeemable at the Treasury, Hobart.

DUE.

1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1925.	1929.	1930.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
...	...	...	...	...	...	23,067 16 5	...	...	...	...
...	...	...	...	...	...	5600 0 0	...	...	...	...
...	...	...	...	...	...	24,718 1 6	...	...	...	...
...	...	...	...	...	...	53,385 17 11	...	...	...	...
...	100 0 0	...	...	...	...	...	...	500 0 0	...	...
...	...	...	...	...	...	...	8252 3 1	800 0 0	...	...
...	...	...	...	...	...	166,157 9 5	...	3150 0 0	...	...
...	...	...	...	...	...	6000 0 0	...	100 0 0	...	...
...	100 0 0	...	...	...	...	172,157 9 5	8252 3 1	4550 0 0	...	...
...
...	...	...	...	...	...	...	...	500 0 0	...	...
...	...	...	100 0 0	...	...	56,333 7 5	...	...	...	...
...	...	...	...	...	...	150 0 0	...	...	...	...
...	...	...	100 0 0	...	...	56,483 7 5	...	500 0 0	...	...
...	...	...	...	...	...	1450 0 0	...	...	...	...
...	125 6 5	...	...	...	...	...	...	...	...	...
...	125 6 5	...	...	...	...	1450 0 0	...	...	...	...
...
...
...	...	...	...	...	...	300 0 0	...	...	...	...
...
...	...	...	...	...	...	300 0 0	...	...	...	...
...	700 0 0	...	...	...	...	11,550 0 0	...	...	...	...
...	546 17 5	...	...	...	...	...	...	...	...	...
...
...
...
25,000 0 0	...	1550 0 0	...	...	...	326 16 6	...	...	...	...
25,000 0 0	...	...	...	...	...	...	400 0 0	...	...	...
10,612 10 0	15,200 0 0	...	...	...	...	...	...	...	...	...
23,000 0 0	23,610 7 5	4311 1 3	...	...	...	...	...	...	...	...
200 0 0	850 0 0	1750 0 0	...	...	...	...	...	...	...	...
...
83,812 10 0	40,907 4 10	7611 1 3	...	...	...	11,876 16 6	400 0 0	...	...	...
...	...	...	...	...	...	300 0 0	...	...	...	...
...	1900 0 0	...	...	...	...	...	...	...	...	...
...	900 0 0	...	...	...	...	...	100 0 0	...	...	...
...	...	200 0 0	...	...	...	...	...	...	...	...
...	2800 0 0	200 0 0	...	...	...	300 0 0	100 0 0	...	...	...
...	...	...	...	...	...	1200 0 0	...	...	...	...
...	63,959 11 5	...	1200 0 0	...	...	...	...	...	...	...
...	...	10,600 0 0	...	...	...	...	...	...	300,000 0 0	100 0 0
...	...	100 0 0	...	...	...	...	...	...	...	...
...	...	18,156 7 5	...	...	...	...	1585 0 0	...	...	...
...	...	8000 0 0	...	...	...	...	...	...	...	...
...	600 0 0	...	...	...	...	...	...	...	...	...
...	6000 0 0	31,166 0 0	...	...	...	...	1000 0 0	...	...	...
100 14 2	...	8468 18 5	...	...	...	...	...	...	...	...
...
100 14 2	70,559 11 5	76,491 5 10	1200 0 0	...	...	1200 0 0	2585 0 0	...	300,000 0 0	100 0 0
...	19,555 6 3	...	220 0 0	...	...	...	...	...	...	...
...
150 0 0	...	...	...	...	...	...	...	...	...	...
850 0 0	...	...	...	...	...	400 0 0	...	...	...	...
1000 0 0	19,555 6 3	...	220 0 0	...	...	400 0 0	...	...	...	...
...
...
...
34,913 4 2	134,047 8 11	84,302 7 1	1520 0 0	...	...	347 553 11 3	11,337 3 1	5050 0 0	300,000 0 0	100 0 0

Return of LOCAL INSCRIBED STOCK,

Act.	Amount.	Rate of Interest per cent.		WHEN					
				1912.	1913.	1914.			
	£ s. d.	£		£ s.	£ s. d.	£ s. d.	£	s.	d.
<i>Brought forward</i>	1,318,513 5 4			107,774 1 0	159,399 3 6	132,516 6 4			
7 Ed. VII. No. 16... ..	344,611 4 0	3½	{ 1 July 1 October 1 April 1 January	200 0 0	36,021 0 0 191,812 18 6 14,050 0 0 ...	13,050 0 0 1500 0 0 11,896 5 0 10,471 0 8			
		3¼	{ 1 January 1 April 1 July	... ... ...	... ... ...	6000 0 0 4000 0 0 22,000 0 0			
		4	{ 1 October 1 October	... ...	... 20,000 0 0	1000 0 0 ...			
				200 0 0	261,883 18 6	69,917 5 8			
8 Ed. VII. No. 25.....	79,339 2 4	3½	{ 1 January 1 April 1 July 1 October	... ... ... 54 13 0	... ... ... ...	8285 4 8 6853 7 2 23,060 0 0 17,413 18 2			
		3¼	{ 1 January 1 July 1 October	... ... ...	3000 0 0 ... 10,000 0 0	... 450 0 0 4381 8 8			
		4	{ 1 October	... ...	1530 0 0	...			
				54 13 0	14,530 0 0	60,443 18 8			
Under Crown Lands Acts, 1890 and 1903, and Crown Lands Amendment Act, 1905	178,918 17 11	3½	{ 1 October	... ...	... ...	... 9000 0 0			
		3¼	{ 1 January 1 April 1 July 1 October	... ... ... 73 13 10	... 5000 0 0 6000 0 0 5000 0 0	... ... ... 500 0 0			
				73 13 10	16,000 0 0	9500 0 0			
Under Closer Settlement Act, 6 Ed. VII. No. 33 Sections 14 and 15	64,000 0 0	3¼	{ 1 April 1 July 1 October	... 14,000 0 0 ...	... 13,480 0 0 ...	... ... ...		
		4	{ 1 July 1 October	... ...	1200 0 0 117 5 3	... ...		
				14,000 0 0	14,797 5 3	...			
8 Ed. VII. No. 29.....	34,781 14 10	3¼	{ 1 January 1 July 1 October	... ... ...	... ... ...	... 93 0 0 4869 19 10			
				...	...	4962 19 10			
9 Ed. VII. No. 59.....	39,000 0 0	4	{ 1 October 1 January 1 April	... ... ...	5370 0 0 ... ...	... 25,497 2 8 8132 17 4			
				...	5370 0 0	33,630 0 0			
9 Ed. VII. No. 60.....	225,641 19 4	4	{ 1 January 1 April 1 July 1 October	... ... ... 14,000 0 0	1200 0 0 ... 75,192 13 7 95,186 18 4	40,022 7 5 40 0 0			
				14,000 0 0	171,579 11 11	40,062 7 5			
9 Ed. VII. No. 61.....	176,006 2 10	3¼	{ 1 July 1 October 1 January	... ... ...	... ... ...	... ... ...
		4	{ 1 April 1 July 1 April	... ... ...	... ... ...	... ... ...
						
1 Geo. V. No. 43	396,513 4 4	3¼	{ 1 April 1 July 1 October 1 January	... ... ... ...	... ... ... ...	16,100 0 0 32,206 4 9 13,800 0 0 ...			
				...	...	62,106 4 9			
1 Geo. V. No. 44	271,725 0 0	3¼	{ 1 January 1 April 1 July 1 October	... ... ... ...	... ... ... ...	2000 0 0 17,700 0 0			
		4	{ 1 January 1 April	... ...	... ...	4050 0 8 25,954 17 0			
				...	...	49,704 17 8			
	3,129,050 10 11			136,102 7 10	643,559 19 2	462,844 0 4			

E. H. PRETYMAN, Accountant.

Treasury, Hobart, 30th June, 1912.

1915.			1916.			1917.			1918.			1919.			1920.			1921.			1922.			1925.			1929.			1930.		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
34,913	4	2	134,047	8	11	84,302	7	1	1520	0	0	347,553	11	3	11,337	3	1	5050	0	0	300,000	0	0	100	0	0
...	100	0	0	2300	0	0
...	4904	19	10	1697	0	0
608	0	0
200	0	0
...
...	800	0	0
...	2000	0	0
...
808	0	0	6904	19	10	800	0	0	1697	0	0	100	0	0	2300	0	0
...
...
...	400	0	0	1615	0	0
...	55	10	8	340	0	0
...
...
...	1900	0	0
...
...	55	10	8	340	0	0	2300	0	0	1615	0	0
...	38,408	17	11																								

ALEXANDER REID, Under-Treasurer.

No. 4.

RETURN of INSCRIBED STOCK authorised for Sale, but not issued at this date.

Act.	Rate of Interest per cent. not exceeding	When redeemable.	Total amount unissued.
9 Ed. VII. No. 61	4	Not later than 1951 if raised in London, nor 1938 if raised locally ...	£ s. d. 823,993 17 2
2 Geo. v. No. 48	4	" 1953 " " 1935 " "	125,300 0 0
2 Geo. v. No. 49	4	" " " " " "	179,000 1 9
2 Geo. v. No. 50	4	" " " " " "	54,330 0 0
			1,182,623 18 11

No. 5.

RETURN of TREASURY BILLS in aid of Revenue Deficiencies issued at this date.

Act.	Amount.	Rate of Interest per cent.	When redeemable.			
				1913.	1914.	1916.
7 Ed. VII. No. 23	£ s. d. 1000 0 0	£ 3½	January	£ 1000	£ s. d. ...	£ ...
				1000	...	...
9 Ed. VII. No. 58	38,224 0 0	4	October.....	18,224	...	...
			January .....	...	20,000 0 0	...
				18,224	20,000 0 0	...
1 Geo. v. No. 45	36,386 8 6	3¾	February .....	...	21,886 8 6	...
			June .....	...	8000 0 0	...
			October.....	...	...	5000
			December.....	...	1500 0 0	...
				...	31,386 8 6	5000
	£75,610 8 6			19,224	51,386 8 6	5000

No. 6.

RETURN of TREASURY BILLS in aid of Revenue Deficiencies authorised for Sale, but not issued at this date.

Act.	Rate of Interest per cent. not exceeding	When redeemable.	Total amount unissued.
1 Geo. v. No. 45	4	Not later than Five years from date of issue	£ s. d. 2590 11 6
2 Geo. v. No. 52	4	" " " " " "	500 0 0
			£3090 11 6

ALEXANDER REID, Under-Treasurer.

E. H. PRETYMAN, Accountant.
Treasury, Hobart,
30th June, 1912.

TABLE H.
TASMANIAN GOVERNMENT RAILWAYS.

OPEN LINES, 1893 TO 1912-13.

Year.	Loan Money ^s expended during year.	Capital Cost at close of year.	Average Rate of Interest.	Interest.	Working Expenses.	Total Annual Cost.	Earnings.	Net Contribu- tion towards Interest.	Rate of Contribution.	Annual Cash Loss.	Mileage of Lines open.
	£	£	Per cent.	£	£	£	£	£	Per cent.	£	Miles.
1893	10,322	3,510,196	4.22	148,213	136,468	284,681	152,083	15,615	0.44	132,598	419.75
1894	8399	3,518,595	4.03	141,813	122,850	264,663	144,488	21,638	0.61	120,175	419.75
1895	3361	3,521,956	4.07	143,612	126,351	263,963	149,642	29,291	0.83	114,321	419.75
1896	23,733	3,524,051	4.08	143,849	122,171	266,020	162,932	40,761	1.15	103,088	419.75
1897	26,402	3,572,091	3.97	142,020	128,544	270,564	166,834	38,290	1.07	103,730	424.75
1898	12,949	3,585,040	3.92	140,881	141,179	282,060	178,180	37,001	1.03	103,880	437.75
1899	19,183	3,604,223	3.94	142,306	152,798	295,104	193,158	46,360	1.11	101,946	437.75
1900	54,847	3,659,070	3.94	144,239	160,487	304,726	202,959	42,472	1.16	101,767	438.75
1901	140,028	3,799,098	3.81	145,003	173,400	318,403	205,791	32,391	0.85	112,602	457.50
1902	41,649	3,840,747	3.76	144,654	173,292	317,946	233,210	59,918	1.56	84,736	461.75
1903	42,902	3,883,729	3.75	145,756	166,355	312,111	247,683	81,328	2.09	64,428	461.75
Half-year ending 30th June, 1904	17,685	3,901,414	3.66	71,397	82,852	154,249	132,854	50,002	2.56†	21,395§	461.75
1904-5	9094	3,920,508	3.77	147,894	171,630	319,524	243,556	71,926	1.83	75,968	462.50
1905-6	6205	3,926,713	3.77	148,263	172,601	320,864	241,188	68,587	1.74	79,676	462.50
1906-7	16,646	3,943,359	3.76	148,488	185,500	333,988	258,223	72,723	1.84	75,765	462.00
1907-8	34,251	3,977,611	3.74	149,106	201,817	350,923	277,606	75,789	1.90	73,317	463.00
1908-9	25,229	4,003,840	3.74	149,105	204,127	354,032	280,036	75,909	1.89	73,996	463.00
1909-10	44,577	4,048,417	3.75	151,980	211,677	363,657	284,063	72,386	1.78	79,594	469.00
1910-11	31,415	4,079,832	3.81	155,819	215,509	371,328	277,915	62,406	1.52	93,413	469.00
1911-12	173,182	4,253,014	3.74	159,123	221,172	380,295	312,786	91,614	2.15	67,509	495.50
Estimated, 1912-13	158,000	4,411,014	3.75	165,413	223,483	388,896	322,000	98,517	2.23	66,896	515.50

† Per annum. § Loss for Half-year.

^a Includes £21,638 expended on North-East Dundas Tramway, which was under construction but not opened in this year.
^b Includes £83,349 expended during 1900 on Ulverston-Burnie Line, which was under construction but not opened for traffic until 1901.

£66,049

25,000

^c Amount expended during 1902.
^d Less difference in amount formerly shown in Railway Accounts as share capital Launceston and Western Railway Company, £50,000, and amount paid to shareholders for their interest in the Launceston and Western Railway.....

^e Includes Burnie-Flowerdale Line.

£41,649

TABLE I.

STATEMENT showing Annual Surpluses and Deficiencies of Consolidated Revenue Fund, also Annual Aggregates for the Years 1867 to 1912 inclusive.

Year.	Revenue.		Expenditure.		Annual.				Aggregate.			
					Surplus.		Deficiency.		Surplus.		Deficiency.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
On 31st Dec., 1866	...	...	...	...	...	...	...	...	†9495	14 11	...	...
1867	251,891	6 10	255,415	10 9	...	...	3524	3 11	5971	11 0	...	...
1868	258,130	8 0	259,553	2 8	...	...	1422	4 8	4548	16 4	...	...
1869	277,717	11 3	280,855	16 1	...	...	3138	4 10	1410	11 6	...	...
1870	268,696	16 5	281,932	0 2	...	...	13,235	3 9	...	...	11,824	12 3
1871	270,421	6 8	285,420	17 11	...	...	14,999	11 3	...	...	26,824	3 6
1872	271,994	1 9	289,002	3 4	...	...	17,008	1 7	...	...	43,832	5 1
1873	320,894	16 6	301,382	11 1	19,512	5 5	...	...	...	...	24,319	19 8
1874	329,686	6 8	322,271	17 7	7414	9 1	...	...	...	...	16,905	10 7
1875	340,067	9 9	332,864	14 0	7202	15 9	...	...	...	...	9702	14 10
1876	322,915	12 10	338,001	6 2	...	...	15,085	13 4	...	...	24,788	8 2
1877	361,830	16 0	348,547	18 2	13,282	17 10	...	...	...	...	11,505	10 4
1878	381,784	18 4	375,442	12 6	6342	5 10	...	...	...	...	5163	4 6
1879	373,493	8 11	477,672	8 11	...	...	104,179	0 0	...	...	109,342	4 6
1880	440,223	15 10	412,163	3 8	28,060	12 2	...	...	...	...	81,281	12 4
1881	501,281	9 4	461,384	14 4	39,896	15 0	...	...	...	...	41,834	17 4
1882	548,847	12 10	498,479	1 9	50,368	11 1	...	...	8983	13 9	...	...
1883	560,056	3 7	530,787	6 3	29,268	17 4	...	...	38,252	11 1	...	...
1884	547,865	18 1	575,569	16 8	...	...	27,703	18 7	10,548	12 6	...	...
1885	589,079	0 10	604,199	2 6	...	...	15,120	1 8	...	...	4571	9 2
1886	650,154	8 8	666,116	11 6	...	...	15,962	2 10	...	...	20,533	12 0
30th June, 1887	314,631	5 10	369,030	10 8	...	...	54,399	4 10	...	...	74,932	16 10
1888	687,122	15 1	761,005	8 1	...	...	73,882	13 0	...	...	148,815	9 10
31st Dec., 1888	426,357	8 5	442,151	7 6	...	...	15,793	19 1	...	...	164,609	8 11
1889	988,752	11 0	991,612	4 8	...	...	2859	13 8	...	...	167,469	2 7
1890	929,505	15 8	894,804	8 1	34,701	7 7	...	...	...	...	132,767	15 0
1891	944,617	7 5	913,356	12 5	31,260	15 0	...	...	...	...	101,507	0 0
1892	783,234	15 7	915,612	18 1	...	...	132,378	2 6	...	...	233,845	2 6
1893	704,641	6 3	832,874	0 6	...	...	128,232	14 3	...	...	362,117	16 9
1894	696,795	9 8	789,805	10 0	...	...	93,010	0 4	...	...	455,127	17 1
1895	761,970	18 9	748,946	3 9	13,924	15 0	...	...	...	...	442,103	2 1
1896	797,976	4 1	750,243	16 7	47,732	7 6	...	...	...	...	394,370	14 7
1897	845,019	10 1	785,025	19 11	59,993	10 2	...	...	...	...	934,377	4 5
1898	908,223	8 5	830,168	0 6	78,055	7 11	...	...	...	...	256,321	16 6
1899	943,970	8 7	871,453	10 4	72,516	18 3	...	...	...	...	183,804	18 3
1900	1,054,980	7 11	923,731	1 0	131,249	6 11	...	...	...	...	52,555	11 4
1901	826,163	4 6	870,442	4 1	...	...	44,278	19 7	...	...	96,834	10 11
1902	734,662	16 3	850,684	11 6	...	...	116,021	15 3	...	...	212,856	6 2
1903	857,667	13 6	879,356	4 0	...	...	21,688	10 6	...	...	234,544	16 8
30th June, 1904	426,139	4 11	421,037	4 11	5102	0 0	...	...	...	...	229,442	16 8
1905	852,680	15 11	840,184	11 5	12,496	4 6	...	...	...	...	216,946	12 2
1906	900,657	4 10	853,147	0 1	47,510	4 9	...	...	...	...	169,436	7 5
1907	970,843	6 0	913,762	1 6	57,081	4 6	...	...	...	...	112,355	2 11
1908	1,005,273	14 2	929,985	4 2	75,288	10 0	...	...	...	...	37,066	12 11
1909	934,432	1 3	960,247	2 5	...	...	25,815	1 2	...	...	62,881	14 1
1910	1,008,932	4 1	997,321	0 3	11,611	3 10	...	...	...	...	51,270	10 3
1911	970,092	4 2	1,016,956	10 9	...	...	46,864	6 7	...	...	98,134	16 10
*1912	1,084,663	0 0	1,064,703	0 0	19,960	0 0	...	...	...	...	78,175	0 0

* Figures subject to future revision

	£	s.	d.
+Surplus on Land Fund of.....	10,108	0	4
Deficiency on General Revenue.....	612	5	5
	£9495	14	11

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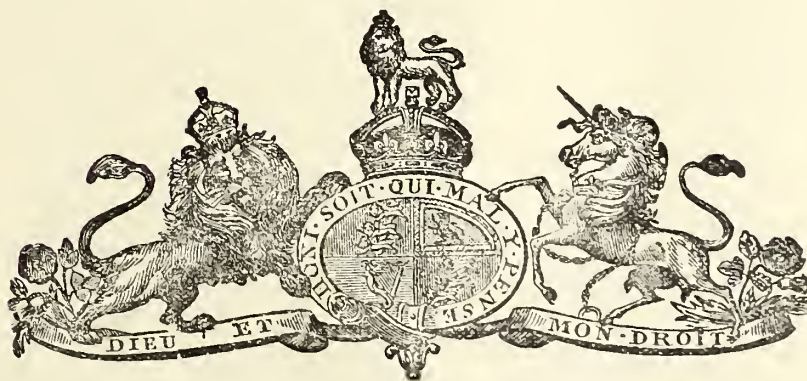
MINISTER OF LANDS, WORKS,
AND MINES

1912

DELIVERED IN THE HOUSE OF ASSEMBLY ON THURSDAY
AFTERNOON, 29TH AUGUST, 1912

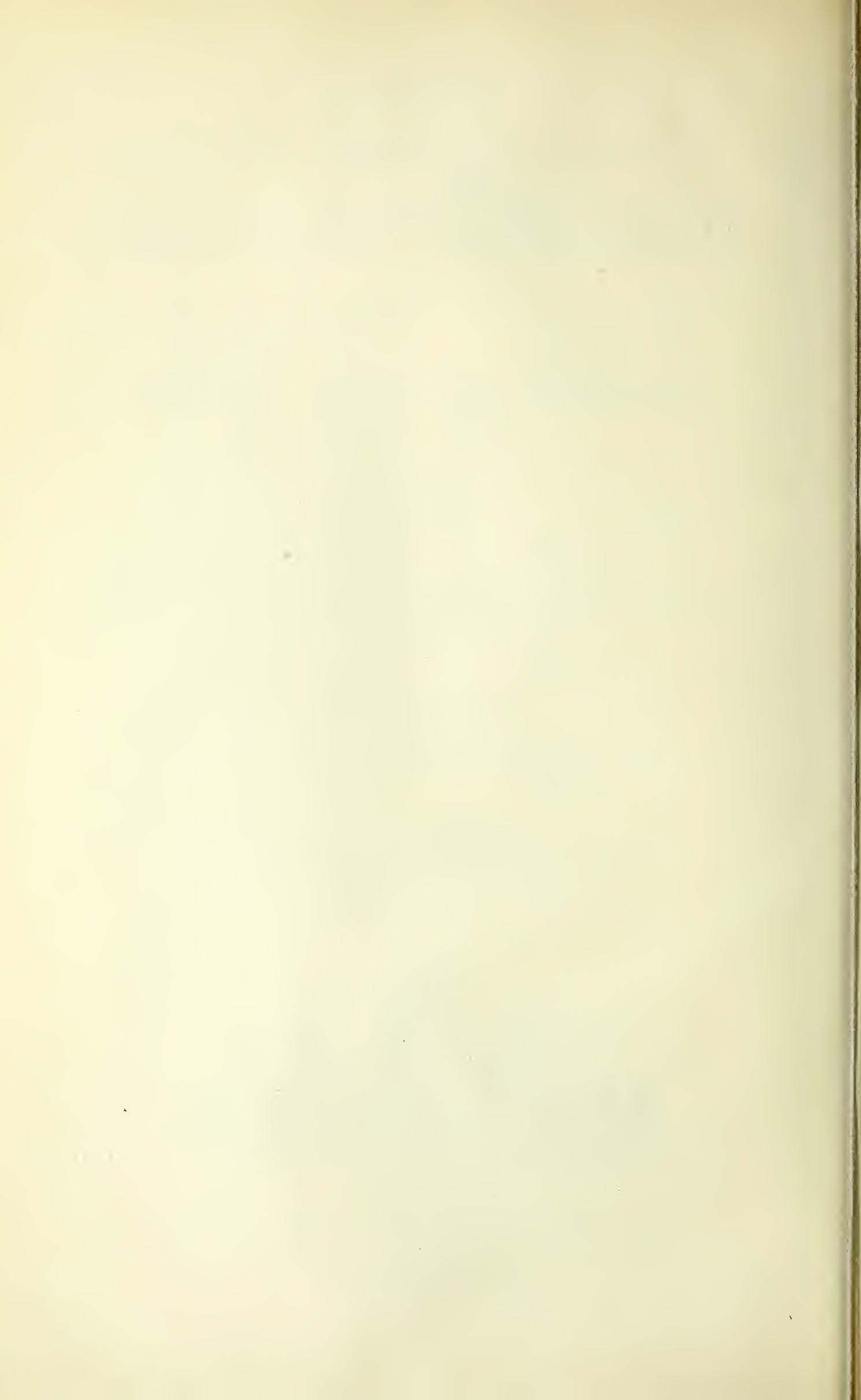
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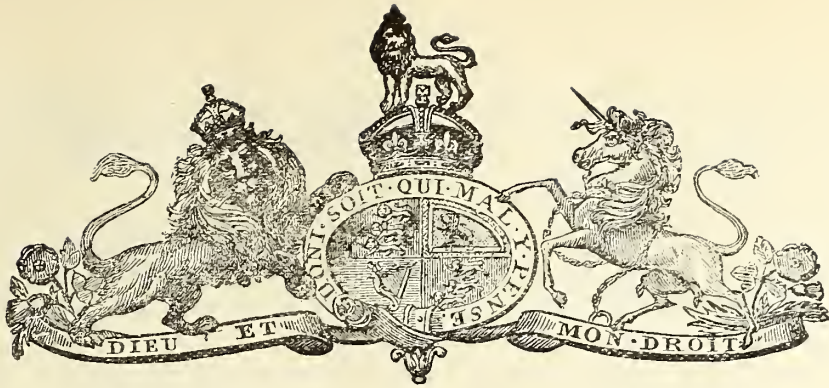
THE HONOURABLE EDWARD MULCAHY

Presented to both Houses of Parliament by His Excellency's Command.

Tasmania

JOHN VAIL, GOVERNMENT PRINTER, HOBART





MINISTERIAL STATEMENT
OF
THE MINISTER OF LANDS, WORKS,
AND MINES.
1912.

MINISTERIAL STATEMENT of the Minister of Lands, Works,
and Mines (The Hon. EDWARD MULCAHY), delivered
in the House of Assembly on Thursday Afternoon,
29th August, 1912.

MR. SPEAKER.

I have the honour to be the bearer of a Message from His Excellency the Governor recommending certain appropriations.

Message read by the Honourable the Speaker, as follows :—

MESSAGE.

HARRY BARRON, Governor.

Public Works Proposals, Schedule 1.

In accordance with the provisions of the 33rd Section of "The Constitution Act" (18 Victoria, No. 17), the Governor recommends for the consideration of the House of Assembly that the following sums be appropriated for the purposes named :—

	£
Roads generally	122,230
Bridges	1850
Renewals of Bridges generally (amount to be redeemed by Special Sinking Fund)	6000
Jetties	2335
Additions to Jetties generally	1500
Tracks	5000
Miscellaneous	17,650
Buildings	37,875
Railways (Existing Lines)	15,000
Railways (New Lines)	20,000
Tramways	3000
	<hr/> £232,440 <hr/>

Government House, Hobart, 29th August, 1912.

SIR,

Before moving the formal motion that the House go into Committee to consider the Message from His Excellency, it is my duty to submit for the information of Honourable Members and the country a review of the work carried out during the year ended 30th June, 1912, by the various departments under the charge of the Minister for Lands and Works, such review under existing circumstances being largely that which has been furnished to me by the heads of departments in addition, it will be my pleasure to

present in broad detail the policy of the Government in the administration of those departments during the coming year for the approval of the House, and, I may hope, for the approval of the country.

I have at the outset to ask the indulgence of Honourable Members, for there will necessarily be, for the present, some omissions of an important character, and some matters demanding serious consideration cannot until a later period be dealt with as fully as Honourable Members are entitled to expect. The principal reason for this will, I am sure, be received with sympathy. Two of the chief officers of the Public Works Department are unfortunately, at this time, laid aside with illness, and, apart altogether from that, this important department is under staffed. There are not sufficient officers to do the work. This matter will be referred to later. Meantime, I trust the House will make due allowance for the fact that, in addition to these disabilities, I have only been a few weeks in the office, and have had through pressure of work insufficient time to prepare the complete details of the Government's active and progressive policy in connection with the working of the three departments which are so intimately associated with the development and material welfare of the State.

PUBLIC WORKS DEPARTMENT.

The Past Year's Work.

The following is a review of the past year's work of this Department.

The amount voted last year under all headings amounted to £266,560.

Last year, for the first time, the principle was adopted of submitting two Public Works Bills, the first one including the roads and bridges and the second a number of supplementary roads, as well as jetties, harbours, tracks, buildings, and miscellaneous items. Great advantage accrued from this, as it enabled the Department to proceed much earlier with the construction of the bulk of the road works, so that during the first three months after the passing of the first Bill tenders were accepted for between 400 and 500 road contracts. One result of this was that in some localities the works advertised were more than the contractors were able to undertake, and a large number of the works, amounting in the aggregate to 90, were carried out by day labour. A number of the votes, amounting to 66, were also authorised to be expended by the Municipal Councils, the works in this case being subject to final certificate by an inspector of this Department.

The expenditure under all headings for the year amounted to £355,132, the details being given hereunder.

AMOUNTS EXPENDED ON PUBLIC WORKS FOR THE YEAR ENDED 30TH JUNE, 1912.

	Charged to Revenue.			Charged to Loans.			Charged to Crown Lands Funds.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Roads and Streets	13,023	4	10	129,589	5	7	21,923	6	6 ^a	164,535	16	11
Tracks.....	151	1	7	5647	16	4	...			5798	17	11
Bridges	3045	6	1	15,966	6	9	...			19,011	12	10
Jetties.....	539	8	7	3644	9	8	...			4183	18	3
Harbour Works ..	1413	19	11	2841	19	5	...			4255	19	4
Buildings and Furniture	9638	4	9	22,533	11	11 ^c	...			32,171	16	8
Public Reserves.....	350	0	0	...			...			350	0	0
Ferries.....	490	0	0	...			...			490	0	0
Railways and Railway Surveys .....	...			103,290	7	9 ^b	...			103,290	7	9
Tramways .....	...			1913	14	5	...			1913	14	5
Miscellaneous	709	0	7	18,421	8	7	...			19,130	9	2
	29,360	6	4	303,849	0	5	21,923	6	6	355,132	13	3

^a The Crown Lands expenditure includes roads, streets, tracks, jetties, and drainage works.

^b The Railway expenditure includes additions to open lines to amount of £29,248 19s. 1d., carried out under the direction of the Commissioner.

^c In addition to the above, an expenditure of £9392 1s. was incurred on behalf of the Commonwealth.

The total expenditure for the previous year was £259,392, so that there has been an increase of expenditure of nearly £100,000.

The Engineer-in-Chief reports that during the year 292 miles of new roads have been opened, 212 miles metalled or gravelled, and 300 miles formed. Corresponding figures for the previous year are 251 miles, 101 miles and 247 miles, so that it will be seen that there has been a very large increase in expenditure and actual road construction.

As far as possible the expenditure in road construction has been continuous, *i.e.*, the sections of road formed one year have where possible been metalled or gravelled by the Public Works vote of the succeeding year, so that the metalled roads extend continually farther and farther into the back settlements. The policy of previous Governments in this respect has always been a gradual one, though it has been frequently urged locally that instead of submitting moderate votes for four or five years in succession a large vote should be taken at the outset so as to extend the metalled road into the back country, but so far such a policy has not been found practicable.

EXPENDITURE UNDER "CROWN LANDS ACT."

The total amount expended on road contracts during the year has been £21,923, an increase of nearly £2000 on the previous year. Work done has practically been entirely under the control of the officers of the Department, and much assistance has been given to the selectors thereby. The Department has continued the uniform practice of consulting selectors, so that they may have an opportunity of indicating the work which is most suited for their needs.

A difficulty that has been referred to in previous reports has again been felt during the year, *viz.*, that where the first necessity is, of course, to construct the chief road through the district for the benefit of the group of selections it has not been possible to construct the by-roads for the particular blocks. This difficulty cannot be avoided, but everything possible has been done to provide for the necessities of the contributing selectors.

The provisions of "The Crown Lands Act" with respect to road reservations have operated very advantageously. Under the old system when any alteration was made from the original reserved line of road the Department could be called upon by the owner to pay for same at such amount as might be agreed on or settled by arbitration. Under the present system the Department has the right to take the road anywhere through the selection for a period of 14 years; the only compensation that has to be paid is where improvements, such as grubbing and clearing, or grassing, are affected. This system is reported by officers of the Department as a great improvement on that previously existing.

At Flinders Island an expenditure amounting to £3402 has been carried out in road and drainage work, which latter was indispensable in order that the selections might be rendered fit for cultivation, and this work has given great satisfaction. About six miles of this drainage has been carried out, and about 40 miles of road opened.

TRACKS.

The total expenditure for the year was £5798. The principal track work has been on the West Coast, and the tracks opened there have been:—Stirling Valley track to Rosebery; Renison Bell to Pieman and Huskisson Cages; Pieman-Stanley track; Zeehan-Queenstown track; track between Heazlewood and Stanley Tin Fields; track Mt. Reid to Queenstown; track Balfour to first Exploration Camp; track to Osmiridium Field in the Savage River district; track and tramway, X River to Colebrook sections.

In addition to the above the following tracks have also been opened:—Gould's Country to Anson's Bay; to Mineral Selections (Middlesex); Piper's Brook to Bowood; Preolenna and Takone, *via* Yolla; She-oak Hills to Arve and Picton; Derby to Cascades (Waverley Tin Mines).

BRIDGES.

The following new bridges have been built :—Duck River Bridge at McGuire's ; Hebe River Bridge, Preolenna Road ; Black River Bridge at Tabor's ; St. Patrick's River Bridge ; Mountain River Bridge, Ranelagh ; Taroon Creek, King Island ; Mersey River Bridge, Mole Creek ; Bridge at Gardens Lagoon, St. Marys ; Dorset River Bridge, Ringarooma District.

BRIDGE RENEWALS.

Under this heading where the cost of the work is provided by special sinking fund, the following principal bridges have been renewed, as also some smaller ones not mentioned :—Kermandie River ; Thomas River (Moorina) ; Nicholl's Bridge (Geeveston) ; Lower Nile Bridge ; Mountain River Bridge, extensive repairs, including new iron girders ; St. Patrick's River ; Forester River, Bowood.

REPAIRS BRIDGES.

The amount of £3045 has been expended in bridge repairs generally.

As formerly, this work has been carried out under competent overseers, who have been specially trained for the purpose, with gangs of bridge repairers.

Some of the smaller bridges have been repaired by the Municipal Councils, and in some few cases the Councils have been called on to contribute towards the work where it was felt that the cost was not beyond their means. The larger repairs have been carried out by the Department solely.

The Engineer-in-Chief reports that a large number of important bridges are now in need of extensive repairs, and it is estimated that an amount of at least £4000 will be required during the coming year to carry out the most important items.

£ FOR £ VOTE.

The total amount expended under this heading during the year was £1500, a similar amount being contributed by the selectors, in some cases aided by the Municipal Councils as the local liability. Assistance has been given by this vote in numerous small and isolated cases where otherwise help could not have been given, through there being no direct funds available.

KING ISLAND.

The usual road expenditure has been continued under the direction of the Resident Inspector, who has conferred with the Municipal Council as to the works carried out. The work carried out has been by day labour principally, but also by local tenders where this has been practicable. About 24 miles of road have been opened, and 2 miles metalled.

The question of a jetty on the eastern side of the island, about which there is considerable difference of opinion, will be referred to later on.

The work of removal of Kelp Rock at entrance to Currie Harbour, referred to in last Ministerial Statement, was delayed through the plant having been carried away by storm, but plans and particulars have been prepared for the renewal of the work, and tenders for this will shortly be invited.

STANLEY BREAKWATER.

Extensive repairs to the Breakwater were carried out under the direction of the Marine Board, work being supervised by an officer of the Department. The work carried away at the end of the Breakwater was replaced by 1200 yards of concrete, reinforced with iron rails ; and the work has stood the test of severe easterly gales without loss. Part cost of the work was contributed by the Marine Board, and further work in addition to this will shortly be undertaken. It is probable that a heavier expenditure will be necessary to ensure the stability of this work.

BUILDINGS.

The erection and repair of public buildings has been carried out through the year under the direction of the Inspector of Public Buildings.

For the Commonwealth and State the total expenditure has been about £41,000—£9000 for Commonwealth works, and £32,000 for State works.

For the Commonwealth the work has been additions and alterations to post-offices, extensive works at the Military Barracks. A new Naval Drill Hall has been begun in the Domain, and rifle ranges have been constructed or improved at several places.

The principal works carried out for the State are :—New railway station at Burnie, on the Burnie-Flowerdale Line ; New hospital at Latrobe, which will cost about £3000 when completed, work having been only recently started ; Technical School, Queens-town ; Home for Invalids, Launceston ; Court Houses at Lovett, Kingston, and White Mark, and repairs or additions to the court houses in other places. At the Hospital for Insane, New Norfolk, the new building for Nurses' Home is nearly completed, and will shortly be ready for occupation. A new weighbridge is being fitted up, also a new boiler, and the old water-pipes have been replaced with iron pipes.

SCHOOL BUILDINGS.

A large number of school buildings have been repaired, added to, and generally improved, and about 14 new schools have been erected in various localities. Tenders were invited for additions and remodelling at the Battery Point School, but the work was deferred, as it has been decided to erect a new school in the Barracks Reserve, in Albuera-street. The plans to be adopted for this building will be similar to those of the new school in Elizabeth-street.

METROPOLITAN DRAINAGE.

Nearly all the Government buildings have now been connected with the Metropolitan sewerage system, and only a few remain. Tenders were invited for the sewerage at the Parliament Buildings, but this work has been deferred for the present.

INFECTIOUS DISEASES HOSPITAL, HOBART.

This has not yet been proceeded with, as there has been considerable trouble and delay in connection with the preparation of suitable plans, but these have been at last settled, and tenders will shortly be invited.

MINOR WORKS.

Among the minor works may be mentioned a new police boat for Bass Strait, and considerable alterations at the Domain Shipyard.

DREDGES.

After the return of the "Agnew" and "Davenport" from Ulverstone to Mersey, a special examination of these dredges was made by the Inspector of Machinery, and it was found necessary to incur a considerable expenditure, amounting to about £4000, in thoroughly repairing and putting these vessels into good and efficient order. The repairs to the "Davenport" are being carried out by contract, and those to the "Agnew" by day labour.

DREDGING.

DREDGING KERMANDIE RIVER.

The work of dredging the river has been completed at a cost of £300, of which half cost was paid by the Government, and half cost by the Hobart Marine Board.

DENISON CANAL.

The working of the canal has continued to be satisfactory under the direction of the Marine Board, the expense being charged against the fees collected. The necessary dredging to remove accumulated silt was also carried out by the Marine Board, the expense being borne by the Department.

WIRE-NETTING.

In connection with provision made by Parliament whereby a vote of £5000 was sanctioned to provide wire-netting to supply to settlers in rabbit-infested districts, certain steps have been taken, but so far these have not been satisfactory. As the Act was drafted on the lines of the Victorian Act, the regulations which are in use in Victoria were obtained; certain necessary alterations were made in same to adapt them to the requirements of this State. The proposal in the Act is that wire-netting shall be issued by the Government to the municipalities, who shall deal with individual purchasers in accordance with the Act and the regulations under same.

The regulations were submitted to all the municipalities, and their suggestions and co-operation requested. The response has been unsatisfactory; out of the 50 municipalities that have been communicated with, several have declined to take any action whatever, a few are prepared to act, but in many cases no replies have been received. Under these circumstances the Government are considering what is the best course to pursue in order that the necessary assistance may be given to the settlers interested.

RAILWAYS.

Burnie-Flowerdale.—The Engineer-in-Chief reports that good progress has been made during the year owing to the exceptionally fine weather experienced during the summer; that about 450 men were employed, which has been gradually reduced to about 300. Numerous deviations of road had to be made so as to take the line a little further inland and save the heavier sea protection. The works completed or practically completed are the clearing, earthwork, culverts, side ditches, fencing, and bridges.

The approach roads to the stations have been formed, except that to the Flowerdale Station, and large quantities of stone stacked for protection later on of banks against floods. The greater number of the sleepers have been prepared ready for the plate-laying which will shortly be put in hand; weighbridge and foundation is nearly complete, and goods shed, station building, and platform at Burnie are in course of construction, and similarly at Cam and other stations.

The Next Year's Work.

THE NEW PUBLIC WORKS SCHEME.

Tasmania in the past has expended large sums in public works mainly intended to give the people access to the producing areas, whether agricultural or mineral. Notwithstanding that this has created a substantial public debt, there can be no doubt that the Public Works Scheme as a whole has been of incalculable advantage to this State. If we have spent millions upon roads, we need only traverse the magnificent agricultural districts of the North and the equally valuable horticultural and agricultural districts in the South, to obtain evidence of what has been accomplished for and by settlers in the way of giving a value to their properties and increasing the wealth of the State by the road systems provided. Our railway system, too, has been a great factor in the prosperity of our people, and although in the bald commercial sense the statements of accounts do not disclose profit in actual figures, many of the rich producing districts would have been almost inaccessible but for the iron road, and Tasmania has gained immensely, although indirectly.

To-day the observer can mark and record the progress brought about in the past, a progress that justifies us in taking courage and entering upon even larger and more far-reaching schemes for the future. Time was when the Parliament and Government of this State feared to take on itself the responsibility of constructing even a trunk line of railway to connect the northern and southern parts of this Island, and yet, not many years elapsed when a later Parliament was compelled to acquire, at an enormous increase on its actual cost, the line it had permitted and encouraged a private company to build.

These days of timidity and hopelessness have passed, and to-day a forward progressive public works policy on sound honest lines is not only justified by past results, but is, I think, recognised by the people of Tasmania as being as necessary for our future development as it was in past years.

RAILWAYS.

EXTENSION FLOWERDALE RAILWAY.

Following out the ideas expressed under the previous heading, it is intended to submit to Parliament a general scheme of railway and tramway extension. The first work, and the one to be immediately undertaken, will be a short extension of the Flowerdale line (about four miles) to a more suitable terminus, and to a point from which it can be afterwards continued in a general westerly direction to bring the splendid districts of Circular Head, Duck River, and other far north-western portions of Tasmania into direct railway communication with the rest of the island. The further continuation of this line should, and, I hope, will be accepted as an early obligation towards the people who have so well developed these fertile but isolated districts. I am glad to announce that plate-laying has been carried forward to 11 miles from Burnie, and that it is considered certain that the line through to Wynyard will be open for traffic by the end of January.

WILMOT RAILWAY.

The next railway in order of construction will, of course, be the Wilmot line sanctioned by Parliament last session. In connection with this line, further investigation by the Engineers of the Department has shown that it is exceedingly difficult (practically impossible) to construct the line on the original survey to the vicinity of the 20-mile peg, in accordance with the terms of the Act of 1911. A shorter and more direct route terminating for the present at or near the Staverton Road will save some miles of construction, and will, by improved road connection, bring the centre of the Wilmot district within about five miles of a railway station, and will be also much more convenient for the mines in the southern part of the Sheffield district, and a much better centre for agriculturists to reach, than would the only other possible terminus known as Hope's Saddle. I am advised that to take the line down the deep gorge of the Forth River, as contemplated by the Act, would be an extravagant waste of public money. The length of the line by the proposed direct route will be nearly 14 miles, thus saving about six miles of construction on a down grade of 1 in 40. It is considered possible to bring this railway terminus within about five miles also of the Upper Wilmot district by the construction of a road crossing the Forth by a new bridge from two to three miles higher up the river than the present bridge, and connecting thence with a new road to reach a point on the Moina Road. This connection should be of great advantage to the Bismuth mine and the farmers of Upper Wilmot. Parliament will be asked to agree to the necessary amendments of the Act to authorise this alteration; meantime construction of the first section of the line will be begun as soon as the engineer and the necessary labour are available.

EXTENSION BRANXHOLM LINE.

The next in order of importance in the railway list will be a continuation of the north-eastern line from Branhholm towards Moorina. Provision is made for an immediate working survey for this line, and Parliament will be asked to sanction construction as soon as such survey is completed.

TYENNA RAILWAY.

Through the scarcity of officers it has been found impossible, so far, to spare an engineer to survey and lay out this line. Attention will be given to it as soon as possible, and it is the Government's intention to make a further investigation with regard to the extent and nature of the forests of the district as soon as an officer can be obtained.

THE HUON RAILWAY.

The Government would be glad to recommend the construction of this line as part of their general policy, even though it was certain to be directly unprofitable, if they were satisfied that it was a necessity in the interests of producers, but notwithstanding reports that have been received, the opinion held is that the line, if constructed, will be of little or no advantage to the great bulk of the agriculturists and fruitgrowers, either in the way of freights, facility for direct handling, or otherwise. It is idle to believe for a moment that any railway could successfully compete with the steamers that are supplying such excellent service to the great majority of the fruitgrowers who are residing close to the banks of the D'Entrecasteaux Channel and the Huon River. It is considered that the construction of tramways referred to in a subsequent section would be more likely to benefit the district and the State.

PURCHASE OF EMU BAY-BISCHOFF RAILWAY.

Negotiations for the purchase of this line have been reopened, and an engineer's report on the permanent-way, rolling-stock, &c., has been called for and will be furnished to the House before it is called upon to deal with the matter.

RAILWAYS UNDER PRIVATE ACTS.

Before leaving the question of railway construction, reference may be made to cognate matters. We have an important railway—that from Burnie to Zeehan—constructed by a private company under an Act of Parliament, and we have also granted another syndicate, through the Municipal Council of Circular Head, certain rights of railway construction to Balfour. I have not yet received a satisfactory report of the progress of this latter line, but the former has, as everyone knows, been running for some years, and has, it must be fairly admitted, been of immense benefit to the mineral country lying in the vicinity of the Pieman River and on from there to Zeehan, although it has so far been very unprofitable to its owners. But valuable as this line has admittedly been, its control and management by a private company having only business interests to serve, and having no other than ordinary commercial advantages to consider, has prevented the line from doing the large amount of national good that it is capable of doing. As the Company has had difficulties in finance, it has naturally been compelled to enter upon a competition with the Government line to Strahan, which has been injurious to the latter, while certainly not being profitable to the former. Through this competition both the State and the Company are suffering, and the more unfortunate part is that the Company has to endeavour to “make good” in its freights on ore from intermediate places between Zeehan and Burnie, which have no other outlet but by this line.

It is not to be understood that I am charging the Company with any unfairness. I deem it my duty to point out that while the line is being worked by a private company such conditions must continue, and no private company can be reasonably expected to do what a Government may do in the national interest for the sake of increasing production and the development of the land, that is, to carry produce of whatever kind it may be at losing rates. Portions of the western district of Tasmania are through this, heavily handicapped, although in fairness it must be acknowledged that other portions enjoy special benefits, as the consequence of the competition referred to.

TRAMWAYS.

TRAMWAYS AS FEEDERS TO MAIN RAILWAYS.

The construction of light tramways as feeders to our railway arteries, and for the purpose of bringing our products to the rivers or ports for water carriage, is to be a leading feature of the present Government's Public Works policy. The justification and necessity for such lines is so apparent that it is hardly necessary to more

than briefly refer to it. We have yet considerable areas of unselected Crown lands, heavily timbered, but not accessible. A road to such areas would be of little use for the transport of heavy timber, although they would let the settler in to do what he has been too long doing, viz., to destroy our forest giants, every square foot of the timber of which will soon be required. No Minister need be afraid to construct a tramway 20 or 25 miles in length to where there are a few thousand acres of such land, but there is another advantage in reaching these particular areas. The lines will in nearly every case traverse already opened and cultivated land, and will be a great boon to large farming districts. A typical line of this kind will be that proposed from Ulverstone towards Nietta. When we realise as fully as we should the possibilities of such districts, we will be constructing a number of similar lines in very many districts of Tasmania. The Huon district, especially towards the Upper Huon, offers inducements for such construction to bring produce to the navigable portions of that river. The lines noted for the first investigation and earliest construction are as follow :—Ulverstone towards Nietta, Huon to Upper Huon, Flowerdale to Preolenna, and a tram to connect Zeehan or Renison Bell with the Stanley River district. The two last lines are essential to the opening up of good agricultural land and heavily timbered lands, and have the additional advantage of showing promising indications of valuable mineral propositions. It is intended also, as soon as practicable, to investigate a line from Penguin southwards, which will pass through an excellent farming district, and reach some first-class land covered with a forest of valuable timber.

A request was made at Zeehan by a prominent mine manager for the continuance of the Comstock Tram from its present terminus on through some mines capable of yielding large quantities of pyritic ore, and on in a south-westerly direction to open up some thousands of acres of heavily timbered lands on the banks of the Little Henty River. The prospects of such a line will be investigated by one of the prospecting parties referred to later in the Statement.

While dealing with the question of tramway construction, some reference may be made to the subject of local responsibility. After much consideration it appears to me better that the State should construct the lines and should work them on an agreement with the local bodies concerned, throwing certain responsibilities on the latter with regard to any heavy loss sustained. This would prevent undue service being demanded, and the best use of the lines, which would be run at a low speed, would be found in their providing cheap transport for products of large bulk or weight, but not of large value. The designs of "The Local Government Act" in inviting districts to shoulder their responsibilities with regard to tram construction is an excellent one, but difficulties will constantly be raised between sections of the people with regard to route, taxable area, &c. These urgently necessary works will consequently be delayed. I, therefore, feel justified in recommending Parliament to direct, through its own engineers, the construction of these works, and to have their control associated with the State Railway Department. This scheme cannot, however, be extended to some mining districts when the tramways may connect either with a privately-owned line or with a road. Some different arrangement may be made with local bodies in such cases.

BRANCH TRAMWAYS TO PRIVATE LINES.

Closely associated with the matter of trunk lines of railway privately owned are the requests made, and to be made in increasing numbers, for the construction of short tramways from such lines to reach mineral or timber districts. These requests are difficult to deal with under existing circumstances. The prospector makes a discovery, and it may be that a new mining district, such for instance as the Mount Farrell district, may develop as the consequence. If the Government construct a line it will be an isolated section entirely cut off from the State Railway system, and to work such tramway a special staff will have to be supplied. It can easily be understood that no railway manager or commissioner will hanker after such responsibility. If, on the other hand, the tramway connection is made by private enterprise or by the mining companies concerned, the people having no other outlet may find themselves to some extent penalised by high rates which, however justifiable to the owners of the tramway, may seriously retard progress and development. I have enlarged upon these questions for they together constitute a problem which sooner or later must be faced by the Government and Parliament of this State, and perhaps the sooner the better.

ROADS.

The road schedules for this year are at present incomplete. It has been the practice of the Department for some years past to seek the assistance of the municipal bodies in preparing the schedules of roads, bridges, and some other requirements in their districts. This has led, naturally, to demands of considerable magnitude being made by some of the local governing bodies, who have presented heavy lists, which frequently require very careful scrutiny. This in itself is bad enough, but when requests come from local bodies for £10,000, £12,000, or £14,000 worth of road expenditure, almost at the last moment, no opportunity is afforded the Government road inspectors to visit and give reports upon many of the works demanded. As a matter of fact, several items have had to be struck out of the schedule for the only reason that the inspectors, men thoroughly conversant with the districts, had no knowledge of even the whereabouts of the proposed works. If through this, certain deserving works do not appear on the first schedule, it is not the fault of the Department. Such works, after proper investigation, may be provided for in the second schedule.

A notable item in the list of roads this year is the provision made for the construction of a motor road to reach the Great Lake country from Deloraine. The amount put down, viz., £6000, will enable the road to be carried through at an early date to within a mile of the Pine Lake. Parliament, however, should be informed that this is to be the first section of the construction of a continuous road through the Lake Country to connect with the Bothwell Road coming from Hobart towards the Great Lake, and that such connection, which will provide one of the finest motor drives in Australasia right over the central plateau, will involve a total expenditure of about £24,000. As in each succeeding year a larger number of tourists are visiting Tasmania, it is considered a wise policy to specially cater for the provision of such special drives as cannot readily be obtained on the mainland. A great attraction of this particular road will be that tourists will be taken in a comfortable car over an altitude of 4000 feet, and may drive thence for many miles at but a slightly lower level through the purest and most bracing atmosphere to be found even in Tasmania.

ROADS TO WARATAH.

There are two roads from the coast line to Waratah—one, the old Burnie-Waratah road, and the other, the Wynyard-Waratah road now under construction. I have felt compelled to pause and ask time for consideration with regard to the heavy expenditure asked for by the local bodies to continue and complete the Wynyard road. The other road from Burnie to Waratah runs practically side by side with the railway for every mile of its course, and it seems as if the heavy expenditure asked for it was intended to bring the road into an impossible competition with the railway. Heavy expenditures on roads which extend far beyond economic carting distance requires serious consideration.

NECESSITY FOR A ROAD MAP.

Under existing conditions Honourable Members of this House cannot be supplied with ample information regarding the extensive schemes of road and bridge construction which are yearly put forward. A rough survey of our road system is badly needed, and large scale maps of districts, showing in varying colours the roads fully constructed, the roads partly constructed, and the lines of road reservations, should be prepared. Even to the Minister, who has the road inspectors to assist him, it is a matter of grave difficulty to prevent duplication of expenditures upon the one road or track. It will take a considerable time and cost a good deal of money to prepare such a map, but it should certainly be begun as soon as possible.

PUBLIC WORKS PARTLY WITH LOCAL RESPONSIBILITY.

The Government have been approached by several local bodies to undertake the sole responsibility for certain public works, such as the Ralph's Bay Neck Canal, the Port Cygnet Canal and Dock, and the widening of the Queenborough Road through Sandy Bay. We have also been asked to accept part responsibility for the widening of the Main Road at its entrance to Hobart, and to join with the Corporation and the

Marine Board of Hobart in a scheme for the diversion of the Hobart Rivulet. It is admitted that in the cases of the two narrow main roads a legitimate claim for some assistance could be made, inasmuch as sufficient width was not originally provided, and the Parliament may be asked later to grant assistance on fair lines. The diversion of the Hobart Rivulet will, apart from its advantages to the city, confer a benefit on the Railway Department in connection with the new station, at least equivalent in value to the proportion of the cost which the Government propose to bear. The Port Cygnet Canal and Dock is recognised as a work which that district might reasonably expect the Government to share the responsibility of, and provision is being made with a limitation of £5000, conditional on the district finding interest and sinking fund on an equal amount. The question of the Ralph's Bay Canal is under consideration, but the municipal district concerned has very large demands on its resources, and will find it hard to meet larger obligations. This work will, if executed, be a great attraction to the city of Hobart in making the beautiful Seven-Mile Beach available to tourists by a short smooth-water steamer trip, and it is suggested that the city might very well come to the aid of the local body by bearing a share in the cost of construction, the Government also finding a proportion.

DREDGING AND HARBOUR-WORK.

A series of difficulties have arisen in connection with the dredging works at the Mersey and the Leven harbours, and some little conflict has been raised between the local bodies controlling such. In compliance with an arrangement made by the previous Government, the dredges were recalled from the Leven for the purpose of continuing work at the Mersey River, and such work will be proceeded with as soon as repairs previously referred to have been completed. As these dredges will be required for a considerable time at the harbours in question, and as no other dredges of the right character appear to be available at present in Australia, the Government are in a difficulty with regard to carrying out the work of dredging the Huon River, which is so urgently necessary. A conference has been arranged, to which the master wardens and officers of Marine Boards, as well as others interested in shipping and able to advise, will be invited, when this question will be discussed and, it is hoped, some satisfactory conclusion reached. In the meantime a complete survey has been made of the Huon River by Mr. Surveyor Hutchison.

The cost of placing the dredges "Agnew" and "Davenport" in thorough working order, practically making them as good as new, will be provided by a temporary loan under a special and rapidly accumulating sinking fund, and the local bodies requiring the use of such dredges in future will be called upon to pay a rental to meet the obligations of such sinking fund.

KING ISLAND.

The desire of the people of King Island is to have their East Coast Harbour Works constructed in the vicinity of the Fraser River. The position of this site is an ideal one for the convenience of the settlers, being quite close to the large areas of the best land in the south of the island. To the eye, too, the site seems in every way suitable for shipping, but the engineers who have examined it reported adversely, the place being considered unsuitable for several reasons of a serious nature. Of course, if a sufficiently large sum is provided, it may be possible to construct a tolerably safe harbour there, but the construction of such a wharf or pier as could be accomplished for £7000 or £8000 is not recommended. Engineers have also reported that a well-braced structure of a somewhat open character, erected in the vicinity of the Sea Elephant River, under the shelter of Councillor Island, would be much more likely to stand the action of the sea, and have designed and prepared specifications for a pier of this kind. This proposition is viewed with great disfavour by the islanders, and in the circumstances, it has been decided to give further consideration to this matter before any work is undertaken. I have suggested, as an alternative, which may be worth consideration, that advice be taken as to the cost of constructing a small harbour sheltered by a breakwater similar to that constructed at Burnie. The cost of such will be very much

greater than that of the pier at Sea Elephant, which it is estimated will reach £8000. If the people of King Island are willing to accept a local responsibility for the difference between what the Government are willing to expend and the extra cost of the break-water, and if a special harbour engineer reports favourably upon such proposition, a scheme of a more durable and certain nature may be evolved. Perhaps, on the whole, such a course will be the most satisfactory.

PUBLIC BUILDINGS.

The largest item in the schedule of new public buildings is an amount of £14,000 for new schools, an item that I have no doubt will appeal to Honourable Members on every side of the House. The next item is also to provide buildings and equipment for an institution of an educational character—the Government farm. Honourable Members will see that a sum of £5000 is put down for additions and improvements to the public offices at Hobart and Launceston. Further information on this matter will be furnished later on; but it may be explained here, that the character of the public buildings has remained very much the same for many years, and that the time seems to have arrived when we should modernise our office accommodation, making better use of the space already at our disposal and facilitating a more systematic arrangement of departments and provision for better working conditions, and sanitation, and greater economy and efficiency in the working of the staff. Surveys of the buildings are being effected by architects, and suggestions and plans for improvement will be furnished in a short time. An urgent necessity is the provision of a fire-proof strong-room in the mining branch of the Survey Department for the protection and preservation of the various surveys of public and private properties in the State. An immense risk is being taken with regard to plans and particulars of original surveys, which are not only of great value, but which, in many cases, if destroyed, it would be impossible to replace. These improvements will be dealt with later during the Session.

THE WATER-POWER OF TASMANIA.

Time has not permitted any consideration being given to this important question. As we shall be requiring some engineers in connection with our Public Works policy, it may be possible to obtain one among them possessed of special knowledge of hydraulic engineering. When time permits this matter will be followed up further.

THE GOVERNMENT AND MUNICIPAL BODIES.

A better definition of the relationship between the Government and the municipal bodies and a far better understanding of the separate responsibilities should be brought about as early as possible. There is at present no procedure regarding the handing over of public works completed by the Government to the local bodies, or regarding the acceptance of the responsibility of maintenance by the latter. Requests are frequently being made, under the guise of new works, for sums of money to be spent on reconstruction. Many items in the schedules recently sent in are of this nature, and it would appear that the municipal bodies are often either unwilling or unable to maintain in good order the roads in their districts. It must be admitted that some of the districts are doing splendid work, and show their willingness to help themselves by striking a higher rate than their neighbours. It is also a fact that several districts have greater difficulties to face than others. It appears desirable that a scheme should be prepared under which a more equitable distribution of the moneys granted by Parliament in subsidies should be made, the object being to give larger assistance to those most needing it.

REORGANIZATION OF PUBLIC WORKS DEPARTMENT.

To carry out the scheme of works outlined, and to give effect to the general Public Works policy of this Ministry, which must be adopted by any succeeding Government if it is progressive, a larger and better equipped staff must be provided. An increased number of inspectors and overseers for outside work is at present urgently necessary, owing to the fact that so many works have to be undertaken by day labour. The increased work of the Department, which now undertakes construction as well as supervision, must be recognised. An annual expenditure of about a quarter of a million

requires the supervision of men of ability and experience. There is a great demand for such men throughout Australia at the present time, and they cannot be secured unless adequately paid. Whether the work is more economically carried out by day labour than by contract is somewhat doubtful; but, through the scarcity of contractors, the department is compelled to carry out many works by the former method. There is, undoubtedly, a scarcity of good labour in some districts, unless men are attracted from their farms, which is most undesirable. This matter is referred to elsewhere as a problem to be faced.

The engineering staff, a short time since, suffered the loss of Mr. G. C. Bernard, who found more profitable employment in construction works in New South Wales, and a most serious difficulty confronted the Public Works Department in the scarcity of engineers having a knowledge of Tasmanian country and conditions. One or two such men are necessary to prepare the plans, &c., for the various tramways, and it is not easy to find them. With such large schemes of road construction there should be a competent Road Engineer, who should be provided with facilities to travel rapidly about the country and give better personal attention to matters of construction, route, &c. The Engineer-in-Chief has been called upon to furnish a report on this matter, which will be dealt with later on in the Session.

LABOUR

Reference has been made already to the necessity of an increased staff of supervising officers, &c., but it is found in practice that there is also a scarcity of good labour to carry out the work. It frequently happens that important contracts, advertised at considerable expense, do not bring a tender of any kind. A rough examination shows that during a short time 59 contracts for work, aggregating between £6000 and £7000, were untendered for. I am given to understand that the reason is that contractors cannot obtain the men, although the rates of wages offered are very fair. As already stated, the outlook is one for an active public works policy, and there is plenty of work to be done, but not enough people to do it.

It seems desirable that we should associate with this developmental policy any scheme of immigration we may attempt. There are thousands of suitable people in the old countries whose lot would be greatly improved by coming to Tasmania, and who would come here in large numbers were it only known that 7s., 8s., and even 9s. per day is being paid for ordinary labouring work. We should do all we can to attract vigorous young men of this class, who would be suitable to become settlers on our Crown lands, and who, while working at the construction of roads and tramways, would be colonising themselves and becoming adapted to our conditions. It is idle to say that there is not room for thousands of such men, and Tasmania's aim should be to legitimately secure as many such as possible. We can give them employment in making tramways to new districts, and settle them in the same districts on their own farms afterwards.

PRIVATE ACTS.

COMPLEX ORES ACT.

The following report has been received from the Engineer-in-Chief of the Hydro-Electric Power and Metallurgical Company, showing progress of the company's operations:—

Great Lake.—The dam has been constructed a sufficient height to store 40,000 horsepower, even allowing for a five-months' drought; all that remains to be done to complete the dam to its present proposed height is to insert permanent sluiceways in place of the temporary ones, and a certain amount of cement facing.

In accordance with the desire of the Fisheries Commissioners, a fish-pass, as originally proposed by us, has been withdrawn, and gratings have been constructed over all sluiceways to prevent fish flowing down stream.

Intake.—A weir across the Shannon at the point of intake to the canal has been constructed, as also the retaining wall leading into the canal; 80 per cent. of the canal excavations has been taken out. Work, however, has been suspended on this portion until better weather sets in.

Penstock Chamber.—The lagoon leading to the Penstock chamber is in progress of clearing, whilst the Penstock chamber excavations are being taken out, preparatory to the construction work which will commence in the spring.

Pipeline.—Contracts have been placed, one for nearly £18,000, for a double-steel pipeline which is now being erected, and another of over £8000 for a wood-stave pipeline, also in course of erection. The excavations and clearing work necessary to enable the pipeline to be laid are now completed, and the engineering work in connection with this has been very difficult, owing to the nature of the country. To facilitate erection, a tramline has been erected for the whole length of the pipeline, viz., $1\frac{3}{4}$ miles.

Power-Station.—The tail race and foundations of the power-house are well under way, and will be ready for the machinery when it arrives from England. The material for the buildings is due in a month, and will at once be erected. A contract of nearly £40,000 has been let in England for the power-station material, and the contract provides for completion of the work by the end of the year under heavy penalty.

Transmission Line.—A contract has been let in England for the transmission line, and a commencement has been made in carrying out this work; as in the other contracts, provision is made for completion of the work under heavy penalty by the end of the year.

Transport.—Owing to the extremely bad conditions of the roads it was found necessary to construct 16 miles of wooden tramline from a point 11 miles north of Bothwell on the main-road right on to the power-station. Even with this small portion of the Great Lake road, so little has been formed of it that my company has had to advance money to the Bothwell Council to form a considerable length of this road, and to enable anything at all to be carried over it; and if they cannot obtain a refund from the Government for the money expended they confidently expect that as is usual under similar circumstances the Government will make a pound for pound vote to carry on this very necessary work.

Hobart.—Sites have been secured for sub-stations, and a contract has been let to the value of nearly £20,000 for poles and mains and street lighting fittings, and this contract is now well under way. The contract provides for the completion of the work, as far as street lighting is concerned, by the 1st December, and this will enable my company to carry out its contracts with the City Council and the Suburban Councils for street lighting.

General.—Considerable difficulty has been experienced in obtaining adequate supplies of efficient labour. Advertisements have been put in all local and several mainland papers, and assistance requested from numerous agencies for about 50 hammer and drill men and pick and shovel men, but the number of applicants for employment is negligible, and this has made things more difficult for the company than should be the case under normal circumstances.

THE FORESTER TIMBER AND TRAMWAY COMPANY'S ACT.

A report as to the progress this Company is making has not been received, but one is being prepared and will be available later. It is stated generally that the tramway is formed for nearly the whole distance, and that rails, trucks, and locomotives are at present being landed at Bridport, and that the bridge over Tucker's Creek is in course of erection.

STANLEY-BALFOUR RAILWAY.

The following is a summary of construction work compiled from returns furnished by the legal manager of the Balfour Copper Mines Co.:—

Summary of Construction Work to 30th June, 1912.

	£	s.	d.
Grubbing and clearing, completed work	1921	0	0
Grubbing and clearing in hand	824	0	0
Grubbing and clearing deferred till land purchase is complete	162	0	0
Earthwork—work completed	2163	0	0
Earthwork—work in hand	547	0	0
Stone wall for sea protection—work in hand	17	12	0
Road diversion	40	0	0
Culverts—work completed	252	0	0
Culverts—work in hand	101	0	0
Fencing, 11½ miles, including gates and re-erection old fencing	337	0	0
Sleepers—contracts let for 15,000 sleepers, cost of sleepers delivered (12,200)	772	0	0
Expenditure under all headings for contract and day-labour work, supervision, survey preliminary expenses, contribution to sinking fund, and survey of dam site at Arthur River (part cost against Government loan £10,000) ...	14,058	0	0
Expenditure for July	958	0	0
Total up to date	£15,016	0	0

LANDS DEPARTMENT.

The total revenue of the Lands Department for the year ended 30th June, 1912, amounted to £80,596, as against £88,291 collected from the same sources during the preceding twelve months, being a decrease of £7595. The decrease has accrued from the amount collected for survey fees. In other respects the results are satisfactory, and are equal to last year.

The total area of first-class land sold during the year was 13,339 acres, in 199 farming areas, being an average of about 70 acres to each; six homestead areas of 50 acres and under were also disposed of during the same period, mostly for working men desirous of making a home on the land. In second-class land the area sold was 43,694, divided into 233 lots, or an average of slightly over 187 acres in each. This average is not unreasonable seeing that the maximum area of second-class land for one selector is now 300 acres. The area taken up during the previous year was 61,069 acres in 361 lots. In addition to the above 83,550 acres of third-class land were sold in 187 lots, and for the previous year 371 lots comprising 127,510 acres. The reason for the apparent falling off in selection, particularly in the second and third class lands is due to the great demand that existed during the preceding two years for land on Flinders Island, mainly by persons from Victoria. Enquiry is now being made by the local Bailiff of Crown Lands to ascertain from actual inspection how far these lands are being improved in accordance with the provisions of "The Crown Lands Act."

In regard to forfeitures, there were 184 selections reverted to the Crown, comprising a total area of 23,174 acres, and 40 town allotments for nonpayment of instalments. Fifteen selections were also forfeited for failure to comply with the improvement clauses of the Act.

It is important to note that the number of farm allotments forfeited for non-compliance with the improvements conditions under which a purchaser signs his contract is small. It is known that the law in this respect is being evaded in many cases, and as it is recognised that the holding of good agricultural land for years in a state of nature is a serious bar to the progress of a district, and tends to retard the advancement of the State, particular attention is being directed to the necessity for enforcing a more practical compliance with the law in this respect in future.

The areas of unselected first class Crown lands throughout the Island are now somewhat remote from a market, and are gradually being lessened without a corresponding proportion of new settlement being obtained. Under the authority given to the Minister by the law, it is intended to conserve these areas until means of access are provided. As the country is in some places not adapted for road making, the Government policy of advancing the systematic construction of light cheap tramways will be pushed onward vigorously, the areas being in the meantime reserved, so that later on *bona fide* settlement may be encouraged without permitting indiscriminate selection.

The revenue collected from pastoral leases during the year was £7723, being about the same as that for the previous year. As pastoral areas are being gradually invaded year by year by the selector who picks the eyes out of the runs and leaves the poorest parts behind, it must be expected that there will be a corresponding decline in the revenue derived from that source, and it is only due to the very high price in wool that the average is being maintained. In this connection it is anticipated that the loss will be to some extent reduced by the leasing of the burnt lands in the West and East Coast mining districts, where artificial grasses have been sown. As provision is made in "The Crown Lands Act" for leasing these lands for a term of years for pastoral purposes, giving the lessee the right to claim compensation for actual improvements made on the land in case it should be resumed for mining or other purposes, there will be no difficulty in disposing of these lands at a fair rental. They are now being run over by dairymen and others, for which the Crown receives a merely nominal rental. Under the temporary right which an occupation licence grants to the licensee some of these lands are equal to any in the State as a run for cattle.

CLOSER SETTLEMENT.

The important subject of closer settlement is receiving the best consideration of the Cabinet, and the present Government is disposed to favour the policy of putting people on our own land under the closer settlement system in conjunction with the Crown lands development scheme referred to in the preceding paragraph. In referring to this matter it is probable that some changes may be found desirable in the *regime* under which the administration is carried out. It is felt that the direct advice of the Surveyor-General, on all matters connected with closer settlement, should be more immediately and unreservedly available to the Government than the present Act seemed to contemplate, and it is known that the Surveyor-General would like to be relieved of the chairmanship of the Closer Settlements Board, but there has not been time so far to go fully into the matter, and the subject must therefore be deferred for consideration later on.

The passing of the Closer Settlement Amendment Bill towards the end of the year 1911, which gave the Government power to compulsorily acquire land for the purposes of closer settlement, effected the rescission of the resolution of the House of Assembly, passed in 1909, prohibiting the acquisition of further properties for closer settlement until compulsorily purchase powers were obtained.

The only land acquired during the year was a portion of the Woolmers estate, Longford, the property of Mr. T. C. Archer, and comprising an area of 6147 acres, for the sum of £18,000. The property was subdivided into 11 lots, and of these only seven were disposed of at the end of the year under review. It is satisfactory to be in a position to report that the remaining blocks have subsequently been applied for, and that the whole of the property is, therefore, leased under the provisions of "The Closer Settlement Act" and amendments. Fencing wire is being supplied by the Board for boundary fences, and the settlers are actively engaged in erecting the posts for the wire, and in otherwise turning their holdings into a productive condition.

Cheshunt Estate.—A good deal of adverse criticism has been levelled at this estate, but the settlement is undoubtedly in a better position to-day than at any previous period, and less complaints are heard from the settlers of the land. The improvements effected during the year comprise draining, clearing, fencing, and the erection of several substantial buildings, at an estimated cost of some £900. More attention has been

given to dairying, and 329 cows were milked on the settlements last year, whilst 1688 acres were under crop. The population shows a slight increase, the number for last year being 261 as against 254 for the preceding 12 months.

Mt. Pleasant Estate.—This settlement now supports an estimated population of 131 persons, as compared with 117 during the year 1910-11. The majority of the farms have been steadily and effectively improved, and the year's work includes clearing and preparing for cultivation, erection of sub-division fencing, two dwellings, and numerous minor improvements. One lot only (Lot 25) remained unleased on the 30th June, 1912, but this has subsequently been let on a five years' lease to one of the present settlers at a reduced rental. A road has been made to the new railway siding put in towards the southern end of the Hill House Estate, and the settlement roads generally have been improved.

Forester Settlement.—A gratifying feature of the year's business was the demand for lots at the Forester Settlement, with the result that only two lots of the total number of 65 lots surveyed remain unoccupied. The low rentals of £2 per centum per annum charged for the first three years, and the projected establishment of timber mills on the settlement, are no doubt responsible for the rush of applications for blocks. It is understood that the mills will keep some 80 to 100 men in constant employment, and the settlers are hopeful of benefiting from the sale of timber for milling purposes that would otherwise be destroyed. Dairying was the most prominent feature of farm work carried on during the year, and it is anticipated that 400 to 500 cows will be milked on the settlement during the current year. Very few complaints have been received from the settlers, who have been exceptionally well catered for in the matter of roads, as will be shown from the Closer Settlements Board's Report for the year 1911-12.

Isandula Estate.—This settlement cannot show the same amount of progress as is to be seen on the other estates purchased by the Government. Like much of the North Coast land, it is suitable for potato-growing, dairying, or fattening stock, but notwithstanding, it has really proved the most unsatisfactory settlement in the closer settlement system. A small quantity of scrubbing, grassing, and cultivation has been effected, as well as the erection of two small dwellings and several outbuildings. The population on the settlement is 41, being an increase of 17 for the year. Three allotments are still available for rental under the Act.

Frogmore Estate.—The improvements effected on this settlement during the year are of a substantial character, and include five dwellings, a fair area cleared or being prepared for the plough, some fencing, and a short length of draining. The population now numbers 20.

Brinktop Estate.—On several of the blocks good progress was made, but in some cases little new work was carried out. A road has been acquired from Lot 6, after considerable delay, and the lessee of that lot will now be required to reside upon and improve his holding. A fair area was cleared or being cleared for ploughing throughout the property, while a good quantity of fencing was erected, and a small area planted with fruit trees. Twenty-three persons are residing on the settlement.

On 30th June, 1912, the lots leased under "The Closer Settlement Act" and amendments numbered 180, containing an area of 38,972 acres, the annual rentals amounting to £5009 18s. 11d. Two lots on Cheshunt Estate, comprising 571 acres, were held under occupation licences, and reserves at Mt. Pleasant and Frogmore settlements at a total annual rental of £63 3s. 4d.

TIMBER.

This important industry is active and buoyant. There is a good demand for our timbers, a steady yearly increase in the output, and an all-round improvement in the market prices of timber of all kinds. During the year some labour troubles arose at some of the larger sawmills in the southern part of the island, and it seemed probable that the industry would be likely to suffer in consequence, but fortunately the threatened difficulties were overcome, and work proceeded without stoppage or interruption.

The improvement in the development is exemplified in the quantities and values of the foreign export timber trade for the past two years, which are as follows :—

	Superficial feet.		Values.
1911.....	12,165,909	..	£58,593
1910.....	9,547,976	..	47,136

The interchange between Tasmania and the other States of the Commonwealth is of an equally satisfactory nature, but there are no definite figures available on the subject.

The total quantity of timber produced for the year is given by the Statistician as 66,060,957 superficial feet, valued at £307,096, as against 54,483,198 superficial feet, valued at £198,081 for the preceding year.

The number of timber leases held from the Crown for obtaining timber of various descriptions is 166, and these comprise an area of 127,608 acres. The increased activity in the timber industry is shown by the fact that 52 new leases have been issued during the year, and 173 applications for timber leases have been registered, embracing an area of 131,674 acres.

The inspection of timber for export has been satisfactorily carried out by the staff of inspectors employed for that purpose. Evidence of the appreciation of the work done by them is received from time to time from consignees, and paragraphs have appeared in the press, in places outside the Commonwealth, eulogising the condition of cargoes of timber received from here, as such had undergone examination at the hands of the inspecting staff prior to shipment.

Fully realising the importance of reserving from selection areas of land where timbers of commercial value are found to exist, instructions have been given to the Surveyor-General to have such areas located and their boundaries defined, so that they may be proclaimed timber reserves. The outlook in Australia indicates an enormously increased demand for our hardwood timbers for railway construction and other purposes, and the policy of anticipating selection and preserving our valuable timbers from the destruction inevitable in former years will be made practicable by the light tramway schemes previously referred to.

Officers of the Lands and Survey Department are now engaged in the work of investigating the timber resources of some of the localities where it has been reported good timber beds are to be found.

A deputation brought before the Government a suggestion for enquiry as to the suitability of Tasmanian timbers for manufacturing pulp for making paper. Time has not permitted proper inquiry to be made into this matter, but the coming visit of the Agent-General to Tasmania will enable Ministers to confer with him, and, if advisable, arrange for a trial of different varieties of timber on a scale large enough to practically prove its fitness or otherwise.

RESUMPTION OF AGRICULTURAL AREAS HELD UNDER LEASE FOR TIMBER.

The operation of the sawmillers on lands leased to them under private Acts has cleared a considerable amount of land suitable for agriculture. The Department has been advised that it may, in accordance with the provisions of the leases granted under the conferring Acts, resume any portions of the land leased for sawmilling purposes from which the marketable timber has been entirely removed. In doing this, however, we must not derogate from the rights conferred on the lessees, and as it is desirable that the resumption should not interfere in any way with the sawmilling industry, consideration is being given, before action is taken, to making such necessary reservation as will protect the forests and the tramways, and other necessary conveniences for procuring the timber.

MINES DEPARTMENT.

The figures of production from the mines of Tasmania, unfortunately show a decrease since the year 1907, when they reached £2,000,000. Nevertheless, although the output for the last year, nearly £1,400,000, shows a large falling off, such large figures from a small community show the relative importance of this great industry as a factor in production and prosperity.

Before dealing with the new proposals for the improvement of the mining industry, I may read to the House the following *resumé* of the works for the year ending 30th June last, together with some notes giving the history of mining development during that year.

The value of the minerals raised in each quarter of the past financial year has been as follows :—

	£
Quarter ending 30th September, 1911	378,228
Quarter ending 31st December, 1911	260,168
Quarter ending 31st March, 1912	323,403
Quarter ending 30th June, 1912	399,745

On analysing these figures and allocating them to each mineral or metal, the following results are obtained :—

Quantity.	Value. £
Gold—34,483·151 ozs.	146,475
Silver Lead—87,066·295 tons.	326,233
Tin ore—3685·135 tons.....	499,691
Blister Copper—4536 tons	334,836
Copper and Copper Ore—1652 tons.....	11,515
Coal—55,578 tons.....	25,530
Wolfram—62·84 tons.....	6985
Bismuth—10·84 tons	4316
Osmiridium—821·41 ozs.	5963
	£1,361,544

as compared with £1,488,740 for last year.

In consequence of a strike at the Mount Lyell M. & R. Co's Mines no blister copper was produced in the December quarter, and this caused a drop of £110,000 in the value of the output for that quarter. The dry season experienced this year has been responsible for some decrease in the summer output of tin ore. Apart, however, from seasonal changes a distinct cause of diminished production generally has been a remarkable shortage of labour. This condition prevailed both on the East and West coasts, and has caused mine-owners generally considerable anxiety. Whatever its cause may be, it does not appear to be due to any special or intrinsic defects in the working conditions of this industry in particular, as similar complaints are rife in almost every other occupation.

It is unfortunate that this state of things should coincide with a period of satisfactory market prices for metals. These prices compare with the rates ruling at the beginning of the twelve months as follows :—

	June 30, 1912.	June 30, 1911.
Copper	£80 per ton	£58 per ton
Tin	£197 per ton ..	£194 per ton
Lead	£18 per ton ..	£13 per ton
Silver	2s. 4½d. per oz. ..	2s. 0¾d. per oz.
Wolfram (70 per cent.)	£101 per ton ..	£108 per ton

The prices must be described as being calculated to encourage both prospecting and mining.

GOLD.

Gold-mining has been on a limited scale. The Tasmania Gold Mine Limited has carried its workings down to the 1500-foot level, and the extension of the permanent pumping plant to that depth is nearly completed. The deeper levels in this mine have shown that in descending, the gold values are somewhat irregular, and the lode tends to divide into branches; this splitting up of the lode occurred in the past in the 500-foot level. The Superintendent in his annual report records that while there has been no improvement in the prospects of the mine, there has been nothing to point to a permanent decrease in values with depth. Where cut at the 1500-foot level the lode was equally as good as at the 1370-foot level, but as that level was disappointing, further work is required at the 1500-foot level before any forecast can be made as to the future.

The New Golden Gate Mine at Mathinna has closed down, as additional capital to sink the main shaft further has not been forthcoming. The total quantity of quartz raised from the mine has been 279,599 tons, yielding 234,103 ozs., gold, equivalent to 16 dwts. 17 grs. per ton, and realising £889,000. The main shaft is down to the 1800-foot level, and from the bottom level a winze has been sunk 130 feet, making a total depth from surface of 1903 feet.

The Company's other leases at South Mt. Victoria have been prospected without success.

Some gold prospecting has been carried on on the West Coast at Linda Valley, Lynchford, Queen River, &c. Some work was also done at the Stormont Mine, near Moina; and at the Lea River and Black Bluff mines.

In the North the work on the Lefroy field has been entirely of a prospecting nature; and in the North-east work has been started at Lebrina and Gladstone. A little gold still continues to be won on the Lisle and Mt. Victoria fields.

Gold prospecting is not receiving the support which it formerly commanded, but a good deal of this is due to the temporary absorption of capital by the prosperous agriculture and manufacturing industries.

SILVER-LEAD.

The mining of silver and lead ores has proceeded in the districts of Zeehan, Mt. Read, Rosebery, Farrell, Magnet, and Mt. Claude.

The Zeehan-Montana Company, distrusting the existence of payable ore below the 500-ft. horizon, has continued to restrict its exploration to ground above that. Its exploratory work during the past year has not been altogether satisfactory, but the manager states that the mine has experienced worse times than the present, and latterly the output has improved. The workings have lately been connected with those of the old Crown Mine. The output at the Zeehan-Western is also improving somewhat, but the prospects of shallow work there are not bright. The Zeehan-Dundas Mines Limited is developing its property at Dundas.

From the Hercules Mine regular deliveries of argentiferous zinc-lead sulphide ore of average value have been made to the Tasmanian Smelting Company, Zeehan. The Government has co-operated by reducing the railway freights of these ores to the Smelters.

The Tasmanian Metals Extraction Company has not yet quite completed the erection of its zinc recovery plant at the Tasmanian Copper Company's mine at Rosebery. Pending this, operations at the mine have been confined to a limited amount of developmental and prospecting work.

The North Mt. Farrell Mine has been steadily developed under difficulties arising from shortage of miners, and fair progress has recently been made in shaft-sinking.

This mine has produced nearly a million and a half ounces of silver and 15,000 tons of lead. The adjoining Mackintosh Sections have been added to the property, and this will increase the company's ground on the line of lode.

At the Magnet Mine the main shaft has been deepened to No. 11, and a crosscut to the lode is now in progress. Owing to the dry weather during the past season the whole of the machinery had to be driven by steam power.

The Round Hill Mine at Mt. Claude, under tribute, has continued to open up fairly well, and is maintaining a regular moderate output.

TIN.

At the Mount Bischoff Mine various important improvements of and additions to plant have been carried out, the output of ore has been satisfactory, and systematic developmental and prospecting work has proceeded.

The Mount Bischoff Extended Co. has had a fairly satisfactory year. The Mount Cleveland Mine has suffered from the dry weather. A main low tunnel has been put in to prove the lode at a lower level.

Tin-mining in the Dundas district has proceeded satisfactorily at the Renison Bell, Montana, Boulder, Penzance, Duncombe and Maddox, and other mines.

The Geological Survey has indicated suitable sites for boring in this field, and the Renison Bell Tin Mining Co. is now boring its ground with Government assistance.

The new parallel belt of tin-bearing country at the X River is opening up very well, and promises to be an important tin producing area. A Geological Survey bulletin dealing with the field has been issued.

Mining at Heemskirk has been more active during the high-market prices. Developments at the Federation Mine have been steadily worked. At Mount Agnew the Kelvin, Pyke's Creek, Prince George, and other sections on Mount Heemskirk, tin-sluicing and prospecting are proceeding. At North Heemskirk preliminary work is being carried out by the Heemskirk Tin Syndicate. At Stanley River sluicing operations are in progress, and at Mount Lindsay Mine active exploration underground has proceeded.

The writer of the Geological Survey bulletin on the Mount Balfour Mining Field (Mr. L. Keith Ward, late Assistant Government Geologist), speaks hopefully of the possibility of maintaining a regular output of tin from the sluicing of the easily disintegrated capping of the stockwork veins there, and suggests that this work may reveal ore bodies which can be profitably worked on a larger scale. He reports with respect to the past output of tin ore from the fields that small parcels have been filtering away for the past twenty years, and that it is estimated that thus some 300 tons have been sent to the smelters.

In the Moina district the Shepherd and Murphy mine maintains a steady output of tin-wolfram-bismuth ore, and work is also proceeding on other claims in the same neighbourhood.

The East and North-Eastern tinfields have contributed their usual quota of this metal.

Signs of some activity have been apparent in the Straits Islands, where more prospecting is proceeding than for some time past.

COPPER.

At the Mt. Lyell mines insufficiency of labour affected exploratory work, prevented additions being made to the ore reserves, and limited the actual output.

The deep levels of the North Lyell mine, however, continue to open up in a very satisfactory manner. A great hydro-electric scheme for generating electricity by water power from Lake Margaret in order to electrify the plant at the mines and works has been put in hand, and when in operation, will effect an enormous saving in cost over steam power.

The Lyell Company has purchased the adjacent Comstock property, towards which, judging from underground bores, ore bodies in the deeper levels of the North Lyell Mine are heading.

The lowest level in the latter mine is in copper ore of undiminished quality.

At Balfour the Murray's Reward and Central Balfour mines have maintained a moderate output.

PYRITES.

This mineral is still being mined for the manufacture of sulphuric acid in connection with the preparation of artificial manures. It is being exported from the Mt. Lyell Company's Chester Mine and Bruce's Tribute at Zeehan.

OSMIRIDIUM.

Considerable activity has prevailed in winning this mineral from the Savage River and other streams heading from ranges of serpentine rock. Its value is nearly twice that of gold, and quite a number of men have devoted their attention to this branch of mining.

COAL AND SHALE.

The principal output of coal has, as usual, been from the Collieries of the Mt. Nicholas range. The Mersey, York Plains, and southern coal mines have produced only moderate quantities.

The attempt by the Tasmanian Shale and Oil Co. to initiate a shale-oil industry at Latrobe proved abortive, owing to financial and technical difficulties, but another attempt, on somewhat different lines is being made near Railton by the Railton-Latrobe Shale-Oil Co., and the owners are confident of success.

IRON.

Matters with respect to mining the ores of this metal still remain quiescent, though the time is approaching when it will be imperative to do something in the way of exploiting the Tasmanian deposits. The recent Geological Survey examination of the Balfour field has shown that there is at least one deposit (on the Nelson River) which merits prospecting as a source of iron ore.

ZEEHAN SMELTERS.

The following information relating to the operations of the Tasmanian Smelting Company during the year from July 3, 1911, to the 30th June, 1912, has been received from the General Manager :—

“ Disbursed in wages	£45,000
Freight paid to the Government Railway Department, exclusive of payments made by mining companies . . .	8111
Freight paid Emu Bay Railway Co.	3116
(Of this sum £2837 was for the carriage of metal-bearing gossan flux from Dundas to Zeehan Station)	
Paid to Zeehan Tramway Co.	645
Paid to the Union Steamship Co., Limited	12,357

“ Briefly summarised, our actual cash expenditure in Tasmania, exclusive of freights paid to the Union Steamship Co., amounted to £170,000.

“ During the period mentioned 57,600 tons of ore and metal-bearing gossan were treated with the formation of 5690 tons of bullion, containing :—

5490 tons lead
641,000 ozs. silver
5714 ozs. gold.

“ It will thus be seen that the ores treated averaged exceedingly low in grade. Deliveries were not well maintained, due it is said largely to an insufficiency of satisfactory mining labour.”

The manager also refers to the difficulties associated with customs smelting in Australia, and adds—“ Since recommencing operations, costs in every direction have increased, and insufficiency of transport has even retarded operations.”

TASMANIAN METALS EXTRACTION COMPANY.

This company holds a contract from the Tasmanian Copper Company to treat with the bi-sulphite process at Rosebery the whole of the output of that mine. I am informed by the company that “ the extraction works, which have been in course of erection for some time past, are now nearing completion, and probably would have been in operation ere this but for the delays occasioned by the coal and other industrial strikes in England, which delayed the delivery of certain portions of the plant, but the management can now confidently look forward to a beginning of operations before the end of the year.” “ The works,” it is further stated, “ are very extensive, costing about £80,000, and have afforded work for a large number of men ; and should prove of great benefit to the further development and progress of the West Coast. A plant erected at Swansea, Wales, on the same lines as that at Rosebery has been in operation for some little time, and advices have been received in Tasmania that extremely satisfactory results have been obtained.”

GEOLOGICAL SURVEY.

Considering the limited staff, excellent work has been done in this branch. Bulletins and reports on the Mt. Balfour mining field, the X River tinfield, the silver-lead lodes of the Waratah district and a bulletin on the Tasmanian shalefields of the Mersey district have appeared during the year. These publications, besides describing and illustrating the general geology of the respective districts, aim at elucidating the nature and extent of the economic deposits and the general features of the various mining properties, as far as is possible in their actual state of development,

Other reports of a more or less departmental nature (on Government control of limestone caves, on Mining Museums, on Tasmanian coal resources for the International Geological Congress at Ottawa, &c.), have been furnished by the Survey during the year.

An examination of the extensive mineral field, including Round Hill, Lorinna, Moina, Stormont, and Black Bluff, has been completed this year, and a bulletin dealing therewith will be prepared during the current half-year.

A long-promised survey of King Island is to be made later in the year.

The original survey programme has been to a certain extent deflected by the pressing requirements of new mining districts which possessed imperative claims for immediate attention. The present plan of the survey is to chart the mineral districts round Zeehan, North Dundas, Stanley River, Heazlewood, Mt. Ramsay, &c., and afterwards by filling in the gaps of intervening country to issue a general geological map covering the ground between Zeehan on the south, the Arthur River on the north, and the Dundas and Colebrook belt on the east.

In pursuance of this plan the Stanley River district is to be examined immediately by Mr. L. L. Waterhouse, B.E., our new Assistant Government Geologist.

To our great regret we have lost the services of Mr. L. Keith Ward, who did so much for Tasmanian Geology, but confidence is felt that his successor will worthily fill the position to which he has been appointed.

The further part of the survey programme is the examination of the West Coast range from Farrell to Macquarie Harbour along the line of Mts. Murchison, Tyndal, Sedgwick, Lyell, Owen, Jukes and Darwin. The first instalment of this work to be carried out (immediately on the appointment of a second assistant) is the survey of the Jukes and Darwin country, which from various causes has been postponed for several years.

Several tests of minerals and rocks for prospectors have been carried out during the year, and valuable assistance to mining would undoubtedly be rendered by the establishment of a laboratory for ore assays and rock analyses in connection with the geological survey.

The officers have devoted some attention during the year to the maintenance of a permanent arrangement and display of the survey collections of Tasmanian ores and economic minerals in the Victoria Museum, a gallery which has been generously placed at the disposal of the Government by the Launceston Municipal Council, and which is assuming the character of an educational and advertising centre of great value to the mining community in general.

GENERAL REMARKS

The tonnage increase this year has been in silver-lead, and osmiridium figures as a new item.

Otherwise the statistics of output show decreases in varying degrees. This state of things has been caused by the operation of several factors. As regards copper, the principal causes were the strike at the Mt. Lyell Mines, and shortage of labour there. For the falling off in the output of other metals the causes may be sought in the dry season, the general deficiency of labour, a tendency to abandon prospecting, and a disinclination to invest capital in mining enterprises.

The necessity now appears to have arisen for combating as many of these adverse factors as possible by measures of encouragement and aid.

The hope may be entertained that after time has been allowed for the natural adjustment of the present new conditions and distribution of labour, and for the results of a progressive policy to emerge, we shall witness the industry moved by a fresh and general impetus.

MINERS' PHTHISIS.

This disease which is commonly known as "Miners' Disease" is caused by the dust arising from the use of rock drills in mines, and is giving mine owners as well as employees a great deal of anxiety in different parts of the world, and in many places where the disease is increasing it has been found necessary to legislate, to compel mine owners to provide the necessary appliances for laying the dust, and to compel the miners for their own protection to make use of such appliances.

I recently received a copy of a Bill, which has been introduced in the South African Parliament by the Minister for Mines to make weekly provision for persons who have contracted miners' phthisis, and for other purposes incidental to that disease, and I forwarded copies of the same to the Chief Health Officer and the Chief Inspector of Mines for their reports as to whether they considered such provision necessary or desirable in this State.

I found that these officers had already gone fully into the matter and had published the result of their investigations in their annual reports, and they do not consider any such provision necessary at present.

The present Mining Act imposes on mine owners the duty of providing, and on men the duty of using, necessary appliances for keeping the air free from dust.

SCHEME OF AID TO MINING.

As Honourable Members are aware, I met a number of gentlemen associated with mining, in two conferences, one in Launceston, and one at Zeehan. The object of these conferences was to obtain practical suggestions from both mine investors and mine managers as to the best method of giving encouragement to mining generally, and of assisting particular districts. The history of some of these districts, such as Zeehan for instance, gives reason, judging by the prolific character of the country, for believing that further mineral discoveries might be made by systematic prospecting. Other very promising districts are in an incipient stage, and need encouragement in the way of provision for crushing and saving appliances, the means of many of the holders of the sections being too limited to make such provision for themselves. Other districts, such as the Mathinna field, although highly prosperous in the past, seem to have gone under altogether. The opinions expressed at the conference were at times rather conflicting, as to both the extent and the mode of Government assistance, and it became evident that it was not an easy matter to devise a scheme of any kind free from grave objections. The granting of aid to private persons or companies may easily lead to abuses and waste of public money, and help given to one mining proprietary, and refused to another through legitimate reasons, would certainly cause discontent. However, these difficulties have been recognised. The various suggestions put forward were discussed with the Secretary for Mines, the Government Geologist, and the mining inspectors after the conferences had been held, and Cabinet has, as a result, decided to submit, for the approval of the House, a scheme providing for the expenditure of a substantial sum of money for the purposes of aiding prospecting, opening up new districts, and assisting mining generally during the next two years.

The scheme may be outlined as follows :—

REORGANISATION OF STAFF.

Assistant Geologists.

If we are to proceed with the valuable work of geological survey, and to secure the general information only obtainable from such a systematic examination within any reasonable limit of time, it is primarily necessary to have more geologists in the field. Accordingly, a second Assistant-Geologist has been provided for in the Estimates, and when an appointment is made, it is hoped that the two junior officers will be kept as continuously in the field as possible, getting the co-operation and advice of the Chief Geologist where necessary, and leaving the more important special reports to be undertaken by him. The Chief Geologist will thus be able to revise the work and reports of his assistants, and devote much more attention to the office duties than is possible at present.

Assayer and Clerk, Accommodation, &c.

The next appointment to the staff will be that of an assayer, who will be provided with a properly equipped laboratory for the purpose of making assays and analyses. It is intended that a scheme of very low charges shall be adopted for this work, and provision will be made for free assays on a larger scale than now obtains.

Some extra clerical assistance may also be needed, such appointments with those previously referred to being permanent.

In addition, it is proposed to obtain the temporary services of a competent mining engineer, who will carry out work to be referred to later. If an opportunity occurs to obtain further help from a qualified geologist for a time, it may be availed of.

Improvements and rearrangements of the present offices in Launceston are also intended, so that the presentation of this Department in that city will be much more attractive than it has been in the past.

EXPLORATION AND PROSPECTING PARTIES.

It has been decided to appoint and equip several exploration parties who will be accompanied by mineral prospectors and who will open up new districts by tracks and furnish information to the Departments of Lands, Mines, and Agriculture. The number of each party will probably be four men, and four such parties will be engaged and equipped it is hoped in time to take advantage of the coming summer weather. The districts to be explored and reported upon are:—

- (a) The country to the north of the Pieman in the vicinity of Mount Lindsay and Parson's Hood.
- (b) The country lying to the south and west of Zeehan in the vicinity of the Little Henty River, the district recommended by the Government Geologist for prospecting.
- (c) The country between the King River and Mount Darwin.
- (d) The country in the vicinity of Waratah and the Heazlewood district.

It is intended to provide, if possible, for an exploration of the country between Macquarie Harbour and Port Davey, and the mineral country known to exist south and east of Mount Farrell, and known as the Granite Tor country. Associated with this work will be the opening up of tracks in several promising districts recommended to the Department by old miners. A sum will be set aside also for re-opening and improving tracks that have been allowed to become overgrown.

It is hoped that capable men will be available to take charge of these parties, men able to write an intelligent description of the country they pass through, the character and quantity of the timber in such country, and, perhaps, give some information as to the general geology.

MINING ENGINEER.

The mining engineer referred to before, who will reside at Zeehan, and who will have the general direction of the prospecting parties, will also have to fulfil other duties of a very important character. Among these it will be his duty to collate all available information likely to be of use to the prospectors, to instruct them as to the method of preparing their reports, and to receive first-hand from them all information and specimens of minerals, &c., to be forwarded to the Chief Geologist.

SPECIAL PROSPECTING.

A proposal involving a considerable expenditure for a systematic scheme of local prospecting on the mining sections of the Zeehan district proper was put forward by Mr. John Craze, Manager of the Montana Mine, at Zeehan. The proposal was considered by many to be a very practicable one, but it has a drawback that it is benefiting

private leaseholders at public expense. After consultation with the Government Geologist, however, I have decided to ask the House to grant the necessary money to carry out this scheme, but, of course, on lines which will be fair to the country. The idea is, under the control of the mining engineer, to place four or five efficient mining prospectors, thoroughly acquainted with the characteristics of lode formations in the Zeehan district, furnishing each with assistants—in some cases one man, in others, two or three according to the nature of the work in the different places. The mining engineer will prepare a general scheme of prospecting, based upon the geological reports and general knowledge of lode formations within the area. The prospecting it is proposed, shall extend over a period of about 12 or 15 months. This proposal was considered by Mr Craze as much superior to any of the suggested schemes of deep-sinking or drainage, and it is considered by those who know the Zeehan area well, that the work will be thoroughly justified before many months have passed.

PRIVATE PROSPECTING.

A sum will be set aside for assistance to private prospecting parties, but small parties insufficiently equipped will not be encouraged. If a prospecting company is formed with fair capital to exploit an approved district, and will undertake to furnish certain information for the benefit of the Department in connection with their researches, assistance will be granted.

SPECIAL GRANTS FOR OTHER MINERAL DISTRICTS.

The Lefroy and Beaconsfield districts will be assisted, the former probably with a grant to endeavour to locate a deep alluvial lead stated to exist. Provision will be made also for assistance in the North-Eastern districts. The exact kind of assistance in some of these districts has not yet been defined, but before the matter is finally dealt with in the House further information will be available for Honourable Members.

THE MATHINNA DISTRICT.

The greatest problem of all presented in this scheme is by the Mathinna district, notwithstanding the splendid gold returns it once furnished. How to help it is most difficult to say, for private speculators seem to be very disinclined to take on any mining work there, even with Government assistance. A request was made that the Government should supply a battery. It would be possible to furnish a 10-head battery at a somewhat low cost, if there was any evidence that stone would be found for it to crush. The reports received, however, are discouraging, and unless some move is made by private enterprise on lines which would justify the Government assisting, it is not considered wise to incur any direct expenditure.

BORING FOR COAL.

Applications have been made already for assistance for boring for coal, especially in the Wynyard district. When a report can be obtained from a geologist recommending a scheme of boring, and the land-owners concerned are willing to meet the Government on fair terms, provision will be made on the £ for £ principle. It is hoped that the construction of a tramway towards Preolenna will bring about mining development at that place.

PUBLIC BATTERIES.

One of the recommendations made as an outcome of the Mining Conference, and one which is supported by the Government Geologist and Inspector of Mines, is the erection of a battery in the North-East Dundas district to receive and reduce ores from the surrounding mines. It is suggested that a 10-head battery, to be driven by water-power obtained from the Ring River, should be erected in a position near the junction of

that river with the Pieman at a point about $2\frac{1}{2}$ to three miles distant from Renison Bell. It is estimated that the cost of such a battery, equipped with the best tin-dressing appliances, would be about £6000. The necessity for a crushing plant, whether provided by Government or private enterprise, is undoubted. The battery power of the Renison Bell district is quite inadequate even for the requirements of the mines being worked. A feature of this district is the existence of large bodies of low-grade ore requiring economic handling. Associated with these bodies are enrichments which could be profitably dealt with by the small miner if a battery were available, and which may provide funds for larger developments. The private batteries now working are unable to deal with the quantity of ore on their own mines. A quantity of 200 tons of stone is at this time being taken from Renison Bell right up to Waratah for test purposes. Whilst I do not favour a general scheme of public batteries, the widespread nature of ore occurrences in this locality, and the absence of crushing power, make the case an exceptional one, and, I think, justify the proposed expenditure.

Another district where assistance might legitimately be given to any private company proposing to erect a battery is the Heemskirk tin field. It is remarkable that this area of tin-bearing country is lying practically neglected, but considering tin is more than three times the price that it was when Heemskirk was first discovered and mining had begun there, some encouragement may help to re-establish this very promising area.

COST OF SCHEME.

It is intended to provide a sum of £18,000 for carrying out the above scheme, the expenditure being spread between the current year and the year 1913-14. This sum will be appropriated from such moneys as may be voted by the Federal Parliament as a special grant. The only special allocations for the present will be a sum of £6000 for the North Dundas Battery, and £4000 for the special prospecting at Zeehan. Later in the Session the scheme will be elaborated, and the Government will be glad of assistance regardless of party, to help in securing a wise distribution of the money for the benefit of the industry.

GENERAL.

Mining in Tasmania is generally impossible without ample capital. The legitimate mining investor is a type of capitalist who deserves fair play, both from his landlord—the Government, and from his employees, who more often profit by the expenditure of his money than he does himself. If a word may be said in season, and with the best of intentions at this time to the miners of Tasmania, it is to ask them to remember what has just been stated. The risk attached to mining propositions requiring large capital is so very great that it is difficult under any circumstances to get people to find the money; but when added to this there is the uncertainty associated with the present labour conditions, and an evident intention to demand inordinate rates of wages, the outlook, if such policy is persisted in, will be very bad for the industry in this State. There is no hint here that miners should not be fairly paid. Their avocation is an arduous and dangerous one, and they should receive enough to live comfortably upon. But some of the best friends of the workers to-day, know that the demands being put forward are beyond reasonable bounds.

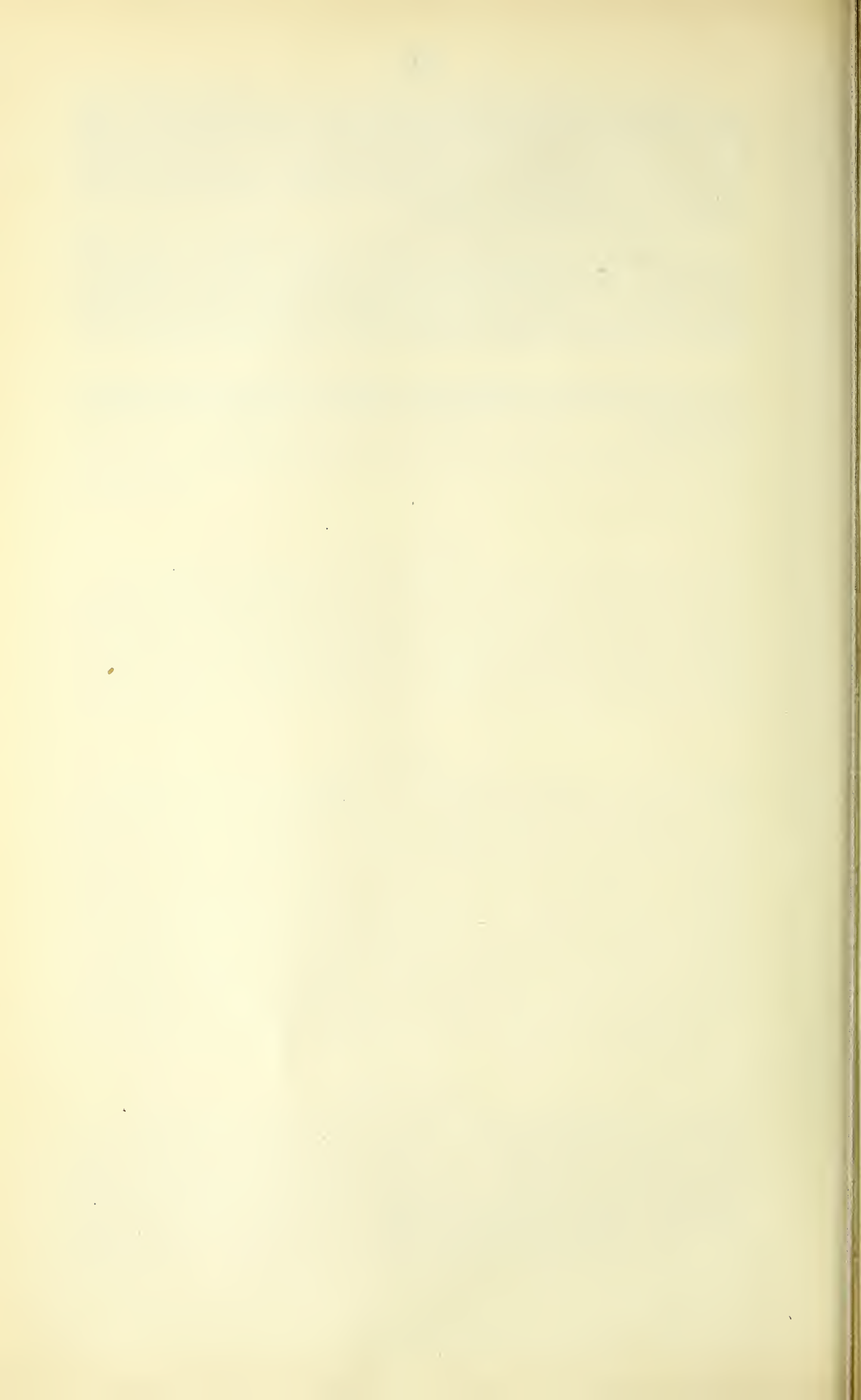
CONCLUSION.

It is but right that I should make, as part of this Statement, a grateful acknowledgment of the excellent and willing assistance given me in its compilation by the officers of the departments, more especially those of the Public Works Department, the Assistant-Engineer and the Minister's Secretary. With their aid a very careful scrutiny of all items of expenditure has been made, and the reports of all matters likely to be of interest to Honourable Members have been fully provided. I have also to thank the staff of the Government Printing Department for the expeditious and satisfactory way in which they dealt with the printing of this Statement.

Although the Statement submitted on this occasion is a somewhat lengthy one, it will, as premised, be found that some matters have been omitted, and there are other proposals of the Government that, for want of information, are not sufficiently matured to present in detail. These omissions will be supplied during the course of the Session. The proposals to-day presented to the House are designed to bring about extended settlement, better facilities for transport, increased population, enlarged production, and, as a result, increased prosperity for Tasmania.

The future of our State should be a happy one, and its Parliament can do much to make it so. But our people should help, and will help, if they are encouraged to better appreciate the valuable assets that are their own property. Under 200,000 people are possessed of one of the richest countries on earth for its area, and one of the most salubrious. Let us be proud of it, and try to help it; and the best beginning we can make is to believe in it thoroughly ourselves.

I have the honour, Mr. Speaker, to move that you now leave the Chair, and that the House go into a Committee of Supply to consider the Address to His Excellency the Governor.





MEMORANDUM OF PUBLIC WORKS PROPOSALS, 1912.

ROADS.

MUNICIPALITY OF BEACONSFIELD—

	£
1. South Winkleigh to Holwell, <i>via</i> Nettlefold's	50
2. Rookery Road southward	100
3. Holwell to Winkleigh	100
4. Frankford to Beaconsfield, from Top of Kelly's Look-out ...	250
5. Jackson's Baker's, and others	100
6. York Town Road	50
7. King's Jetty along Tramway to York Town Road	150
8. West Bay to Beaconsfield (conditional upon land being given)	200
9. West Bay Jetty to junction Sidmouth Road	100
10. Sidmouth Jetty to Blackwood Hills	100
11. Sidmouth Church towards Deviot	100
12. Layton, Jones, and others	50
13. Beaconsfield Road to Floyd's and Hinds'	50
14. Beaconsfield Road to Lawrey's and others... ..	50
15. Blackwall to Deviot	200
16. Burnlea Gate to Supply Bay	50
17. Ecclestone Road	100
18. Long Plains Road	100
19. Glengarry to Bridgenorth	50
20. Glengarry to Fraser's and others	50
21. Glengarry Road to McBain's and others	50
22. Glengarry to Winkleigh, <i>via</i> O'Toole's	50
23. Cameron's, Faulkner's, and others	100
24. Glengarry to Forester's Hill, <i>via</i> Gowan's... ..	50
25. Connelly's to Miller's and others	100
26. Glengarry Road, between Connolly's and Stewart's	100
27. Winkleigh to Exeter... ..	100
28. Bridgenorth Road to West Tamar Road	100
29. Bridgenorth to Forester's Hill	50
30. Beaconsfield Road to Deviot Jetty	150
31. Beauty Point to King's Jetty	100
32. Deviot Jetty to Sidmouth Road	100
33. Junction, Sidmouth Road to Beaconsfield	200
34. Aulich's to Beaconsfield	100
	£3350

MUNICIPALITY OF BOTHWELL—

35. Bothwell to Shannon Bridge, at Great Lake	1000
36. Bothwell to Interlaken, <i>via</i> Lake Crescent... ..	150
37. Bothwell to Blue Hill	250
38. Bothwell to Hollow Tree	150
39. Jean Banks Road	150
40. Apsley to Jericho, <i>via</i> Black Marsh and Strathbarton	100
41. Bothwell to Dysart, <i>via</i> Den and Wetheron	50
42. Interlaken to Steppes	200
43. From Interlaken Road to Den	50
44. Great Lake Road to Kanna Leena	50
	£2150

MUNICIPALITY OF BRIGHTON—

	£
45. Front Tea Tree Road, Gorrings, towards Campania	200
46. Old Beach to Brighton, from State School... ..	100
47. Back Road to Brighton, from Old Beach	150
48. Nicholls', Burridge's, and others (Tea Tree)	50
49. Old Beach towards Brighton, through Baskerville	100
50. Black Brush Road	200
51. Ballyhooley Road, Mangalore	100
52. To Campania, <i>via</i> Bisdee's, Blacklow's, and others	100
53. Graham's Creek Road	100
54. Hamilton Tier Road	100
55. To Horner's, Turner's, and others	50
56. Riverton Road	100
57. Mill Vale Road	100
58. Cobb's Hill Road	50
	<hr/>
	£1500

MUNICIPALITY OF BRUNI—

59. Little Taylor's Bay to Lagoon Road	50
60. Great Taylor's Bay to Selections	50
61. Lunawanna Road, from Jetty to Settlements	150
62. Alonnah to Lunawanna	200
63. Adventure Bay Road	300
64. Adventure Bay Road to Neck... ..	50
65. Sheepwash to Adventure Bay Road	100
66. To Dorloff's, Kellaway's, and others	50
67. Lehner's Road	50
68. Lockley's Road (conditional upon a like amount being contributed locally)	50
69. To Pybus' and Crown lands	50
70. Dillon's Road (conditional upon a like amount being contributed locally)	50
71. Ford's Bay to Trumpeter Bay	100
72. Barnes' Bay Road to Blythe's, Johnstone's, and others... ..	100
73. Leo Young's and others	50
74. Denne's Point to Trumpeter Bay	50
	<hr/>
	£1450

MUNICIPALITY OF CAMPBELL TOWN—

75. Campbell Town to Swansea	250
76. Swansea-Campbell Town Road to Lake Leake	100
	<hr/>
	£350

MUNICIPALITY OF CIRCULAR HEAD—

77. Ford's Road, Forest	100
78. Back Line Road to Selections, Fern Reserve	100
79. Main South Road leading to Balfour, <i>via</i> Sunny Hills and Irish Town	200
80. Main Coast Road, Black River to Detention	1000
81. Sunny Hills Road, from Holden's Corner	250
82. Murray's Road to Plummer's, Davis', and others	100
83. Heads Road, Circular Head Peninsula	250
84. Montagu to Smithton	500
85. Montagu to West Montagu	100
86. Comeback Road, <i>via</i> Wells' to Tramway	300
87. Marrawah Road, through Ford's to Thompson's, and others ...	250
88. Thompson's Road, through North's and Poke's to Tramway...	100
89. Arthur River to Marrawah	150
90. Whale's Head to Arthur River	100
91. Whale's Head to Gaffney's and others	100
92. Christmas Hills to Farnham's and others	100
93. Thompson's Road to Den's and Cronin's	100
94. Thompson's Road to Den's, Cronin's, and others	100
95. South Road, Circular Head, <i>via</i> Kay's	100
96. Tierney's Road to Cotton's and others	100
97. From Tierney's Road along Arthur Track to Forsyth's, Sandford's, and others	100
98. Brickmakers' Bay to Selections south	300
99. Newhaven Road from Hogarth's Road	100

	£
100. From Newhaven Road to Tierney's, Hogarth's, and Whitingham's	100
101. Bauchop's Road, to Main Road (Switchback Road)	100
102. From Old Coast Road, Detention to Harman's	50
103. <i>Via</i> Stokes', Wells', and others, to Black River	50
104. Sunny Hills Road to Ranson's and others	100
105. Sunny Hills Road to Stephenson's, Harrison's, and others ...	250
106. Sunny Hills Road to John's, House's, and others	50
107. Sunny Hills to Thurston's, Lovett's, and others	50
108. Lower Scotch Town Road	100
109. Montagu Road to Cure's, Whitcombe's, and others	100
110. Groom's Cross Road	100
111. Percy's Bridge to Wheelan's, and others	100
112. Butler's to Mackay's (Trowutta)	200
113. Irish Town Road to Scotch Town, <i>via</i> Connell's	50
114. Field's Road to Tierney's Road	100
115. Sunny Hills, from Phillips' to Joiner's	50
116. Roger River to Arthur River	100
117. Lower Scotch Town Road to Trowutta Road	150
118. Smithton to Scotch Town	500
119. Scotch Town Road to Blackwood Bridge	100
120. Blackwood Bridge to Christmas Hills	150
121. Mowbray Swamp Road, <i>via</i> Purton's and others	150
122. Mowbray Swamp to W. A. Heathorn's, Giddins', and others	100
123. Mowbray Road to Blackwell's, Ward's, and others	100
124. John's Hill Road to Field's and others	100
125. Irish Town Road, <i>via</i> Young's Hill	100
126. Trowutta Road, Scotch Town to Allen's Creek	750
127. Trowutta Road, Allen's Creek to Duck Bridge	750
128. Trowutta Road to Meaney's and others	200
129. Smith's and McLachlan's, and others	100
130. Trowutta Road, <i>via</i> Frost's	300
131. Trowutta Road, Duck Bridge to Roger River	150
132. Old Coast Road to Cheese Factory, Marrawah	100
133. To J. P. Maguire's Selection	50
134. Brickmakers' Bay Road (deviation in Medwin's)	150
	£10,250

MUNICIPALITY OF CLARENCE—

135. Beach Road (conditional upon a like amount being provided locally)	50
136. To Stringy Bark Gully, Belbin's, Evans', and others, and Crown lands	50
137. Cambridge Main Road to Sandford	100
138. Lane's, Latham's, Bishop's, and others	100
139. Risdon Main Road to Radcliffe's, Stewart's, and others ...	100
140. Sandford to South Arm	100
141. Forest Hill Road (completion)	50
142. To Sandford Jetty (completion)	100
143. From Main Road to Cambridge to Back Selections at Single Hill	100
144. Sandford to Cambridge Ward Boundary	100
	£850

MUNICIPALITY OF DELORAINE—

145. Deloraine to Great Lake, <i>via</i> Golden Valley	6000
146. Caveside to Western Creek	200
147. Mole Creek to Liena	200
148. Liena to Gadd's Hill	200
149. Caveside Road to Haberle's and Parson's	50
150. Dog's Head Road to Ashdown's and Rose's	100
151. Miles' and others	100
152. Dog's Trap Road	50
153. Sugar-loaf Run Road	100
154. Back Creek Road to Baldock's Cave and Selections	100
155. Black Creek Road	100
156. Red Hills to Hall's and Webb's	150
157. Jackey's Marsh and Bridge over Jackey's Creek	50
158. Tongataboo Road	100
159. Parkham Road to Butler's and Cox's	100
160. Parkham to Goodleigh	100
161. Lee's, Whiteley's, and others	100

	£
162. Meander Road south to Bowle's and others	100
163. Meander Road to Pointer's and others	100
164. Falls to Webb's and Haynes', towards D. Bowman's	250
165. Russell's, Watson's, and others	100
166. Webb's to Chilcott's and others	150
167. Meander Bridge <i>via</i> Hammond's to Reynolds'	150
168. Ledwell's to Hayward's, Rudge's, and Hardinge's	100
169. Parkham Road to Flower's and Shaw's	100
170. Humphrey's to Porter's Bridge	100

£8950

MUNICIPALITY OF DEVONPORT—

171. Peart's Road to Don River	100
172. Old Coast Road, Don, to Cutt's and others	100
173. Spreyton Road to Durkin's and others	100
174. Spreyton to Melrose, over Kelcey's Tier	100
175. Palooa School to Palooa Bridge	150
176. Leith Station to Upper Leith	100

£650

MUNICIPALITY OF EMU BAY—

177. Burnie to Waratah to 20 miles	600
178. Burnie to Waratah, 20 to 31 miles	400
179. South Oonah Road	400
180. Oonah Road	400
181. Oonah Road, West	400
182. Lucas, Brown's, and others	100
183. Martin's, Morris', and others	100
184. Kara Road	150
185. Yaralla Road	50
186. Mooreville Road west (to open the road through)	400
187. Docking's and Radford's	50
188. Mooreville Road to Dodds' and Spinks'	50
189. Three-mile Line Road	50
190. Old Surrey Hills Road	100
191. Natone Road	500
192. Stowport Road	150
193. Glance Creek Road to Tighe's and others	100
194. Glance Creek Road to Rollings'	100
195. Glance Creek to Elphinstone's and others	100
196. Bishop's Road	50
197. Pateena Road	200
198. Lynch's, Clark's, and others	100
199. Radford's, Charles', and others	50
200. East Ridgley Road (conditional upon land being given)	400
201. West Ridgley Road (conditional upon land being given)	200

£5200

MUNICIPALITY OF ESPERANCE—

202. Raminea to Dover, at Raminea Flat	100
203. Esperance to Geeveston, at Stanmore Mill	50
204. Seabourne's and others	50
205. To Francis', Brown's, Fraser's, and Burbury's	100
206. To Dale's and Bentley's	50
207. Roaring Bay Road (extension)	100
208. Glenburvie Road	50
209. Rutherford Road	50
210. Recherche Road to Catamaran Bridge	50
211. Leprena to Lune River	250
212. To Tyler's and Jager's	50
213. Hastings to Southport	150
214. To Wilson's and Oldham's	50
215. Village Settlement Road	100
216. To Knight's	100
217. Folkstone Road (extension)	100
218. To Dickson's and others, Liverpool	50
219. Sorell Road, <i>via</i> Connors' and McLaren's	50
220. Old Back Road	100
221. Harwood's, Burgess', and others	50
222. Donelly's Road	200
223. Scott's Rivulet (right)	50
224. Scott's Rivulet (left)	50

	£
225. J. E. Burgess' and others	50
226. Harwood's and Lincoln's	50
227. Warren's, Bennett's, and Robinson's	100
228. Arve Road (near Moran's)	150
229. Ratcliffe's and Thompson's	50
230. Widening Road, Hill's Bridge to Watson's	200
231. Whale Point Road	100
232. Surge's Bay to Brook's Bay	100
233. Through McInalty's to Williams' and Norris'	50
234. To Rowe's, Scott's, and Ashlin's	50
235. McKibbin's Road	50
	<hr/>
	£2900

MUNICIPALITY OF FINGAL—

236. Harefield Road	100
237. Dublin Town Road	100
238. Maney's, Mitchell's, and others	100
239. McCormack's and others	100
240. Curran's and others	50
241. Irish Town Road	100
242. Gardiner's Creek Road	50
243. Ben Lomond Road (extension)	100
244. St. Paul's Road to Pratt's, Rubenach's, and others	150
245. Storey's Creek Road to Mines	200
246. St. Paul's Road to Frank's and others	100
247. Badkin's and others	50
248. Lawson's, Duncan's, and others	50
249. Rose's Tier to Coker's and others	100
250. Extension to Kellett's and others	100
251. Rose's Tier Road	100
252. Cornish's, Heelan's, and others	100
253. Mathinna to Ringarooma	100
254. Mathinna to Pyengana, <i>via</i> Dilger's	200
255. Yates', Trotter's, and others	50
256. Croft's, Dudgeon's, and others	100
257. Greaves', Cocker's, and others	100
258. Mt. Nichols Road	100
	<hr/>
	£2300

MUNICIPALITY OF FLINDERS ISLAND—

259. Main Road, from White Mark north	500
260. Main Road, from White Mark south	500
	<hr/>
	£1000

MUNICIPALITY OF GEORGE TOWN—

261. Piper's Brook to Lebrina	100
262. Alford to Karoola	200
263. Piper's Brook Road, through Bird's to Counsel's and others...	150
264. Piper's Brook to Lower Piper	50
265. Young's, Denman's, and others	50
266. Johnston's, Walden's, and others	100
267. Low Head Road to East Beach (completion)	50
268. From North Street to Geale's, Davidson's, Lambert's, and Brown's	50
269. East Arm Road Extension, <i>via</i> Long Point	200
270. Hillwood Jetty to Egg Island Creek Road, along Old Bangor Tram	100
271. Egg Island Creek Road from Launceston Road, at Mt. Direction	400
272. Craighburn to East Arm Road	400
273. Lefroy Road to East Arm Creek	100
274. Lower Turner's Marsh to Lefroy	100
275. Along Old Tram' from Lower Turner's Marsh to Launceston Road	100
276. Back Creek to Lefroy	50
277. Lefroy to Lathey's, Dillon's, and others	50
278. Launceston Road to Shegog's, Warren's, and others	50
279. Lefroy Road to Launceston Road	200
280. Lower Piper to Freeman's and others	50
281. To Smith's, Pearce's, and others, Lower Turner's Marsh ...	50
	<hr/>
	£2600

MUNICIPALITY OF GLAMORGAN—

	£
282. Widening Main Road, Swansea, to Triabunna	100
283. Swansea to Campbell Town	100
284. Bicheno to St. Marys Road	50
285. From Main Road to Lisdillon Jetty	150
	<hr/> £400

MUNICIPALITY OF GLENORCHY—

286. Rowen Road, Moonah	200
287. Derwent Park Road to Lampton Farm... ..	150
288. Upper Watchhouse Lane	100
289. Springdale Road	100
290. Myrtle Forest Road	100
291. To Brinckman's and others	50
292. Mt. Hull Road	100
293. Montrose Road	100
	<hr/> £900

MUNICIPALITY OF GREEN PONDS—

294. Colebrook to Main Road, at Lovely Banks	200
295. Apsley Road (deviation at Bridge over Jordan River)	100
296. Huntingdon Tier Road	150
297. Hunting Ground Road	100
298. Robson's, Corney's, and others	100
299. To Wyley's and others	100
300. From Beard's and others to Colebrook Road, at Porter's	200
	<hr/> £950

MUNICIPALITY OF HAMILTON—

301. Marlborough Road (Ouse to Derwent Bridge)	500
302. Ouse Bridge to Marlborough Road, <i>via</i> Saggy Flat	100
303. Victoria Valley Road, towards Lake Echo	100
304. Ellendale to Cook's, Clarke's, and others	100
305. Lane's Tier Road (top end)	100
306. Hamilton to Broadmarsh (deviation)	400
307. Greta to Bluff	100
308. Hollow Tree to Dickenson's, Smith's, and others	50
309. From Dee Road to Pierce's and others, vicinity of Nive River	500
	<hr/> £1950

MUNICIPALITY OF HUON—

310. Crowther's Bay Road	100
311. Chitty's Road	100
312. Henzler's Road	50
313. Castle Forbes Bay to McArthur's, through Carr's and others	100
314. From M. O'Reilly's to Main Road	50
315. Old Back Road to Geeveston	100
316. Huon Bridge to Glen Huon	300
317. Hall's, Bender's, and others	100
318. To J. Smith's and others	100
319. Wooley's Road	100
320. Hall's Road	50
321. Bermuda Road	100
322. To J. Bister's and others	50
323. To Short's and Cannell's	100
324. G. Wilson's, H. Lane's, and others	50
325. Watson's Road (Upper Huon)	50
326. Quinn's, Watson's, and others	50
327. Lovett Main Road	200
328. Woodstock Road (lower end)	150
329. Woodstock Road, <i>via</i> Richardson's	100
330. Blackfish Creek Road	50
331. Knight's Road to Selections	50
332. From Knight's Road	100
333. To Oates' and others	50
334. Flemming's Road, from Huon Road	100
335. To Page's, Brown's, and others	100
336. North Huon Road, Calvert's to Hermitage	350
337. Judd's Creek Road	100
338. Baker's Creek to Crabtree	150

	£
339. To Carey's, Burgess', Francomb's, and others	50
340. To Bell's, Lee's, Cordwell's, and others	50
341. To Lovell's, Cordwell's, and others	50
342. To James Wallis', from North Huon Road	50
343. To D. Rinion's and others	50
344. To Vince's and others	50
	<hr/>
	£3350

MUNICIPALITY OF KENTISH—

345. West Narrawa Road	300
346. Wilmot to Belmont	400
347. Moina Road to All Nations Mine and Settlement	100
348. Wilmot to Spellman's	100
349. Bismuth Junction to Mine and Settlement	150
350. Moina to Middlesex	300
351. Lorinna Bridge west to Back Selections	200
352. Belmont Road to Braid's and others	200
353. Spion Kop Road (Wilmot)	100
354. Hayes' Road to Wellard's and others	100
355. King's Road, Wilmot	50
356. McCulloch's Road (residents to deliver 200 cubic yards of stone)	50
357. Minnow to Paradise	150
358. Paradise Road to Trelor's and others	50
359. Paradise Road, <i>via</i> Milles', to Selections	100
360. Paradise Road to Smith's and Wyatt's	50
361. From Claude Road, <i>via</i> Fibey's and Lockett's	50
362. Harman's Road (Claude Road to Paradise Road)	100
363. Railton to Hogg's Bridge	100
364. Railton to New Bed	50
365. Railton to Kimberley	300
366. Merseylea, <i>via</i> Foster's, to Burke's and others	200
367. Railton to Sunnyside, <i>via</i> Shean's	50
368. Railton to Butt's, Donnelly's, and others (Dowbiggin's Road)	50
369. Shady Side to Lowry's	50
370. Sunnyside School to Bourke's and others	100
371. Beulah Road	100
372. Dynan's Bridge Road towards Kimberley	100
373. Medcraft's, Brimfield's, and others	50
374. Huntingdon's and others (conditional)	50
375. Barrington Road to Nook Post-office	50
376. High Street to Nook	200
377. Claude Road to Steer's and Hetherington's	100
378. Promised Land Road to Annott's and others	50
379. Staverton Road, from Luttrell's	100
380. Thomas' Road to Selections	100
381. Lorinna Road to Back Selections	100
382. Lorinna Road	200
383. Staverton Road to Mark's, Week's, and others	100
384. Kent's Track to Tyler's	50
385. Paradise Road east from School	50
386. Minnow to Union Bridge	150
	<hr/>
	£5000

MUNICIPALITY OF KING ISLAND—

387. From Porky School northward	500
388. From end of metal at Ettrick southward	280
389. From opposite R. W. Hardy's southward	130
390. Pass River, near Rothwell's, northward	300
391. From King's Selection, near Currie, southward	300
392. From Frazer Road (from McKenzie's), to Buckley's and others	200
	<hr/>
	£1710

MUNICIPALITY OF KINGBOROUGH—

393. Hall's Track Road to Woodstock	300
394. South Allen's Rivulet Road, Upper End	100
395. Tabor's, Matthew's, and others	50
396. Fehlber's and Stock's	50
397. Sandfly to M. Daley's, Abery's, and Lucas'	50

	£
398. Maudesley's, Mudge's, and Rollins'	50
399. Gorham's, Webster's, and others	100
400. Crane's, Moody's, and Crown lands... ..	50
401. Cates', Rollins', and others	50
402. Dodds', Gallagher's, and others	50
403. Firth's, Brown's, and Warburton's	50
404. Deviation, Summerleas Road	100
405. Huon Road (widening)	500
406. Stubbings', Ogg's, and others... ..	100
407. Westgarth's to Woodstock's	200
408. Allen's Rivulet Road, from School	100
409. Sandfly Road, from Main Huon Road to School	150
410. J. Vincent's and others	50
411. Old Station Road	150
412. Peppermint Hill	50
413. Hart's, Sproule's, and Worsley's	50
414. Poverty Gully Road	50
415. Kiernan's Road	50
416. Denehey's Road	50
417. Haines', Bird's, and Crown lands	50
418. Ayers' Road	50
419. Tinderbox Road	50
420. Howden's Road	100
421. Wilcox's and Kemp's	50
422. Meredith's, Wiggins', and Booth's	50
423. Poverty Gully Road (extension)	50
424. Pearson's Point Road	100
425. Oyster Cove to Lovett	150
426. Trial Bay Road	100
427. Bradley's, Smith's, and others	50
428. Kregor's and Gordon's (top end) to Phillips', Watson's, and others, and Crown lands	100
429. Woodbridge to Verona	200
430. Cox's Road to Farnell's	100
431. Middleton Hall to Yeoland's	100
432. Phillips', Bergman's, and Wolfe's	50
433. Flowerpot School to McKee's and Beadle's	50
434. Baillie's Road, Flowerpot	50
435. Gallagher's Road, near Nichols'	50
436. McKay's Road, Birch's Bay	100
437. From Methodist Church to Jabez Crisp's, Dick's, and Pochen's	100
438. Benetto's, Longley (North-West River)	100
439. Main Road at Flowerpot School (regrading)	150
440. Daley's Road	100
	<hr/> £4550

MUNICIPALITY OF LATROBE—

441. Wesleyvale Road to Milton's, Green's, and others	50
442. Northdown to Moriarty's, <i>via</i> Appleby's	100
443. Parker's, Ford Road	50
444. Baker's Lane	50
445. Frogmore Lane (conditional)	200
446. Stott's Plains Road to Selections	50
447. Green's Creek to Frankford	200
448. Franklin Bridge to Baker's and others	100
449. Fossil Bank to Hogg's Bridge	100
450. Old Deloraine Road (Latrobe end)	100
	<hr/> £1000

MUNICIPALITY OF LEVEN—

451. Simpson's Road to Wright's	100
452. Simpson's Road to Howe's	100
453. A. Howard's Road	50
454. Nietta Road	500
455. Nietta Road to Loongana Bridge	500
456. West Castra to Nietta, <i>via</i> Watt's Hill	200
457. Thirteen-mile Road	100
458. Gunn's Plains Road	150
459. Payne's Road	100
460. Clarke's and Reid's to Gunn's Plains	100
461. Central Castra to Blackwood Park	200

	£
462. Delaney's, Barnes' and others	100
463. McDonald's, Stevens', and others	50
464. Central Castra towards Ulverstone	500
465. Clerke's Plains (Kindred end)	100
466. Kindred to Castra	100
467. Rigg's and Russell's to Alma Bridge	200
468. Kentish Track to Griffiths' and Loane's	100
469. Central Castra to Preston	100
470. Nietta Road, <i>via</i> O'Sign's, to Jeanbrook Road	400
471. West Castra Road southward	150
472. Clerke's Plains (Leven end)	100
473. Moreton Road, Castra to Kindred	100
474. Yaxley's and Linton's	50
475. Peter Jack's and others	50
476. Loongana Road to Williams', Taylor's, and others	100
477. Jones' and Midgley's	50
478. Manson's, Jupp's, and others	50
479. Brett's Road	50
480. Walker's and Ashton's	50
481. Kerrison's Road	50
482. Snare's, Pearson's, and others	50
483. Clerke's Plains Road to Russell's, Weir's, and others	75
484. Stewart's and Chisholm's	100
485. Castra Road to Flint's, Dent's, and others	50
486. Preston Road to F. Tong's	50
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	£4875

MUNICIPALITY OF LILYDALE—

487. George Town Road to Medwin's and others	500
488. Lefroy Road to Swan Bay, and Branch to Corcoran's	100
489. Goulee's, Hudson's, and others	50
490. Lilydale Road to Prosser's Forest	50
491. Conlon's Road to Bangor	50
492. Lowe's Road to Bardenhagen's and others, North Lilydale ...	100
493. Lilydale to Lebrina	100
494. Mt. Arthur Road (extension)	100
495. Lisle Road to West Scottsdale, <i>via</i> Crossing at Railway Siding	100
496. H. Haas' and others	100
497. Lebrina to Wyena	100
498. Turner's Marsh to Launceston	200
499. Lebrina to Piper's Brook	100
500. Tunnel to Kirkham's, Baker's, and others	200
501. Lower Turner's Marsh to Flynn's, Breen's, and others	50
502. Baker's Road to Hill's, Traill's, and others	100
503. Karoola to Bangor, near Windsor's	100
504. Baker's Road to Proctor's, and others, Lebrina	50
505. Bangor to Welling's, Cox's, and others	50
506. Ferny Hill to Golconda Station	200
507. Karoola Station to Morgan's and Theimer's	100
508. Wyena to Golconda, near Denison Bridge	100
509. Green's, Daulby's, and others	100
510. Tunnel Station to Bassett's and others	100
511. Turner's Marsh to Whitechurch's and others	150
512. Massey's, Barnard's, Boxhall's, and others	75
513. Lilydale Road to Poole's, Geis', and others	100
514. Brookes' Road to Quill's, Windsor's, and others	100
515. Lisle Road to Reid's and others	50
516. Lisle Road to Boyd's, Blackburn's, and others	100
517. Wyena to Shepherd's and others	100
518. Karoola to Lower Turner's Marsh	150
519. Lisle to Golconda	50
520. Lilydale Road to Wilson's, Lowe's, and others	100
521. Bridport to McArthur's, Dundee's, and others	50
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	£3825

MUNICIPALITY OF LONGFORD—

522. Bullock-holes Road	100
523. Upper Liffey Road	100
524. Peacock's Corner to Tubb's Lane	100
525. Blackwood Road, from Salt Marsh towards Francombe's	100
	<hr/>
	£400

MUNICIPALITY OF NEW NORFOLK—

	£
526. From Show Grounds to Shone's	50
527. Upper Back River Road	100
528. Falls Road	50
529. Bellevue Road	100
530. Through Young's to Downie's, and Penny's	50
531. Black Hills Road, through Denmark	100
532. Through R. Triffitt's to Jarvis', Goodsall's, Brassington's and others	50
533. To Bond's, from F. T. Oakey's contract	100
534. Leading to G. H. Hill's and Kelly's, Upper Back River	50
535. Macquarie Plains, Mounteney's Lane to Bedchambers and Crown lands	100
536. From Russell Station to Fentonbury Bridge	100
537. From Russell Station to Marriott's	100
538. From Marriott's to Rumney's	300
539. To Lord's, Reynolds', and others (Neena)	50
540. From Rumney's to John Mayne's	100
541. Rolls' to O. Brown's (Neena)	150
542. Coker's Road, Uxbridge, leading to Ransley's, Morgan's, Rayner's, and Crown lands	100
543. To Bridge's, Sweeney's, and Crown lands	50
544. North side of Swamp Gum Hill	100
545. Blackall's Gully Road from Lachlan Road to Harris', Town- send's, and Gowdie's	50
546. Ironstone Gully Road, from Prell's to Goldsmith's	100
547. Huon Track to Townsend's and others	100
548. New Norfolk to Plenty, vicinity of Bell's Terrace	100
549. Plenty to Booth's Road	200
550. To Roberts', Kregor's, Macguire's, and others	100
551. Continuation Booth's Road to A. D. Fenton's, Harbottle's, Crouch's, and Crown lands	200
552. From Booth's Road to Murtagh's, E. Salter's, and A. W. Fenton's	100
553. From Oates' Road to Jackson's, Fenton's, and others	150
554. From Leeson's to Bulleid's, Mt. Lloyd Road	100
555. D. Clarke's to Leeson's	200
556. Leeson's to Simmons'	100
557. Den Hill Road past J. Cranfield's	100
558. Glen Fern Road	100
559. Lahl's Bridge to Stringer's, Wilton's, and Feil's	100
560. Plenty River Road to Lahl's	100
561. To Kingshott's and others	100
	<hr/> £3800

MUNICIPALITY OF OATLANDS—

562. Levendale State School to Montgomery's and others	100
563. Whiteford to Woodsdale	100
564. I. B. Scott's to Scott's, Keenias', Kline's, Byers', and others	100
565. Stonor-Rhyndaston Road to Tiberias Siding, through Salmon's	50
566. Parattah to Eadie's, Fischer's, and Mackie's	100
567. Tunnack to Burns', Campbell's, Scott's, and others	100
568. Tunnack to Burke's, Fisher's, and others	50
569. Burns Creek to Scott's, Jones' and others	50
570. Tunnack and Stonor, <i>via</i> Wattle Hill	400
571. Oatlands to Lakes Crescent and Sorell	100
572. Jericho to Colebrook	100
573. Lower Marshes to F. Jones' and others	100
574. Road to Cornish's and others, Mt. Pleasant	200
575. From Hamilton to New Railway Siding, Fisher's Creek	200
576. Through Easton's to Railway Siding and Harper's and Ken- nedy's	50
577. York Plains to Block No. 7, Closer Settlement	50
578. Tunnack to Baden	50
	<hr/> £1900

MUNICIPALITY OF PENGUIN—

	£
579. Hobbs' and others, <i>via</i> Lobster Creek	100
580. Dial Road to Russell's and others	100
581. Lowana Road southward	200
582. Smith's, Kenna's, and others	100
583. Brumby's and others, Lowana	50
584. Sushame's, Kaine's, and others	100
585. Creamery Road No. 2	100
586. Oliver's Road to Hall's and Rudge's	500
587. Loongana Bridge to Hardy's and others	500
588. Barrett's, Plapp's, and others	100
589. Speight's, Horne's, and others	150
590. Marshall's and Hooper's	50
591. Russell's, Hall's, and others	200
592. Stott's and Addey's	100
593. Upper Blythe Bridge to Hayes' and others	100
594. Natone Road to Carr's, Groom's, and others	100
595. Howth Station, <i>via</i> Taylor's, to Blythe Road	200
596. Nine-mile Road	100
597. Barker's, Elphinstone's, and others	100
598. Brown's, Denney's, and others	50
599. Natone Road to F. and W. Carr's	100
600. Natone Road (extension to Hampshire)	300
601. Bramich's, Whitehouse's, and others	100
602. McHugh's, Eastley's, and others	100
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	£3600

MUNICIPALITY OF PORT CYGNET—

603. Olbrick's, Calder's, and Williams' Road	50
604. Toby's Hill to Crown lands	200
605. Scanlon's Road	50
606. Direen's, and Mackey's Road	100
607. Main Road to Rowe's Jetty	50
608. Burnt Bridge to Mansfield's	50
609. Hassett's Road, off Burke's Road	50
610. Cradoc Hill, <i>via</i> Dillon's and Bacon's	50
611. Balfe's Hill through Grace's, Thorpe's, and others	200
612. Deviation of Silver Hill Road, near J. Direen's	100
613. Grace's Road	100
614. Glazier's Bay Road, through Inches'	50
615. Silver Hill to Snobb's Point	100
616. Roberts' Bay to Burnt Bridge (Coast Road)	200
617. Agnes Rivulet Road	250
618. Main Road from Balfe's Hill to Lovett (widening)	200
619. End of Guy's Road, through Garth Bros., to Crown lands	50
620. To M. and E. Direen's and Crawthorn's, through Smith's and Hornby's	50
621. Coast Road from Lymington to Lovett Jetty (continuation)	200
622. Over Tier to F. Codd's, Herlchy's, I. Direen's, and others	50
623. Lymington to Petchey's Bay	100
624. State School, Wattle Grove to Golden Valley	300
625. Steamer Stores to Lawler's Corner, through Lovett Town	300
626. Wattle Grove to Petchey's Bay	200
627. To I. P. Direen's and others	50
628. To I. and E. Norris' and others	100
629. To Direen's, Crisp's, and others, through Benson's	50
630. Garden Island Creek towards Gordon	200
631. Garden Island Creek, from Jetty to Woods' and others	100
632. Deep Bay to Garden Island Creek	250
633. Randall's Bay Jetty to Eggs and Bacon Bay	100
634. Abel's Bay Road (Coast Road)	100
635. Ready's and Dobson's Road, Deep Bay	100
636. To H. Wilson's and others, Outer Deep Bay	50
637. Rocky Bay Road (extension to Oswald's and others)	100
638. Winn's and Cockerill's Road	100
639. Worsley's, Gordon's, and others	150
640. Dillon's, Coad's, and others, Nicholas Rivulet	100
641. To Miller's and others, and Crown lands	100
642. To J. Smith's Mill, through Waas'	50
643. Bone's, Sculthorpe's, and Crown lands	50
644. Florence Smith's and others to Crown lands	100
645. Cutting down Hill at C. Ivery's	200
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	£5100

MUNICIPALITY OF PORTLAND—

646.	Pyengana to Lottah, <i>via</i> Anchor Mine	£
647.	Pyengana to Weldborough	200
648.	Pyengana to Oldham's and others	500
649.	Pyengana to A. V. Smith's and others	100
650.	Gould's Country to Anson's Bay	300
651.	Anson's River to Mussel Roe	100
652.	Weldborough Road (widening)	50
653.	St. Helens to Upper Scamander	400
654.	Wilson's, Lefevre's, and others	100
655.	Ringarooma to Weldborough	100
656.	To Nicholls Bros., Pyengana	200
657.	Peterson's, Dobson's, and others, Pyengana	100
658.	Weldborough to Sharp's, Stevenson's, Mosley's, and others	50
659.	Gould's Country to New England	200
660.	Dobson's, Handley's, and others	100
		100
		£2600

MUNICIPALITY OF QUEENBOROUGH—

661.	Huon Road (widening)	500
662.	Strickland Avenue (completion)	250
663.	Mt. Nelson Road (completion)	100
		£850

MUNICIPALITY OF QUEENSTOWN—

664.	Queenstown-Gormanston Road (sections 1, 2, and 3)	400
665.	Queenstown-Lynchford Road Deviation	150
666.	Queenstown-Gormanston Road (emergency grant)	250
		£800

MUNICIPALITY OF RICHMOND—

667.	Richmond to Deviation, Black Hill Road	150
668.	Back Tea Tree Road	50
669.	Prosser's River Road	50
670.	Native Corners Road	100
671.	Rhyndaston Road to Selections of Dwyer, Daniel, and others	100
672.	Rhyndaston to Selections of Plunkett, Bivott, Coombe, and others	100
673.	Rhyndaston Hill to Railway Siding	100
674.	Rhyndaston Road to Hartham's, Gregory's, and others	100
675.	Coal Mine Creek to Railway	50
676.	Yarlington Road to Selections of Turner and others	100
677.	Colebrook Road, through Corrigan's to Selections and Crown lands	100
		£1000

MUNICIPALITY OF RINGAROOMA—

678.	West Maurice Road	1000
679.	Viney's, Wilson's, and others	50
680.	Ringarooma to Mathinna	200
681.	Reeves', Rowlands', Jentzsch's, and others	100
682.	Bransholm to Warrentinna	500
683.	Bransholm to Ruby Flat	100
684.	Maurice Road to F. Diprose's, and others	100
685.	Gladstone to Boobyalla	200
686.	Jago's, Shahun's, and others	100
687.	Gladstone to Moorina	200
688.	Gunton's, Johnston's, Rainbow's, and others, near Junction of Counsel's Road	100
689.	Pioneer to Boobyalla Road, <i>via</i> Racecourse	100
690.	Cape Portland Road, from New Bridge over Ringarooma River	200
691.	Murray's, Creighton's, and others	200
692.	Moorina to Cunningham's, Bastow's, and others	100
693.	New Hope Road	200
694.	Gray's, Sainty's, and others, from Ruby Flat Road	100
695.	Main Road, through Forester Settlement No. 2	500
696.	To G. Style's and others	50

	£
697. Ringarooma to Ruby Flat	50
698. Ledgerwood Road (widening)	200
699. From Counsel's, Clarke's, and others	100
700. To Tilley's, Courtney's, and others (conditional)	50
701. Through Dr. Von See's	100
702. Harper's, Rainbow's, and others	100
703. Graham's, Creighton's, and others	100
704. Selections, <i>via</i> Banca Mine to Railway	100
705. Heathorn's, Diprose's, and others	50
706. To C. Diprose's and others	150
707. Old Boobyalla Road, near McCarthy's	100
708. Pioneer to A. G. Floyd's and others	100
709. Murphy's, Woodland's, and others	150
710. To Oliver's, Charley's, Townsend's, and others	100
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	£5550

MUNICIPALITY OF ROSS—

711. Completion of Deviation, Great Lake Road; and also make a Deviation at the White Hill on same road	300
712. Ross to Lake Leake (Dan McCoy's Hill)	100
713. Ross to Tooms' Lake	100
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	£500

MUNICIPALITY OF SCOTTSDALE—

714. Findlay's, Erb's, Gill's, and others	500
715. Ten-mile Track to Thurston's and others	50
716. Tankard's, Wheatley's, and others	300
717. Minstone to Ringarooma Road	100
718. Cuckoo to Tonganah (Forester) Station	200
719. Ladbury's to Sideling	50
720. Lyndhurst Turn-off, towards Forester Settlement	300
721. Scottsdale to Bridport	300
722. Shanty's Road	100
723. Lietinna to Timber Siding	100
724. Jetsonville to Lietinna	100
725. To Easterbrook's, Law's, and others	50
726. Dunkley's Road (extension)	200
727. Cemetery Hill towards Jetsonville	300
728. West Scottsdale to Timber Siding on Railway	150
729. Ringarooma Road to Eastman's and others	50
730. To James Ransom's, Sen.	50
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	£2900

MUNICIPALITY OF SORELL—

731. Orielton to Cherry Tree Opening	100
732. Black Hill to Sorell	100
733. Nugent to Kellevie	100
734. Cherry Tree to Webb's, Gilbert's, and others	100
735. Nugent to Sandspits	100
736. Nugent to Kent's, Bezzant's, and others	50
737. Carlton to Dunalley	50
738. Watch-house to Carlton Post-office	50
739. Sound's Bridge to Eaglehawk Hill	400
740. Dunalley to Blackman's Bay	100
741. Main Road, Eaglehawk Neck, to Jetty at Boundary Gate	50
742. Main Road to Walker's, McGuinness', and others	50
743. From Mundunna to Wellard's, Reynolds', and others	50
744. From Eaglehawk Neck Jetty to Curran's and others	100
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	£1400

MUNICIPALITY OF SPRING BAY—

745. Deviation from proposed Bridge, Buff River, Buckland	150
746. Bellette's Hill towards Sand River at Buckland	100
747. Rheban Jetty to Nugent	100
748. Nugent to Buckland	100
749. Woodsdale-Buckland Road, near Mace's	50
750. Rheban Jetty Road towards Orford	200
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	£700

MUNICIPALITY OF ST. LEONARDS—

	£
751. Mulgrave Crescent	100
752. Launceston Road to Opossum Road, <i>via</i> Quarantine Station	200
753. Bowden's, Skemp's, and others	50
754. McArthur's, Waldron's, and others	100
755. St. Patrick's River Road	100
756. Green's, Prior's, and others	200
757. Littlejohn's, McLaren's, and others	50
758. St. Patrick's River to Scottsdale	100
759. Harrison's, Corkery's, and others	100
760. Myrtle Bank to Lisle, near Blythe	100
761. Patersonia to Launceston (Rivulet Hill)	300
762. Westbury Road to Peel-street	200
763. Hobart Road to Westbury Road, through Weedon's estate ...	200
764. Steppes to Upper Blessington	500
765. Watery Plains Road	200
766. Blessington to Launceston, <i>via</i> Tea Tree Gate	150
767. Musselborough Road	50
768. Camden Road	400
769. St. Patrick's River Road to Myrtle Bank	100
	£3200

MUNICIPALITY OF STRAHAN—

770. Extension of Garcia's Road towards Raynor's Selection	50
771. Parry's and Grining's, Henty Siding	50
772. Extension of Hinsby's Road	50
	£150

MUNICIPALITY OF TABLE CAPE—

773. Dodgin Street, Wynyard, to Racecourse Gates	100
774. Flowerdale to Calder (<i>via</i> Toomey's Bridge)	200
775. Quiggin's Road	100
776. Table Cape Road	50
777. Calder Road	200
778. Big Creek Road	200
779. From Johnstone's and Perger's Road to Calder Road, <i>via</i> Lowrie's and Gaffney's, (connection)	100
780. Conroy's and others, off Mt. Hicks Road	50
781. Wynyard to Waratah	1000
782. Takone Road	1000
783. Neal's and others, off road to Biggins' and others	50
784. Gilmour's and Poke's	50
785. Dayton's and others	100
786. Cam Road West to Hall's and others	100
787. Henry Street to Webb's, Diprose's, and others	150
788. Pearson's, Heaney's, and others	100
789. Seabrook to Mt. Hicks, at Burnell's	50
790. Cam Road to Pearce's, Bell's, and others	100
791. Jones' and others, off Wynyard-Waratah Road	50
792. Preolinna Road	200
793. Flowerdale Road to Tucker's	500
794. Myalla Road	500
795. Main Road over Sisters Hills	250
796. Myalla to Flowerdale (through Fenton's Run)	100
797. Meunna Road to Fist's, Barker's, and others	200
798. Creamery Road, <i>via</i> A. Elphinstone's	200
799. Myalla Road to Rothwell's and Flanders'	100
800. Preolenna Road south (from Cashin's to 9-mile)	300
801. Fletcher's, Hardman's, and others	150
802. Hope's, Stewart's, and others	100
803. Keating's and Breheny's	50
804. King's, Wills', and others, Sisters' Hills	50
805. Road leading west past Upper Flowerdale School	50
806. Stretton's and others, off Tucker's Road	100
807. Smart's, Cleveland's, and others	100
808. Flowerdale Road (Margetts' deviation)	500
809. Flowerdale Road to Reilly's and Shekleton's	100
810. Ambrose's, Ketels, and others	200
811. Waratah Road to Harnett's, Hyland's, and others	100
812. Smith's, Gardiner's, and others	100
813. West Calder to Smith's, Phipps' and others	200
814. Berechree's to E. H. Stevens, Preolinna	100

	£
815. Harrison's, to Smith's, Cooper's, and others	100
816. Lancaster's, Diprose's, and others	100
817. Approaches to Wynyard Railway-station	300
818. Main Road down Falmouth Street to Cam Railway-station	240
819. Flowerdale Road to Flowerdale Railway-station	120
820. From Main Road to "Allen's" Siding	100
821. Mayne's, Gates', and others, to Flowerdale Railway-station...	1000
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	£9960
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MUNICIPALITY OF TASMAN—

822. Koonya to Nubeena	200
823. Premaydena to Nubeena	150
824. Eaglehawk Neck to Taranna	250
825. Jetty Road, Premaydena	100
826. Retaining Wall, Jetty Road, Premaydena	100
827. Tunnel Bay Road	200
828. Carnarvon to Wedge Bay Marsh	150
829. Koonya-Taranna Road	200
830. Koonya to Premaydena	250
831. Koonya Road to Walker's and Kingston's	50
832. Koonya to Wright's, Doderidge's, Paul's, and Harwood's ...	100
833. Koonya to Kingston's, Doderidge's, Quarrel's, and Cates' ...	100
834. Carnarvon Road to Stewart's Bay Beach	50
835. Oakwood to J. Roger's, Sen.	50
836. Oakwood to Parkinson's, Taylor's, and Bowden's	50
837. To Blackwood's, Riley's, and Ferk's	50
838. Approach Road to Price's Bay Jetty	200
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	£2250
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MUNICIPALITY OF WARATAH—

839. Waratah to Wynyard	1000
840. Waratah to Corinna	300
841. Whyte River Bridge to Cleveland Mine	100
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	£1400
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MUNICIPALITY OF WESTBURY—

842. Frankford to Green's Creek	100
843. Black Sugar-loaf to Priestley's and others... ..	100
844. South Frankford Road	100
845. Copper Mine Road	100
846. McBain's and others (Paling Flat)	100
847. Selbourne to Black Sugar-loaf (<i>via</i> Looseleigh)	50
848. Upper Liffey Road	100
849. Francombe's and O'Connell's	100
850. Myrtle Creek Road	50
851. Upper Liffey to Golden Valley	150
852. Towers Road	50
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	£1000
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MUNICIPALITY OF ZEEHAN—

853. Smelters Road to Smelters	160
854. Corinna Road, Federation Turn-off to Heemskirk Tin Syndi- cate Mine	500
855. Zeehan to Federation Turn-off to Corinna Road	500
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	£1160
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BRIDGES.

	£
856. Mountain River Bridge, "Wilmot," Huon (part cost)	1200
857. Garden Island Creek Road to Brittain's and others, Port Cygnet	75
858. George's River to Reid's and others	100
859. Rose's Rivulet Bridge, Evandale	100
860. Boobyalla River, Ringarooma	200
861. St. Patrick's River to Whitcombe's and others, St. Leonards	100
862. Ringarooma River—Conroy's, Collins', and others	75
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	£1850
863. Renewals of Bridges generally (amount to be redeemed by Special Sinking Fund)	£6000
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JETTIES.

	£
864. Price's Bay (additional)	100
865. Johnson's Point, Great Bay, Bruni	400
866. Lady Bay, Esperance	350
867. Richmond Hills, West Tamar	160
868. Simpson's Bay (additional)	250
869. Police Point, "The Rock"	200
870. Woodlawn	200
871. Hillwood	200
872. Little Swanport, vicinity of Lisdillon (additional)	200
873. Sheepwash Bay (conditional)	75
874. Spring Bay (additional)	200
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	£2335
875. Additions to Jetties generally	£1500
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TRACKS.

	£
876. Tracks generally	5000
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MISCELLANEOUS.

	£
877. Report of Electrical Engineer, proposed Railway to Huon ...	350
878. Purchase of Land, Campbell Town, for Laboratory for Agri- cultural Department	250
879. Fencing parts of Black Charlie's Opening, Buckland Road ...	50
880. Fencing Main Road, Brockley Hill, Nelson's Creek, and Bust-me-gall, Spring Bay	100
881. Whale's Head, removal of 7 feet Rock	150
882. Bridport Harbour—Report and Survey	500
883. Roads, Bridges, Excesses, Surveys, and Contingencies, includ- ing Purchase	500
884. In aid of Supervision and Office Charges, Surveys, Travelling Expenses, Printing, and Advertising Public Works generally	4500
885. Port Cygnet Canal (conditional upon a like amount being pro- vided locally)	5000
886. New Quarantine Station	250
887. Repairs to Dredges, "Agnew" and "Davenport" (amount to be redeemed by Special Sinking Fund)	4000
888. Main Road, widening near Boundary, Hobart and New Town (conditional)	2000
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	£17,650
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BUILDINGS.

	£
889. State Agricultural Farm, Buildings, and Equipment	8000
890. Hobart General Hospital, Nurses' Home (additions)	2750
891. Launceston General Hospital, Erection of Infectious Diseases Building and Nurses' Home	2000
892. Latrobe Hospital (additional)	1000
893. New Schools, Equipment, Structural Alterations of Existing Buildings, and Purchase of Sites	14,000
894. Metropolitan Drainage Connections, Public Buildings... ..	1000
895. Courthouses and Police Buildings generally, and Purchase of Sites	4000
896. Extensions, Alterations, and Improvements, Government Offices, Hobart and Launceston	5000
897. Technical School, Queenstown (additional)	125
	<hr/> £37,875 <hr/>

TRAMWAYS.

898. Investigation and Preparation of Plans for Light Trams—	
Ulverstone, southwards towards Nietta	} £3000
Huon River to Upper Huon	
From Flowerdale Line towards Preolinn	
From Penguin. southwards	

RAILWAYS (NEW LINES).

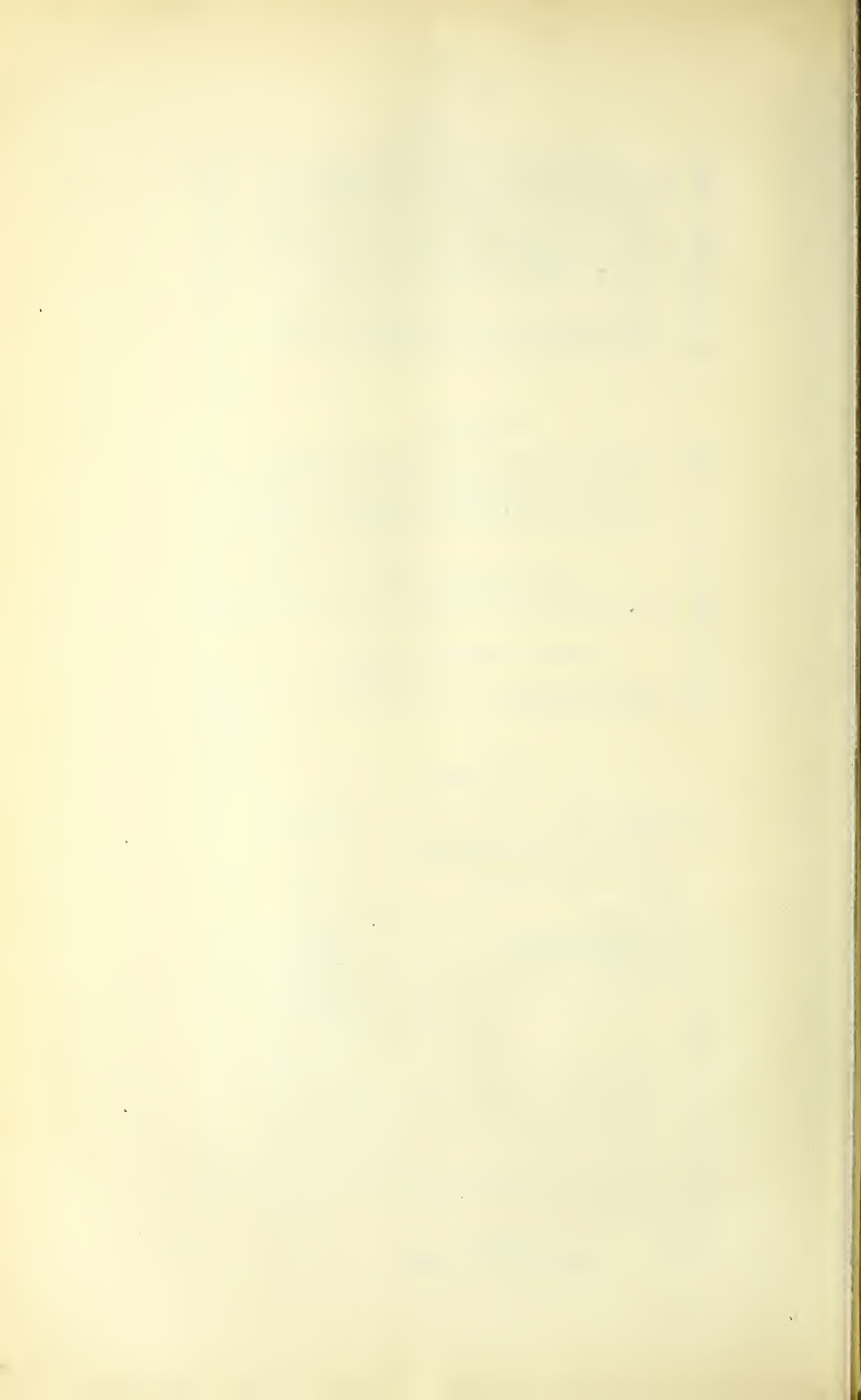
899. Burnie-Flowerdale Railway Extension	£20,000
	<hr/>

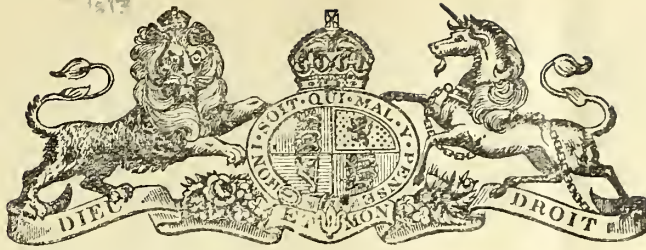
RAILWAYS (EXISTING LINES).

	£
900. Launceston Workshops, Extension and Machinery	10,000
901. Additional Rolling Stock	5000
	<hr/> £15,000 <hr/>

SUMMARY.

	£
Roads generally	122,230
Bridges	1850
Renewals of Bridges generally (amount to be redeemed by Special Sinking Fund)	6000
Jetties	2335
Additions to Jetties generally	1500
Tracks	5000
Miscellaneous	17,650
Buildings	37,875
Railways (Existing Lines)	15,000
Railways (New Lines)	20,000
Tramways	3000
	<hr/> £232,440 <hr/>





1912.

PARLIAMENT OF TASMANIA.

SUPPLEMENTARY PUBLIC WORKS
PROPOSALS, 1912.*Presented to both Houses of Parliament by His Excellency's Command.*

SUPPLEMENTARY PUBLIC WORKS PROPOSALS, 1912.

ROADS.

		£
MUNICIPALITY OF BEACONSFIELD—		
1.	Smith's, Johnston's, and others	50
2.	Green's to York Town, <i>via</i> Kelso	100
3.	Kerrison's, Parish's, and others	50
4.	Bridgenorth Road to Eccleston Road, <i>via</i> Jones'	100
5.	South Winkleigh to Holwell's, <i>via</i> Nettlefold's	100
		£400
MUNICIPALITY OF BOTHWELL—		
6.	Bothwell to Lake Crescent, Dennistoun Plains	100
7.	Swan Bay, Great Lake, to Ouse River	50
		£150
MUNICIPALITY OF BRIGHTON—		
8.	Dromedary State School to turn-off at Plummer's	£100
MUNICIPALITY OF BRUNI—		
9.	Little Taylor's Bay Road	50
10.	Lunawanna Road to T. Conley's and Crown Lands	50
11.	Lunawanna Esplanade Road, extension to Settlement and Cemetery	50
12.	From Main Road, Adventure Bay, to Simmon's Selections	50
		£200
MUNICIPALITY OF CAMPBELL TOWN—		
13.	Den to Interlaken	£50
MUNICIPALITY OF CIRCULAR HEAD—		
14.	Sunny Hills to John's and House's	50
15.	Trowutta Road to Sloan's and others	50
16.	Through Sloan's and Butler's	50
17.	Trowutta Road, <i>via</i> Frost's	200
18.	To Selections of H. C. Medwin	50
19.	Cotton's, Tuckworth's, Moore's, and others	50
20.	To Haywood's, Stokes', and Turner's	50
21.	Approach to Bridge, Brickmakers' Road, at Tabor's	100
22.	To Burke's, Thorp's, and others, from Main Road, at Reserve	50
23.	To O'Connor's, McGuire's, Sampson's, and others	100
24.	Stokes' Road	50
25.	To Scantlebury's and others	50
26.	Rodger River to Duck River	100
27.	Sunny Hills Road	50
28.	To Betteridge's, from Mowbray Swamp	50
29.	Christmas Hills to Britton's, Oehm's, and others	100
		£1150

MUNICIPALITY OF DELORAINÉ—		£
30.	Road through 1000 Acres	150
31.	Reedy Marsh to West's, Joyce's, and others	50
32.	Reedy Marsh to Bailey's, Enright's, and others	50
33.	To Shepherd's, Boxhall's, and others	50
34.	To W. Ryan's, J. Kelly's, and others	50
35.	Gannon's Road to Coiler Creek	50
36.	Golden Valley to Great Lake, <i>via</i> Mansfield's	200
		<hr/> £600
MUNICIPALITY OF DEVONPORT—		
37.	Denney's to Gerrand's	100
38.	Melrose to Forth	50
39.	Tangye Street and Road to Beale's and others	100
		<hr/> £250
MUNICIPALITY OF EMU BAY—		
40.	T. and E. Deacon's, formerly Deacon's and McGaw's	100
41.	Natone Road to W. T. Smith's	50
42.	Oonah Road to Martin's, Smedley's, and others	75
43.	Oonah Road to Radford's, Charles', and others	75
44.	Oonah Road to Townsend's, Atkinson's, and others	75
45.	Mooreville Road	150
46.	Stowport Road to Atkinson's and Morris'	50
47.	Stowport Road to Mitchell's and others	50
		<hr/> £625
MUNICIPALITY OF ESPERANCE—		
48.	Judd's Hill Road	50
49.	North Creek Road, leading from Kermandie Valley Road	50
50.	Spion Kop Road	50
51.	Lune to Recherche	500
52.	Arve Road, near Moran's	50
53.	To E. J. Thiessen's	100
54.	To William's, Norris', and others	100
		<hr/> £900
MUNICIPALITY OF FINGAL—		
55.	Denison River to Chain of Lagoons	100
56.	Mathinna to Brook's, Clayton's, and others	50
57.	St. Mary's to Gray	100
58.	St. Paul's Road to Frank's and others	50
		<hr/> £300
MUNICIPALITY OF GEORGE TOWN—		
59.	Coast Road to Gee's, Campbell's, and others	£100
MUNICIPALITY OF GLENORCHY—		
60.	Barossa Road	50
61.	Derwent Park Road to Lampton Farm	50
62.	Road to Selections, Hilton Estate (conditionally that £200 is contributed locally)	100
63.	To R. H. Johnson's and others	50
		<hr/> £250
MUNICIPALITY OF GORMANSTON—		
64.	Connecting Road at Linda with Linda-North Lyell Road above Linda Railway Station	£100
MUNICIPALITY OF HAMILTON—		
65.	Dry Poles Road	50
66.	To C. Abel's and W. G. Walker's	50
67.	Ellendale to Dunrobin Bridge	100
		<hr/> £200

MUNICIPALITY OF HUON—

	£
68. From Jackson Street, Franklin, to Stanfield's and Good's	100
69. Lane's Road	50
70. From Huon Road, near Manning's, to Upper Mountain River Road	100
71. To Packer's and others	50
72. Rocky Creek Road to Crown Lands... ..	50
73. From Ranelagh Road to Mountain River	50
	<hr/> £400

MUNICIPALITY OF KINGBOROUGH—

74. To Worthy's and Crown Lands	50
75. Poverty Gully, Branch to Sproule's and others	50
76. To Middleton State School	50
77. To Cripp's, Robertson's, and McVilley's	50
78. Mulville's Road	50
79. Widening Main Road, between Bridge and Kingston (conditionally that a like amount is contributed locally)	100
80. Esplanade Westerly, Margate	50
81. To Maurice Vince's and others	50
	<hr/> £450

MUNICIPALITY OF KENTISH—

82. Lorinna Road to R. Braid's and others	50
83. Valley of Dasher Road	150
84. To Lennane's and others	100
85. Lehman's Road	50
86. To Jubb's, Arnold's, and others	50
87. Kent's Track Road	100
	<hr/> £500

MUNICIPALITY OF LATROBE—

88. Moriarty Road, extension to Parker's Ford Road	100
89. Wesleyvale Road to Milton's, Green's, and others	50
	<hr/> £150

MUNICIPALITY OF LEVEN—

90. From Preston Road to F. and W. H. Pearson's and others ...	50
91. Castra Road to Crawford's, Avery's, and others	50
92. Castra Road to Pearson's, Flint's, and others	50
93. Nietta Road to E. S. Winter's, State School, and others	50
94. Kindred to Palmer's, Foster's, and others	50
95. To R. Chatwin's, Kindred	50
96. To Pettit's, Smith's, and others	50
	<hr/> £350

MUNICIPALITY OF LILYDALE—

97. Clarke's Road to Lee's and others	50
98. Smith, Garcia's, and others	50
99. Wilson's Road to Doak's Road East	50
100. Gofton's, Kettle's, and others	100
101. Box's, Jones', and others	50
102. Fernie Hill to Bowood	100
	<hr/> £400

MUNICIPALITY OF LONGFORD—

103. Fleming's, towards Liffey and Bracknell's Road (Ping's end)	50
104. To Ping's and others	50
105. Blackwood Road; cutting down Creighton Hill	50
	<hr/> £150

MUNICIPALITY OF NEW NORFOLK—

106. Lachlan Road, from Sawmill to Gobby's, Brier's, and others	100
107. Widening Bridge Hill (conditionally that £550 is contributed locally)	450
108. To McGurk's, Smith's, and others	100
109. Show-grounds to Shones'	100
110. Molesworth Road	100
	<hr/> £850

712, 6a
direct of

MUNICIPALITY OF OATLANDS—

111.	Tunnack to Baden	50
112.	To Selections of McGowan, Sullivan, and others	50
		<hr/> £100

MUNICIPALITY OF PENGUIN—

113.	Nine-mile Road to Roughley's	200
114.	Plapp's, Naylor's, and others	50
115.	McCarthy's, Andrew's, and Keddies	50
116.	Pine Road, extension to Barker's	100
117.	To Mrs. J. T. Ling's	50
118.	To Barrett's, Sushame's, Wright's, and others	50
119.	To Frost's, Midgley's, and others	50
120.	Ironcliff Road	100
121.	To Haberle's and others	50
122.	To Claridge's, Elphinstone's, and others	50
123.	To Walmsley's and others	50
		<hr/> £800

MUNICIPALITY OF PORT CYGNET—

124.	Main Road, Steamer Stores to Lawler's, at Lovett	200
125.	To Patrick Cranny's and others	50
126.	Irish Town to Oyster Cove	100
127.	Mackay's and Dieren's Road, near Thorp's	50
128.	Randall's Bay Road	50
129.	Smith's, Gordon's, Harvey's, and others	100
		<hr/> £550

MUNICIPALITY OF PORTLAND—

130.	St. Helens to New Trafalgar Mine	50
131.	To Manson's, Beechey's, and others	50
132.	North George's River Road	100
133.	South George's River Road	50
134.	Pyengana to Weldborough	100
		<hr/> £350

MUNICIPALITY OF RICHMOND—

135.	Brown's Mountain, from State School, to Bailey's, Dunbabin's, and others	75
136.	Howard's to Colebrook, via Calvert's	100
		<hr/> £175

MUNICIPALITY OF RINGAROOMA—

137.	To H. A. Sutherland's	50
138.	Ruby Flat Road, extension	100
139.	Gladstone to Brown's Bridge	100
140.	Mussel Roe Road	100
141.	To Viney's, Webb's, and others	50
142.	Moorina to Cunningham's, Terry's, and others	50
143.	Back Branhholm Road (conditionally that a like amount is contributed locally)	250
		<hr/> £700

MUNICIPALITY OF SCOTTSDALE—

144.	Widening Launceston Road (conditionally that a like amount is contributed locally)	100
145.	Upper Brid Road	50
146.	Waterhouse Road	100
147.	Scottsdale to Launceston ("Knock-up" Hill)	100
148.	To Cunningham's, Gill's, and others	50
		<hr/> £400

MUNICIPALITY OF SORELL—

149.	Alomes' to Dodge's Ferry	50
150.	Main Road to Longbottom	50
151.	Wattle Hill to Cherry Tree Opening	50
152.	To Selections of Alomes, Tatnell, and Reynolds	100
		<hr/> £250

	£
MUNICIPALITY OF SPRING BAY—	£100
153. To Deep-Water Jetty	

MUNICIPALITY OF ST. LEONARDS—	
154. Vermont Road to Faulkner's and others	100
155. Invermay Road (conditionally that £50 is contributed locally)	100
156. Opossum Road (completion)	50
157. Improvement to extension, Upper High Street	50
	£300

MUNICIPALITY OF TABLE CAPE—	
158. Fleming's, Hyland's, Latimer's, and others	50
159. V. King's, Austin's, and others, off Myalla Road	100
160. Cullen's, Bassett's, <i>via</i> Norton-Smith's	50
161. Mezger's and others	50
162. Poke's, Gilmour's, and others	50
163. Village Lane to Seabrook	50
164. Beamish's and others, <i>via</i> Kilburn's	50
165. Bugg's, Cross', and others	50
166. Neal's and others, off Biggins' Road	50
167. Table Cape Road	100
168. Chapple's Road	50
169. Wynyard Station to Racecourse Gates	50
170. Moore's Plains Road	200
171. Seabrook Road, at Mount Hicks	50
172. Big Creek Road	50
173. To W. H. Lyons' and others	50
174. Flowerdale Road to Tucker's	350
175. Road to White's, Klingeleffer's, and others	100
176. Road to Stutterd's, Duroz's, and others	50
177. Flowerdale Road (Haines' Hill)	500
	£2050

MUNICIPALITY OF TASMAN—	
178. To Robinson's, Holloway's, and Suckling's	50
179. Badger Creek Jetty towards Clarke's and Munday's	50
180. To Fazackerly's, Batchelor's, and others	50
181. Tunnel Bay Road to Hansen's	50
182. From Crip's Creek Bridge to Selections of Wades, Plummer, and Spaulding	50
	£250

MUNICIPALITY OF WARATAH—	
183. Waratah to Wynyard	1000
184. Waratah to Corinna	200
	£1200

MUNICIPALITY OF WESTBURY—	
185. To connect Road at Quamby Brook with the Road in the Delo- rairie Municipality, at Golden Valley	50
186. Frankford Road	50
	£100

BRIDGES.

187. Bridge over Swan River (conditionally that £50 is contributed locally)	150
188. Bridge over Leven River, south of Gunn's Plains (condition- ally)	250
189. William Street, Waratah, over Dam	284
190. Willow Brook Bridge	200
191. Bridge over Simmons' Creek	100
192. Douglas River Bridge, on Deacon and McGaw's Road	100
193. Bridge over Ringarooma, from Back Road (part cost)	1000
194. Bridge on Road to Selections, Alome's, Tatnell's, and Reynolds'	60
195. Cockle Creek Bridge (completion)	100
	£2244

JETTIES.

	£
196. Between Barnes' Bay and Denne's Point (conditional)	200
197. Blackman's Bay, at Blackman's River	50
198. Jones' Jetty, Bullock Point	150
199. Extension of Lindisfarne Jetty (conditionally upon £180 being paid by the local authorities, in instalments of £20 per annum)	200
200. Price's Bay (completion)	100
	<hr/> £700
201. Additions to Jetties generally	£1500
	<hr/>

HARBOURS.

202. Harbour Works, East Coast King Island (conditional)	£4000
	<hr/>

MISCELLANEOUS.

203. Drainage (including Mowbray Swamp)	2000
204. Stanley Breakwater, first instalment (conditionally that local authorities pay half the interest and half special sinking fund)... ..	10,000
205. Testing-machine for testing Tasmanian Timber and other material	1000
206. Diversion of Forester River (part cost)	100
207. Repairs to Dredges "Agnew" and "Davenport" (amount to be redeemed by special sinking fund)	500
208. Improvements to Trowutta Town Reserve, clearing and grass- ing (part cost)	250
209. New water main, New Town Charitable Institution (com- pletion)	100
	<hr/> £13,950

BUILDINGS.

210. Hobart Technical School (additions)	£2500
	<hr/>

RAILWAYS (NEW LINES).

211. Burnie-Flowerdale Railway (completion)	£24,000
	<hr/>

RAILWAYS (EXISTING LINES).

212. Extension of Hobart Railway-station (reacquisition of land in connection with Hobart Rivulet Diversion)—(con- ditional)	£11,000
	<hr/>

SUMMARY.

	£
Roads Generally	15,950
Bridges	2244
Harbours	4000
Jetties	700
Additions to Jetties Generally	1500
Miscellaneous	13,950
Buildings	2500
Railways (New Lines)	24,000
Railways (Existing Lines)	11,000
	<hr/> £75,844

(No. 7.)



1912.

PARLIAMENT OF TASMANIA.

F I N A N C E, 1910-11:

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (400)—£68 9s. 3d.]

TASMANIA.—No. 1. TREASURY BALANCES—30 JUNE, 1911.

LEDGER FOLIO.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1910.		TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1911.		BALANCES ON 30 JUNE, 1911.	
		£	s. d.	£	s. d.	£	s. d.
177	<i>Consolidated Revenue Fund, 1909-10</i>	51,270	10 3	..	..	..	..
	Balance transferred to 1910-11 .....	..	..	51,270	10 3	..	..
177	<i>Consolidated Revenue Fund, 1910-11.</i>						
	Balance transferred from 1909-10 .....	..	..	51,270	10 3	98,134	16 10
	Receipts .....	..	..	..	..	..	..
	Disbursements .....	..	..	..	..	..	..
180	Treasury Bills in aid of Revenue	58,701	0 0	68,110	8 6	69,610	8 6
181	Public Debt	10,511,752	3 8	192,046	19 4	11,008,179	3 1
183-	Inscribed Stock, Debenture and Treasury Bill Account ..	..	..	688,473	18 9	..	..
200	Outstanding overdue Public Debt Account .....	..	..	..	..	..	..
211	Public Debt Redemption Account .....	..	..	..	..	..	..
214	Outstanding Receipts of 1909-10	822	17 1	..	..	..	..
215	Outstanding Receipts of 1910-11 .....	..	..	..	..	..	..
216	Outstanding Expenditure of 1909-10 .....	..	..	..	..	..	..
218	Outstanding Expenditure of 1910-11 .....	..	..	..	..	..	..
221	Contagious Diseases (Cattle) Act Fund .....	..	..	..	..	..	..
224	Lighthouse Rates .....	..	..	..	..	..	..
	Advances—	21,644	10 0	23,410	6 1	18,257	19 1
228	To Heads of Departments	534	10 5	353	6 8	571	15 9
"	Fire Brigade Boards .....	..	..	..	..	..	..
	Deposit Accounts—	..	..	..	..	..	..
231	Tasmanian Permanent Executors & Trustees Associa- tion, Limited	5000	0 0	200	0 0	5000	0 0
"	Perpetual Trustees, Executors, and Agency Company, Limited	5175	0 0	350	0 0	5000	0 0
"	Citizens' Life Assurance Company of New South Wales Mutual Life Insurance Company of New York	7000	0 0	..	..	7000	0 0
232	Australasian Temperance and General Mutual Life Assurance Company, Limited	5000	0 0	162	10 0	5000	0 0
"	..	..	..	182	10 0	..	..

LEDGER FOLIO.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1910.				TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1911.				BALANCES ON 30 JUNE, 1911.			
		Dr.		Cr.		Dr.		Cr.		Dr.		Cr.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	<i>Brought forward</i>	10,932,642	6 4	10,667,244	1 3	3,812,529	11 10	3,629,597	19 1	11,627,090	13 0	11,178,760	15 2
	Suspense and other Special Accounts— <i>continued</i> .												
300	Education Department Suspense Account	20	0 4	..	..	..	0 0	3 11	0	16	9 4	..	..
301	Tarleton Road Trust Loan Suspense Account .....	..	..	..	..	20	0 0	20	0 0	..	..	..	..
302	Assisting Immigrants—Suspense Account	13	14 0	..	..	25	0 0	88	14 0	..	..	50	0 0
303	<i>Daily Mail</i> , &c., War Fund Suspense Account .....	..	..	526	5 5	36	10 0	..	..	..	..	489	15 5
318	Education Department—School Books and Material Suspense Account .....	..	..	82	6 7	2155	9 11	2025	8 4	47	15 0	..	..
322	Public Service Superannuation Fund .....	..	..	..	..	2333	11 7	1333	11 7	1000	0 0	..	..
324	Closer Settlements Fund	10,093	2 2	..	..	7643	14 2	5517	2 0	12,219	14 4	..	..
328	State Advances Trust Account	8597	7 2	..	..	6099	8 5	1099	10 3	13,597	5 4	..	..
331	Interstate Inspection Fees Suspense Account	109	15 2	..	..	596	16 2	615	5 6	91	5 10	..	..
335	Potato Diseases Fund Account	1427	18 8	..	..	1958	17 2	2283	18 9	1102	17 1	..	..
336	Pillingier Public Cemetery Trust .....	..	..	..	..	..	..	3	6 8	..	..	3	6 8
..	Printing Special Publications Suspense Account .....	..	..	..	..	80	18 11	32	1 0	48	17 11	..	..
337	Glengorchy Municipality Suspense Account .....	..	..	..	..	3175	0 0	3175	0 0	..	..	..	..
339	Hobart Technical School Suspense Account .....	..	..	325	11 11	473	16 0	233	15 7	..	..	85	11 6
340	Launceston Technical School Suspense Account .....	..	..	228	12 2	353	10 4	136	5 3	..	..	11	7 1
341	Launceston Marine Board Suspense Account .....	..	..	..	..	3	3 0	..	..	3	3 0	..	..
477	Apple Trophy at Festival of Empire Suspense Account .....	..	..	..	..	..	..	56	17 4	..	..	56	17 4
	Reserves—												
305	For Roads, Bridges, Jetties, &c., under Waste Lands Acts, 1863 and 1867 .....	..	..	78	16 1	..	..	..	..	..	..	78	16 1
"	Ditto, under Waste Lands Act, 1870, Sect. 29 ..	..	..	30	1 0	30	1 0	35	4 6	..	..	35	4 6
"	Ditto, under Waste Lands Act, 1881, 45 Vict. No. 5, Sect. 17 .....	..	..	2116	2 6	..	..	..	..	..	..	2116	2 6
"	Ditto, under Crown Lands Act, 54 Vict. No. 8 ..	..	..	12,029	9 0	12,554	4 10	12,323	2 4	..	..	11,798	6 6
"	Ditto, under Crown Lands Act, 3 Ed. VII. No. 39 ..	..	..	15,167	15 8	15,167	15 8	17,511	6 2	..	..	17,511	6 2
306	Residence Areas .....	..	..	4959	4 6	702	12 0	485	6 2	..	..	4741	18 8
306	Sinking Fund under the Marine Board of Strahan Loan Acts, 62 Vict. No. 54 and 1 Edward VII. No. 26 .....	..	..	..	..	4000	0 0	4000	0 0	..	..	..	..
348	Sinking Fund under Burnie Water Act, 1 Ed. VII. No. 45 ..	..	..	792	7 9	..	..	132	9 7	..	..	924	17 4
320	Leven Harbour Trust Loan Sinking Fund .....	..	..	92	3 0	300	0 0	262	14 4	..	..	54	17 4
333	Marine Board, Launceston, Sinking Fund under Act 4 Ed. VII. No. 2 .....	..	..	410	2 0	..	..	219	7 2	..	..	629	9 2
334	Marine Board, Launceston, Sinking Fund, under Act 53 Vict. No. 34 .....	..	..	..	..	..	..	50	11 0	..	..	50	11 0
308	Sinking Funds under Local Bodies Loans Act—												
"	Latrobe Road Trust ..	..	..	667	8 9	..	..	38	12 5	..	..	706	1 2
"	Glebe Town Town Board ..	..	..	1066	6 3	..	..	69	3 6	..	..	1135	9 9
"	Ulverstone Town Board ..	..	..	136	15 9	136	15 9	..	..	..	..	..	..
"	Queenborough Town Board ..	..	..	26	18 6	..	..	11	4 11	..	..	38	3 5
"	Queenborough Municipality (Baths) ..	..	..	82	0 0	..	..	27	3 0	..	..	109	3 0
"	Ditto (Rivulet) ..	..	..	60	0 0	..	..	32	6 3	..	..	92	6 3

308	Queenborough Municipality.....	..	..	47	5	3	..	29	0	0	29	0	0
"	Kentish Municipality .....	..	..	..	..	..	..	13	6	8	60	11	11
321	Westbury Municipality .....	..	..	..	..	..	..	89	0	11	89	0	11
"	New Town Municipality .....	..	..	..	..	..	..	50	0	0	50	0	0
	Sinking Funds under Local Public Works Loans Act—												
342	Longford Water Trust .....	..	..	755	4	2	..	84	3	1	839	7	3
"	Latrobe Water Trust.....	..	..	1363	18	0	..	112	17	4	1476	15	4
"	Corporation, City of Launceston ..	..	..	7075	18	3	..	636	8	8	7712	6	11
"	Cressy Water Trust .....	..	..	227	17	8	..	22	2	2	249	19	10
"	Evangdale Water Trust .....	..	..	303	2	2	..	28	6	8	331	8	10
"	Glenorchy ditto .....	..	..	540	19	0	..	347	5	10	888	4	10
"	Municipal Council, Ross .....	..	..	246	6	7	..	19	11	11	265	18	6
"	Marine Board, Hobart .....	..	..	3416	3	6	..	355	0	7	3771	4	1
"	Ditto, Mersey.....	..	..	5150	12	2	..	589	19	7	5740	11	9
343	Town Board, Devonport (Water Supply) ..	..	..	4798	5	7	..	496	1	4	5294	6	11
"	Ditto, Devonport (63 Vict. No. 30).....	..	..	374	12	7	..	46	3	3	420	15	10
"	Ditto, Beaconsfield .....	..	..	18	16	7	..	2	5	0	21	1	7
"	Ditto, Queenstown (62 Vict. No. 53).....	..	..	389	2	5	..	45	16	2	434	18	7
"	Marine Board, Launceston .....	..	..	1393	3	7	..	181	17	2	1575	0	9
"	Town Board, Zeehan.....	..	..	1451	9	3	..	148	10	4	1599	19	7
"	Ditto, Strahan (61 Vict. No. 18).....	..	..	136	9	1	..	15	10	9	151	19	10
"	Ditto, Strahan (1 Ed. VII. No. 5) .....	..	..	68	14	6	..	10	6	1	79	0	7
"	St. Helens Water Trust .....	..	..	2	12	4	..	0	2	1	2	14	5
"	Town Board, Queenstown (64 Vict. No. 53).....	..	..	343	10	7	..	54	1	4	397	11	11
344	Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 3) .....	..	..	5415	10	10	..	1705	0	3	7120	11	1
"	Town Board, Lindisfarne.....	..	..	79	8	10	..	13	5	5	92	14	3
"	Ditto, Devonport (2 Ed. VII. No. 40, and 4 Ed. VII. No. 33) .....	..	..	661	11	8	..	137	2	2	798	13	10
"	Westbury and Hagley Water Trust .....	..	..	378	8	8	..	55	9	9	433	18	5
"	Municipal Council, Bothwell .....	..	..	91	16	1	..	13	15	2	105	11	3
"	Ditto, Richmond .....	..	..	22	7	5	..	3	5	6	25	12	11
"	Marine Board, Table Cape .....	..	..	1047	1	0	..	142	16	0	1189	17	0
"	Town Board, Gormanston (63 Vict. No. 19).....	..	..	215	7	1	..	28	15	8	244	2	9
"	Ditto, ditto (64 Vict. No. 65, and 2 Ed. VII. No. 12) .....	..	..	436	14	10	..	65	7	5	502	2	3
346	Perth Water Trust .....	..	..	98	12	10	..	22	16	9	121	9	7
"	Town Board, New Town .....	..	..	175	12	9	..	35	12	7	211	5	4
"	Ditto, Burnie.....	..	..	192	7	6	..	37	18	6	230	6	0
"	Deloraine Water Trust .....	..	..	257	3	11	..	55	11	0	312	14	11
"	Queenstown Town Board (3 Ed. VII. No. 35) .....	..	..	123	13	9	..	27	2	6	150	16	3
"	Swansea Water Trust.....	..	..	51	5	1	..	11	19	1	63	4	2
"	Fingal ditto .....	..	..	61	12	4	..	14	11	5	76	3	9
"	Mount Stuart Town Board .....	..	..	80	12	11	..	23	6	7	103	19	6
"	Ulverstone Water Trust .....	..	..	300	7	3	..	111	3	8	411	10	11
313	Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 4) .....	..	..	318	3	8	..	249	17	4	568	1	0
	Carried forward	10,952,904	3	10	10,744,234	9	9	3,870,376	16	9	11,655,218	0	10

LEDGER FOLIO.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1910.				TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1911.				BALANCES ON 30 JUNE, 1911.			
		Dr.		Cr.		Dr.		Cr.		Dr.		Cr.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	<i>Brought forward</i>	10,952,904	3 10	10,744,234	9 9	3,870,376	16 9	3,687,553	11 4	11,655,218	0 10	11,263,725	1 4
	Sinking Funds under Local Public Works Loans Act— <i>continued</i>												
313	Zeehan Town Board (6 Ed. VII. No. 2) .....	..		218 10 11		..		94 3 5		..		312 14 4	
"	Ross Water Trust .....	..		42 15 9		..		15 16 11		..		58 12 8	
"	Bothwell Water District .....	..		39 10 0		..		81 8 5		..		120 18 5	
"	Deloraine Light Trust .....	..		124 6 4		..		58 18 3		..		183 4 7	
"	Bracknell Water Trust .....	..		17 0 4		..		7 4 9		..		24 5 1	
"	Scottsdale Town Board .....	..		83 10 10		..		33 12 3		..		117 3 1	
"	Hobart Corporation .....	..		491 8 5		..		285 0 9		..		776 9 2	
"	Emu Bay Municipality .....	..		142 18 2		..		126 13 0		..		269 11 2	
314	Marine Board, Strahan (7 Ed. VII. No. 10) .....	..		283 19 10		..		251 3 1		..		535 2 11	
"	Marine Board, Hobart .....	..		2 12 7		..		2050 6 8		..		2052 19 3	
"	Hobart Corporation (Water, &c.) .....	..		94 1 6		..		162 15 9		..		256 17 3	
"	Municipal Council, Campbell Town (8 Ed. VII. No. 48) .....	..		20 14 7		..		35 2 5		..		55 17 0	
"	Penguin Water Supply (8 Ed. VII. No. 13) .....	..		14 18 5		..		10 14 3		..		25 12 8	
"	Leven Municipality (Ulverstone Light) .....	..		..		..		1 8 2		..		1 8 2	
"	St. Leonards Municipality .....	..		..		..		8 4 1		..		8 4 1	
"	Emu Bay Municipality (9 Ed. VII. No. 54) .....	..		..		..		12 2 5		..		12 2 5	
345	Glenorchy Municipality Water Act (1 Ed. VII. No. 13) .....	..		..		..		18 1 0		..		18 1 0	
"	Longford Lighting District .....	..		..		..		15 0 0		..		15 0 0	
	Loans and Public Works Acts—												
354	Roads under Waste Lands Act, 1870, Sect. 28, Crown Lands Act, 1890, Sect. 113, and Crown Lands Act, 1903, Sections 171 and 172	3830	3 1	..		18,563	15 2	173 0 1		22,220	18 2	..	
351	Roads under Crown Lands Act, 1890, Sect. 114, and Crown Lands Act, 1903, Section 173 .....	..		501 13 1		812 12 0		..		310	18 11	..	
357	Education Act, 49 Vict. No. 15 .....	..		9440 7 0		20,904 1 3		14,145 14 6		..		2682 0 3	
360	Expenditure Main Line Railway, 54 Vict. No. 36 .....	..		796 15 3		796 15 3		..		..		..
362	Railway Execution Act, 55 Vict. No. 60 .....	..		58,138 7 10		58,000 0 0		..		..		138 7 10	
364	Local Public Works Loans Act, 54 Vict. No. 30 .....	..		607,788 12 3		..		177,979 17 8		..		785,768 9 11	
367	Loans to Local Bodies under Local Public Works Loans Act	524,644	17 3	400 0 0		39,365 14 5		800 0 0		563,210	11 8	400 0 0	
374	Tarleton Road District Loan Act, 60 Vict. No. 23 .....	..		..		..		..		..		..
375	Loan to Trustees of Road District of Tarleton under 60 Vict. No. 23	400	0 0	..		..		..		400	0 0	..	
376	Public Works Execution Act, 60 Vict. No. 45 .....	..		86 0 4		..		..		..		86 0 4	
379	Public Works Execution Act, 62 Vict. No. 59 .....	..		23 19 6		..		..		..		23 19 6	
397	Marine Board of Strahan Loan Act, 62 Vict. No. 54 .....	..		15,037 11 3		4000 0 0		..		..		11,037 11 3	
381	Public Works Execution Act, 63 Vict. No. 41 .....	..		859 15 9		..		..		..		859 15 9	
382	Public Works Construction Act, 63 Vict. No. 42 .....	..		1349 1 11		..		..		..		1349 1 11	
384	Discount and Expense of Floating Loan, 8 Ed. VII. Nos. 25 and 29	11,740	1 9	..		..		..		11,740	1 9	..	

385	Cemeteries Amendment Act, 64 Vict. No. 33 .....	..	3000	0	0	..	..	..	..	3000	0	0	
386	Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33	2628	9	8	..	..	..	..	..	..	..	..
387	Public Works Execution Act, 64 Vict. No. 38 .....	..	..	..	418	5	4	..	..	..	418	5	4
388	Railway Survey Act, 64 Vict. No. 39 .....	..	..	..	15,000	0	0	..	..	..	15,000	0	0
"	Railton-Wilmot Railway Construction Act, 64 Vict. No. 62 .....	..	..	..	11,451	5	0	..	..	..	8451	5	0
388	Public Works Execution Act, 64 Vict. No. 63 .....	..	..	..	1149	4	3	..	..	..	1149	4	3
389	Loans to Marine Board of Strahan under Acts 62 and 63	50,037	11	3	..	..	..	..	..	..	..	..	..
391	Strahan Marine Board Loan Act, 1 Ed. VII. No. 26 .....	..	..	..	..	..	..	..	..	..	..	..	..
391	No. 26 .....	..	..	..	..	..	..	..	..	..	..	..	..
391	Burnie Water Act, 1 Ed. VII. No. 45 .....	..	..	..	..	..	..	..	..	..	..	..	..
392	Loan to Town Board of Burnie under Act 1 Ed. VII. No. 45	10,000	0	0	..	..	..	..	..	..	..	..	..
402	Leven Harbour Trust Acts, 1 Ed. VII. No. 54 and 2 Ed. VII. No. 17 .....	..	..	..	19,500	0	0	..	..	..	19,500	0	0
406	Public Works Execution Act, 1 Ed. VII. No. 49 .....	..	..	..	2658	8	2	..	..	..	2705	3	10
403	Loan to Leven Harbour Trust, 2 Ed. VII. No. 17	17,400	0	0	..	..	..	..	..	..	..	..	..
405	Local Bodies Loans Act, 2 Ed. VII. No. 40 (Zeehan School of Mine) .....	..	..	..	150	0	0	..	..	..	..	..	..
411	Public Works Execution Act, 2 Ed. VII. No. 43 .....	..	..	..	2893	17	5	..	..	..	1269	19	8
415	Public Works Execution Act 3 Ed. VII. No. 27 .....	..	..	..	561	4	3	..	..	..	551	19	10
401	Public Works Execution Act, 4 Ed. VII. No. 15 .....	..	..	..	1310	6	10	..	..	..	1298	16	10
434	Public Works Execution Act, 5 Ed. VII. No. 42 .....	..	..	..	2745	0	10	..	..	..	1228	13	0
410	Public Works Execution Act, 6 Ed. VII. No. 23 .....	..	..	..	1348	15	3	..	..	..	757	16	0
414	Public Works Execution Act, 7 Ed. VII. No. 31 .....	..	..	..	13,935	12	9	..	..	..	8551	0	9
411	Loan to Tasmanian Smelting Company, 8 Ed. VII. No. 3	20,000	0	0	..	..	..	..	..	..	20,000	0	0
"	The Tasmanian Smelting Company's Loan Act, 8 Ed. VII. No. 3 .....	..	..	..	20,000	0	0	..	..	..	20,000	0	0
418	Public Works Execution Act, 8 Ed. VII. No. 14 .....	..	..	..	36,632	11	10	..	..	..	15,955	5	1
424	Burnie-Flowerdale Railway Survey Act, 8 Ed. VII. No. 19 .....	..	..	..	747	16	6	..	..	..	353	15	2
420	Derwent Valley Railway Extension Act, 8 Ed. VII. No. 28	1250	12	9	..	..	..	..	..	..	4	11	6
422	Scottsdale-Branxholm Railway Construction Act, 8 Ed. VII. No. 45 .....	..	..	..	51,841	0	10	..	..	..	13,939	12	2
438	Hobart Corporation Loan Act, 9 Ed. VII. No. 20 .....	..	..	..	..	..	..	..	..	..	20,000	0	0
428	Loan to Anchor Tin Mine Limited, 9 Ed. VII. No. 22	4000	0	0	..	..	..	..	..	..	5000	0	0
"	Anchor Tin Mine Limited Loan Act, 9 Ed. VII. No. 22 .....	..	..	..	..	..	..	..	..	..	..	..	..
429	Loan to Launceston Fire Brigade Board, 9 Ed. VII. No. 23	700	0	0	..	..	..	..	..	..	650	0	0
"	Launceston Fire Brigade Loan Act, 9 Ed. VII. No. 23 .....	..	..	..	..	..	..	..	..	..	700	0	0
	Carried forward	11,599,535	19	7	11,680,576	10	10	4,093,249	11	4	3,921,883	6	2
											12,356,075	13	8
											12,265,749	19	9

LEDGER FOLIO.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1910.		TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1911.		BALANCES ON 30 JUNE, 1911.	
		Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	<i>Brought forward</i>	11,599,535 19 7	11,680,576 10 10	4,093,249 11 4	3,921,883 6 2	12,356,075 13 8	12,265,749 19 9
437	Loans and Public Works Acts <i>continued</i> .						
	Loan to Glenorchy Municipality Act, 9 Ed. VII. No. 24 .....	..	..	800 0 0	1600 0 0	800 0 0	1600 0 0
437	Glenorchy Municipality Loan Act, 9 Ed. VII. No. 24 .....	..	..		
430	Land for Burnie-Flowerdale Railway Acquisition Act, 9 Ed. VII. No. 42	56,454 7 4	5000 0 0	5717 2 10	717 2 10	..	..
426	Public Works Execution Act, 9 Ed. VII. No. 51.			80,328 19 8	178,887 6 1	..	42,103 19 1
431	Loan to State Scholarship Board Act, 1 Geo. V. No. 15 .....	..	..	575 0 0	..	575 0 0	..
	State Scholarship Board Loan Act, 1 Geo. V. No. 15 .....	..	..	..	575 0 0	..	575 0 0
436	Hobart Fire Brigade Loan Act, 1 Geo. V. No. 33 .....	..	..	..	3000 0 0	..	3000 0 0
"	Loan to Hobart Fire Brigade Board Act, 1 Geo. V. No. 33 .....	..	..	..	..	..	..
430	Burnie-Flowerdale Railway Construction Act, 1 Geo. V. No. 58 .....	..	..	992 10 0	..	992 10 0	..
439	Local Government Act (Tramways) 7 Ed. VII. No. 49 .....	..	..	838 5 1	63,000 0 0	..	62,161 14 11
432	Public Works Execution Act, 1 Geo. V. No. 51 .....	..	..	84,079 12 7	60,250 6 6	..	80,000 0 0
						23,829 6 1	..
1	The Treasurer—Cash	11,655,990 6 11	11,685,576 10 10	4,266,581 1 6	4,309,913 1 7	12,382,272 9 9	12,455,190 13 9
		29,586 3 11	..	2,265,059 0 9	2,221,727 0 8	72,918 4 0	..
		11,685,576 10 10	11,685,576 10 10	6,531,640 2 3	6,531,640 2 3	12,455,190 13 9	12,455,190 13 9

Treasury, Hobart, 31st October, 1911.

N. E. LEWIS, *Treasurer.*

Having examined the Treasurer's Journal and Ledger, Consolidated Revenue, for the year ended 30 June, 1911, and compared the foregoing Statement with those Books, I now certify that this Balance Sheet is correct.

J. E. BENNISON, *Auditor-General.*

Audit Department, 16th December, 1911.

ABSTRACT OF RECEIPTS AND EXPENDITURE.

*ABSTRACT of RECEIPTS and EXPENDITURE for the Year ended 30th June, 1911,
during the Months of*

Dr—RECEIPTS.	Gross Receipts.	Repayments.	Net Receipts.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TO CASH BALANCE ON 30 JUNE, 1910 .....	...	...	...	...	29,586 3 11
SURPLUS COMMONWEALTH REVENUE RETURNED TO STATE	228,118 0 0	...	...	228,118 0 0	
TAXATION—					
Land Tax	64,965 8 0	33 17 10	64,931 10 2		
Tax under Taxation Act	8098 8 6	81 10 8	8016 17 10		
Income Tax	108,233 17 5	415 0 5	107,818 17 0		
Stamp Duties.....	57,876 1 9	48 0 0	57,828 1 9		
Bank Notes—Duty on	3289 11 0	...	3289 11 0		
Deceased Persons' Estates Duties	27,818 13 8	359 7 11	27,459 5 9		
Percentage on Totalisator Receipts	1935 5 6	...	1935 5 6		
Licences—					
Publicans' and other Licences under Licensing Act	10,173 18 4	...	10,173 18 4		
Wholesale	800 0 0	...	800 0 0		
Packet	144 10 0	...	144 10 0		
Billiard and Bagatelle	669 10 0	...	669 10 0		
Auctioneers'	1360 0 0	...	1360 0 0		
Pawnbrokers'	120 0 0	...	120 0 0		
Other Licences	417 11 6	...	417 11 6		
<i>Total from Taxation</i>	285,902 15 8	937 16 10	...	284,964 18 10	
SPECIAL PUBLIC SERVICES—					
Railways	276,942 7 1	...	276,942 7 1		
Stock Act Receipts	147 0 3	...	147 0 3		
Commonwealth of Australia—For Services of State Officers	1239 7 7	70 0 0	1169 7 7		
Hospital for Insane—Maintenance of Paying Patients, &c.	4479 9 3	...	4479 9 3		
Gaol, Hobart—Sale of Metal, Boots and Shoes, Washing, &c.	222 14 6	...	222 14 6		
New Town Charitable Institution—Maintenance, &c.	308 1 0	...	308 1 0		
Training School for Boys—Sale of Milk, &c.	106 9 4	...	106 9 4		
Invalid Depôt, Launceston	86 6 0	...	86 6 0		
Government Printer	17,071 2 5	37 1 0	17,034 1 5		
Education Department—School Fees	36 2 10	...	36 2 10		
Department of Agriculture	733 5 4	2 3 5	731 1 11		
Contributions from Home Government—For support of prisoners, lunatics, paupers, and hospital patients	94 1 7	...	94 1 7		
Commission for Payment of Imperial Pensions and other charges	357 2 3	...	357 2 3		
Profit on State Savings Bank	4153 16 4	...	4153 16 4		
Fees, Denison Canal	243 14 3	...	243 14 3		
Fees from various Departments—					
Recorder of Titles.....	5861 17 4	28 2 6	5833 14 10		
Sheriff	94 7 6	...	94 7 6		
Curator of Intestate Estates—Commission	333 8 11	...	333 8 11		
Registrar General	187 5 6	...	187 5 6		
Inspector of Machinery	1331 2 6	...	1331 2 6		
Surveys	15,238 17 5	3000 16 7	12,238 0 10		
For Grant Deeds and Diagrams	504 0 0	...	504 0 0		
Introduction of Private Bills.....	500 0 0	352 15 6	147 4 6		
Crown Solicitor.....	164 7 10	...	164 7 10		
Under Merchant Ships Officers' Examination Act	23 0 0	...	23 0 0		
For Steamship Certificates	86 13 0	...	86 13 0		
Public Service Board	16 0 0	...	16 0 0		
Miscellaneous	0 5 0	...	0 5 0		
<i>Total Special Public Services</i>	330,562 5 0	3490 19 0	...	227,071 6 0	
<i>Carried forward</i> .....	...	...	...	810,154 4 10	29,586 3 11

including Transactions of Consolidated Revenue on account of that Year,
July and August, 1911.

£ s. d. £ s. d. £ s. d.

Cr.—PAYMENTS.

EXPENDITURE AGAINST CONSOLIDATED REVENUE.

His Excellency the Governor's Establishment	3513	7	1			
Ministerial	3392	19	3			
Premier's Office	596	17	6			
Agent-General in England	2186	12	6			
Miscellaneous Premier	320	19	0			
Legislature—						
Legislative Council	1123	6	5			
House of Assembly	2220	19	2			
General—Reimbursement of Expenses of Members	4977	18	4			
Electoral	645	0	10			
Special Services	3586	13	0			
Chief Secretary's Department	918	15	7			
Audit Department	3028	8	5			
Statistical and Registration Department	2377	14	10			
Inspection of Machinery	1791	5	6			
Public Buildings	2683	16	0			
Charitable Department	3685	15	10			
Training School for Boys, and Farm	825	5	5			
New Town Charitable Institution	3684	8	5			
Invalid Depôt, Launceston	688	6	10			
Neglected Children Department	2533	19	2			
Grants to Charitable Institutions	691	0	0			
Grants to Medical Institutions	18,305	16	5			
Hospital for the Insane, New Norfolk	21,179	12	10			
Public Health Department	1751	11	7			
Magazines and Explosives	220	14	2			
Public Service Board	567	7	10			
Miscellaneous—Chief Secretary	6018	14	6			
Treasury	5130	8	11			
Office of Taxes	11,220	2	2			
Printing Department	13,825	0	7			
State Savings Bank	2899	15	0			
Miscellaneous—Treasurer	1597	11	1			
Attorney-General	456	14	6			
Parliamentary Draftsman	360	0	0			
Solicitor-General	1473	4	3			
The Judges	4375	8	1			
Supreme Court, Registry of Deeds, Probate Duties, and Stamp Duties	1872	8	0			
Lands' Titles	3624	15	6			
Sheriff and Court of Requests	1633	0	5			
Courts of Requests and Court of Bankruptcy, Launceston	644	7	1			
Magistry—Southern Division	1183	9	3			
Northern Division	226	11	1			
North-Western Division	534	16	11			
Western Division—District of Macquarie	439	11	0			
Miscellaneous—Attorney-General	1795	1	7			
Police Department	40,325	10	7			
Gaol, Hobart	4550	0	11			
Gaol, Launceston	634	12	1			
Gaols, General Service	289	4	9			
Education	84,004	1	11			
Tasmanian University	4500	0	0			
Department of Mines	6236	14	2			
Department of Lands and Surveys	8622	3	5			
Department of Public Works	2363	12	10			
Agricultural and Stock Department	6116	10	7			
Department of Railways	215,530	0	8			
Roads, Bridges, Surveys, Tracks, Buildings, Ferries, &c.	38,072	15	2			
Miscellaneous—Minister of Lands and Works	671	17	9			
Miscellaneous—General	9807	0	7			
Pensions, &c.	13,086	14	10			
Interest	388,964	10	2			
Sinking Funds	46,371	8	6			
				1,016,956	10	9
Carried forward				1,016,956	10	9

Dr.—RECEIPTS.	Gross Receipts.	Repayments.	Net Receipts.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Brought forward</i> .....	...	...	...	840,154 4 10	29,586 9 11
BUILDINGS, LAND, AND PUBLIC INVESTMENTS—					
Interest on Public Account, Loans to Local Bodies, &c.	29,261 1 1	...	29,261 1 1		
Rentals—					
Rent of Government Property	1467 3 6	25 0 0	1442 3 6		
Rent of Police Quarters.....	1588 13 9	...	1588 13 9		
Storage of Gunpowder	455 13 5	...	455 13 5		
Rent of Crown Lands.....	7162 6 6	77 8 5	7084 18 1		
Rent of Auriferous and Mineral Lands...	19,802 0 3	1116 5 9	18,685 14 6		
Fees in connection with ditto	1661 9 10	72 16 0	1588 19 10		
Sale of Crown Land	61,247 5 2	353 10 10	60,893 14 4		
Fees received by Surveyor-General for Timber Licences, Residence Licences, Saw-milling Areas, Transfers, &c.....	6028 18 3	11 16 1	6017 2 2		
Sale of Government Property	283 16 11	15 0 0	268 16 11		
<i>Total Buildings, Lands, and Public Investments</i>	128,958 8 8	1671 17 1	...	127,286 11 7	
OTHER SOURCES.					
Fines, and Fees connected therewith	790 9 9	5 11 6	784 18 3		
Unclaimed Intestate Estates	236 6 9	...	236 6 9		
Sale of Seizures.....	70 15 4	...	70 15 4		
Miscellaneous	1567 16 5	8 9 0	1559 7 5		
<i>Total other Sources</i>	2665 8 3	14 0 6	...	2651 7 9	
TOTAL CONSOLIDATED REVENUE OF YEAR ENDED 30 JUNE, 1911......	...	...	...	970,092 4 2	

SPECIAL RECEIPTS.

Public Debt Redemption Account.....	24,000 0 0
Treasury Bills in aid of Revenue—9 Ed. VII. No. 28	38,224 0 0
1 Geo. V. No. 45.....	29,886 8 6
Local Inscribed Stock—	
4 Ed. VII. No. 30.....	550 0 0
9 " 60.....	218,141 19 4
1 Geo. V. No. 43	59,086 16 6
1 " 44	249,704 17 8
6 Ed. VII. No. 39.....	31,000 0 0
5 " 43.....	16,050 0 0
7 " 15.....	30,000 0 0
7 " 16.....	42,000 0 0
8 " 25.....	1530 0 0
8 " 29.....	93 0 0
9 " 59.....	39,000 0 0
Outstanding Receipts of 1909-10	822 17 1
Outstanding Expenditure of 1910-11 (being Expenditure against Consolidated Revenue of 1910-11, during July and August, 1911, distributed under proper Heads of Service on other side of Account).....	26,784 2 11
Contagious Diseases (Cattle) Act Fund	600 6 3
Lighthouse Rates	7873 11 3
Advances to Heads of Departments—Repayments	26,796 17 0
Ditto Fire Brigade Boards, ditto	316 1 4
Deposit Accounts—	
Trial Shipment of Apples to France	400 0 0
Complex Ores Company.....	2000 0 0
Fixed Deposits.....	20,000 0 0
Trust Funds Investment Account	10,643 16 2
Tasmanian Permanent Executors and Trustees Association, Limited.....	200 0 0
Perpetual Trustees, Executors, and Agency Company, Limited	175 0 0
Mutual Life Insurance Company of New York.....	162 10 0
Australasian Temperance and General Mutual Life Assurance Company, Limited	182 10 0
Assurance Fund, Real Property Act.....	782 12 7
Contracts for Public Works.....	2937 13 1
Hobart Corporation Loan.....	9538 5 5
Launceston Corporation Loan.....	6058 16 9
Tasmanian Railways—Contracts	347 10 6
Contracts for Stores, &c.	44 13 0

Carried forward 895,934 5 4 970,092 4 2 29,586 9 11

Cr.— PAYMENTS.	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought forward</i>.....	...			1,016,956	10	9			
SPECIAL DISBURSEMENTS.									
Treasury Bills in aid of Revenue	57,201	0	0						
Local Inscribed Stock redeemed, 64 Vict. No. 75	31,800	8	9						
1 Ed. VII. No. 52	18,024	10	7						
3 Ed. VII. No. 26	500	0	0						
4 Ed. VII. No. 30	550	0	0						
5 Ed. VII. No. 43	16,050	0	0						
6 Ed. VII. No. 39	31,000	0	0						
7 Ed. VII. No. 15	30,000	0	0						
7 Ed. VII. No. 16	42,000	0	0						
8 Ed. VII. No. 25	1530	0	0						
8 Ed. VII. No. 29	92	0	0						
Crown Lands Act, 1890, and Crown Lands Amendment Act, 1898.....	20,000	0	0						
Outstanding Receipts of 1910-11 (being Receipts on account of Consolidated Revenue of 1910-11 during July and August, 1911, distributed under proper heads of Service on other side of Account)	401	1	9						
Outstanding Expenditure of 1909-10	26,927	11	3						
Contagious Diseases (Cattle) Act Fund	1121	11	0						
Lighthouse Rates.....	7845	6	3						
Advances to Heads of Departments	23,410	6	1						
Ditto Fire Brigade Boards.....	353	6	8						
Deposit Accounts—									
Tasmanian Permanent Executors and Trustees Association, Limited	200	0	0						
Mutual Life Insurance Company of New York	162	10	0						
Perpetual Trustees, Executors, and Agency Company, Limited	350	0	0						
Australasian Temperance and General Mutual Life Assurance Company, Limited	182	10	0						
Assurance Fund, Real Property Act.....	82	11	8						
Contracts for Public Works	2652	19	8						
Trust Funds Investment Account	14,298	13	11						
Hobart Corporation Loan	9520	9	2						
Launceston Corporation Loan.....	6058	16	9						
Tasmanian Railways, Contracts.....	262	0	0						
Contracts for Stores	37	4	3						
M. Curtain's Estate	8	19	4						
Board of Trade, London	184	14	1						
Tenders received in London	200	6	9						
Lucy Atkins Fund	220	0	0						
Launceston Benevolent Society	100	0	0						
Loveday-Cole Will Trust.....	201	0	7						
Fixed Deposit, Bank of Adelaide	20,000	0	0						
Trial Shipment of Apples to France	400	0	0						
Suspense and other Special Accounts—									
Agent-General's Public Account.....	491,245	7	6						
London County and Westminster Bank	518,668	5	11						
Tasmanian Railways Stock Account.....	66,113	14	5						
State Savings Bank Account	375,159	16	4						
Gaol Suspense Account	2801	12	11						
Income Tax Suspense Account	64	6	5						
Glebe Town Town Board	70	0	0						
Sundry Public Works Suspense Account.....	8558	7	6						
Government of Victoria	2006	10	3						
Ditto New South Wales	681	9	3						
Ditto Ceylon	243	4	0						
Ditto Negri Sembilan	103	7	6						
Printing Special Publications.....	80	18	11						
Collin Moth Act Suspense Account	12	10	0						
Pensions, &c., Fund, 56 Vict. No. 24, &c.	7523	2	4						
Sinking Funds under Local Bodies Loans Act—Ulverstone Town Board ..	136	15	9						
Sinking Fund Strahan Marine Board Loan Acts	4000	0	0						
Sinking Fund Leven Harbour Trust Loan	300	0	0						
Imperial Government Suspense Account.....	12,451	0	9						
Stationery and Stores Suspense Account.....	6285	3	6						
Commonwealth of Australia Suspense Account	1001	11	11						
Survey Advance Account	6046	16	6						
Education Department—School Books and Material Suspense Account ...	2155	9	11						
Reserve under Waste Lands Act, 1870, Section 29.....	30	1	0						
Ditto under Crown Lands Act, 1890, Section 115	12,554	4	10						
Ditto under Crown Lands Act, 1903, Section 174	15,167	15	8						
Ditto for Expenditure under Residence Areas Act.—For details, see Appendix	702	12	0						
Public Service Superannuation Fund	2333	11	7						
Closer Settlements Fund	7643	14	2						
Surplus Revenue, 1906-7, Trust Fund	225	18	1						
Interstate Inspection Fees Suspense Account	596	16	2						
<i>Carried forward</i>	1,908,894	3	7	1,016,956	10	9			

Dr.—RECEIPTS.

	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought forward</i>	895,934	5	4	970,092	4	2	29,586	3	1
<i>Deposit Accounts—continued.</i>									
Testamentary Trust Fund	14	3	8						
Lucy Atkins Fund	190	0	0						
Board of Trade, London	237	4	1						
Tenders received in England	222	15	0						
Late Michael Curtin's Estate	8	19	4						
Loveday Cole Will Trust	201	0	7						
Launceston Benevolent Society	100	0	0						
<i>Suspense and other Special Accounts—</i>									
Agent-General, Public Account	511,689	19	8						
London County and Westminster Bank	326,480	2	1						
Tasmanian Railways Stock Account	83,215	16	7						
State Savings Bank Account	376,800	0	2						
Gaol, Suspense Account	2801	12	11						
Sundry Public Works Suspense Accounts	7079	3	7						
Sinking Fund, Launceston Marine Board (53 Vict. No. 34)	50	11	0						
Launceston Marine Board Sinking Fund under Act 4 Ed. VII. No. 2	219	7	2						
Sinking Fund under Strahan Marine Board Loan Act	4000	0	0						
Glebe Town Town Board	75	0	0						
Government New South Wales	269	11	1						
Ditto Ceylon	243	4	0						
Ditto Victoria	2006	10	4						
Ditto Negri Sembelan	103	7	6						
Ditto Transvaal	25	8	4						
Education Department School Books and Materials Suspense Account	2025	8	4						
Education Department Suspense Account	3	11	0						
Military Stores Suspense Account	15	0	0						
Sinking Fund Latrobe Road Trust	38	12	5						
Ditto, Glebe Town Town Board	69	3	6						
Ditto, Westbury Municipality	89	0	11						
Ditto, Queenborough Town Board	11	4	11						
Municipality of Queenborough	29	0	0						
New Town Municipality	50	0	0						
Queenborough Municipality	27	3	0						
Ditto	32	6	3						
Kentish Municipality	13	6	8						
Pensions, &c., Fund Suspense Account	7975	18	10						
Stationery and Stores Suspense Account	5461	8	4						
Imperial Government Suspense Account	12,441	16	9						
Glenorchy Municipality Suspense Account	3175	0	0						
Tarleton Road Trust Loan Suspense Account	20	0	0						
Burnie Water Sinking Fund, under Act 1 Ed. VII. No. 45	132	9	7						
Public Service Superannuation Account	1333	11	7						
Commonwealth of Australia Suspense Account	6031	0	6						
Survey Advance Account	6046	16	6						
Income Tax Suspense Account	64	6	5						
Leven Harbour Trust Loan Sinking Fund	262	14	4						
Closer Settlements Fund	5517	2	0						
State Advances Trust Account	1099	10	3						
Hobart Technical School Suspense Account	233	15	7						
Launceston Technical School Suspense Account	136	5	3						
Pillinger Public Cemetery Trust	3	6	8						
Loan to Launceston Fire Brigade	50	0	0						
Mt. Cameron Water-race Board	89	9	2						
State Teachers Superannuation Fund	1000	0	0						
Assisting Immigrants Suspense Account	88	14	0						
Interstate Inspection Fees Suspense Account	615	5	6						
Potato Diseases Fund Account	2283	18	9						
Printing Special Publications	32	1	0						
Apple Trophy at Festival of Empire Suspense Account	56	17	4						
<i>Reserves—</i>									
Under Waste Lands Act, 1870, Section 29 (transfer from Revenue)	35	4	6						
Under Crown Lands Act, 1890, 54 Vict. No. 8 (ditto)	12,323	2	4						
Ditto, 1903, Section 174 (ditto)	17,511	6	2						
For Expenditure under Residence Areas Act	485	6	2						
<i>Sinking Funds under Local Public Works Loans Act—</i>									
Municipal Council, Ross	19	11	11						
Marine Board, Hobart	355	0	7						
Marine Board of Hobart (8 Ed. VII, No. 9)	2050	6	8						
Marine Board, Mersey	589	19	7						
Town Board, Devonport (for Water-supply)	496	1	4						
Town Board of Devonport (63 Vict. No. 30)	46	3	3						
Evandale Water Trust	28	6	8						
Cressy Water Trust	22	2	2						
Corporation, City of Launceston	636	8	8						
Town Board of Zeehan, 61 Vic. No. 19	148	10	4						
Town Board of Zeehan, (Light)	94	3	5						
Town Board of Strahan (61 Vict. No. 18)	15	10	9						
Ditto (1 Ed. VII. No. 5)	10	6	1						
Town Board of Queenstown (62 Vict. No. 53)	45	16	2						
Ditto (64 Vict. No. 53)	54	1	4						
<i>Carried forward</i>	2,303,490	15	10	970,092	4	2	29,586	3	11

Cr.—PAYMENTS.							
	£	s.	d.	£	s.	d.	£ . d.
<i>Brought forward</i>	1,908,894	3	7	1,016,956	10	9	
<i>Suspense and other Special Accounts—continued.</i>							
State Advances Trust Account	6099	8	5				
Glenorchy Municipality Suspense Account	3175	0	0				
Daily Mail War Fund	36	10	0				
Potato Diseases Fund Account	1958	17	2				
Mt. Cameron Water-race Suspense Account	89	9	2				
Assisting Immigrants Suspense Account	25	0	0				
Launceston Marine Board Suspense Account	3	3	0				
Tarleton Road Trust Loan Suspense Account	20	0	0				
Launceston Technical School Suspense Account	353	10	4				
Hobart Technical School Suspense Account	473	16	0				
				1,921,128	17	8	
<i>Loans and Public Works Acts—For details, see Appendix.</i>							
Roads under Crown Lands Act, 1890, Section 114, and Crown Lands Act, 1903, Section 173	812	12	0				
Roads under Waste Lands Act, 1870, Section 28, Crown Lands Act, 1890, Section 113, and Crown Lands Act, 1903, Sections 171 and 172	18,563	15	2				
Education Act, 49 Vict. No. 15	20,904	1	3				
Loans to Local Bodies under Local Public Works Loans Act, 54 Vict. No. 30	39,365	14	5				
Expenditure Main Line Railway Act, 54 Vict. No. 36	796	15	3				
Marine Board of Strahan Loan Act, 62 Vict. No. 54	4000	0	0				
Public Works Execution Act, 1 Edward VII. No. 49	22	8	4				
Loan to Leven Harbour Trust, 2 Ed. VII. No. 17	3600	0	0				
Public Works Execution Act, 2 Edward VII. No. 43	1623	17	9				
Public Works Execution Act, 3 Edward VII. No. 27	9	4	5				
Public Works Execution Act, 4 Ed. VII. No. 15	11	10	0				
Public Works Execution Act, 5 Ed. VII. No. 42	1524	18	10				
Public Works Execution Act, 6 Ed. VII. No. 23	685	19	3				
Public Works Execution Act, 7 Ed. VII. No. 31	5514	12	4				
Public Works Execution Act, 8 Ed. VII. No. 14	20,496	13	8				
Burnie-Flowerdale Railway Survey Act, 8 Ed. VII. No. 19	394	1	4				
Derwent Valley Railway Extension Act, 8 Ed. VII. No. 28	497	15	9				
Scottsdale-Bransholme Railway Construction Act, 8 Ed. VII. No. 45	41,118	14	10				
Public Works Execution Act, 9 Ed. VII. No. 51	80,138	19	8				
Loan to the Anchor Tin Mine, Limited, 9 Ed. VII. No. 22	1000	0	0				
Loan to the Glenorchy Municipality, 9 Ed. VII. No. 24	800	0	0				
Land for Burnie-Flowerdale Railway Acquisition Act, 9 Ed. VII. No. 42	717	2	10				
Loan to State Scholarship Board, 1 Geo. V. No. 15	575	0	0				
Loan to Hobart Fire Brigade Board, 1 Geo. V. No. 33	992	10	0				
Public Works Execution Act, 1 Geo. V. No. 51	84,079	12	7				
Burnie-Flowerdale Railway Construction Act, 1 Geo. V. No. 58	838	5	1				
				329,084	4	9	
							3,267,169 13 2
<i>Carried forward</i>							3,267,169 13 2

Dr.—RECEIPTS.

	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought forward</i>	2,303,490	15	10	970,092	4	2	29,586	3	11
<i>Sinking Funds under Local Public Works Loans Act—continued.</i>									
Marine Board, Launceston.....	181	17	2						
Marine Board, Table Cape.....	142	16	0						
Town Board of Gormanston (63 Vict. No. 19).....	28	15	8						
Ditto (64 Vict. No. 65 and 2 Edwd. VII. No. 12).....	65	7	5						
Municipal Council, Campbell Town, 8 Ed. VII. No. 48.....	35	2	5						
Municipal Council, Bothwell (Town Hall).....	13	15	2						
Municipal Council, Bothwell (Water-supply).....	81	8	5						
Ditto, Richmond.....	3	5	6						
Westbury and Hagley Water Trust.....	55	9	9						
Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 3).....	1705	0	3						
Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 4).....	249	17	4						
Town Board of Devonport (2 Ed. VII. No. 40 and 4 Ed. VII. No. 33).....	137	2	2						
Ditto Lindistarne.....	13	5	5						
Ditto Burnie.....	37	18	6						
Ditto New Town.....	35	12	7						
St. Leonards Municipality.....	8	4	1						
Leven Municipality (Ulverstone Light).....	1	8	2						
Longford Lighting District.....	15	0	0						
Glenorchy Municipality—Water, 1 Geo. V. No. 13.....	18	1	0						
Glenorchy Water Trust.....	347	5	10						
Town Board, Beaconsfield.....	2	5	0						
Perth Water Trust.....	22	16	9						
Deloraine Water Trust.....	55	11	0						
Deloraine Light District.....	58	18	3						
Town Board of Queenstown (3 Ed. VII. No. 35).....	27	2	6						
Longford Water Trust.....	84	3	1						
Latrobe Water Trust.....	112	17	4						
St. Helens Water Trust.....	0	2	1						
Swansea Water Trust.....	11	19	1						
Fingal ditto.....	14	11	5						
Ross Water Trust.....	15	16	11						
Bracknell Water Trust.....	7	4	9						
Mount Stuart Town Board.....	23	6	7						
Ulverstone Water Trust.....	111	3	8						
Scottsdale Town Board—Water Supply.....	33	12	3						
Penguin Water Supply, 8 Ed. VII. No. 13.....	10	14	3						
Hobart Corporation—Abattoirs.....	285	0	9						
Hobart Corporation—Water, &c.....	162	15	9						
Emu Bay Municipality, 7 Ed. VII. No. 21.....	126	13	0						
Ditto, 9 Ed. VII. No. 54.....	12	2	5						
Strahan Marine Board, 7 Ed. VII. No. 10.....	251	3	1						
				2,308,097	8	7			
<i>Loans and Public Works—For details, see Appendix.</i>									
Roads under Waste Lands Act, 1870, Section 28, Crown Lands Act, 1890, Section 113, and Crown Lands Act, 1903, Sections 171 and 172.....	173	0	1						
Education Act, 49 Vict. No. 15.....	14,145	14	6						
Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33.....	40	18	7						
Loan to Marine Board of Strahan, 62 Vict. No. 54, and 1 Ed. VII. No. 26.....	4000	0	0						
Loan to Glenorchy Municipality (Moonah Streets).....	800	0	0						
Loan to Leven Harbour Trust under Act 2 Ed. VII. No. 17.....	2300	0	0						
Public Works Execution Act, 1 Ed. VII. No. 49.....	69	4	0						
Public Works Execution Act, 5 Ed. VII. No. 42.....	8	11	0						
Public Works Execution Act, 9 Ed. VII. No. 51.....	7070	6	1						
Public Works Execution Act, 6 Ed. VII. No. 23.....	95	0	0						
Public Works Execution Act, 7 Ed. VII. No. 31.....	205	0	4						
Public Works Execution Act, 8 Ed. VII. No. 14.....	524	6	11						
Public Works Execution Act, 1 Geo. V. No. 51.....	192	10	0						
Scottsdale-Bransholm Railway Construction Act, 8 Ed. VII. No. 45.....	217	6	2						
Derwent Valley Railway Extension Act, 8 Ed. VII. No. 28.....	1753	0	0						
Land for Burnie-Flowerdale Railway Acquisition Act, 9 Ed. VII. No. 42.....	717	2	10						
				32,312	0	6			
							3,310,501	13	3
							£ 3,340,087	17	2

Cr.—PAYMENTS.

	£	s.	d.
<i>Brought forward</i>	3,267,169	13	2
By Cash Balance on 30th June, 1911	72,918	4	0

£ 3,340,087 17 2

Treasury, Hobart, 31st October, 1911.

N. E. LEWIS, *Treasurer.*

Examined and certified to be correct.

J. E. BENNISON, *Auditor-General.*

Audit Department, 16th December, 1911.

APPENDIX to Abstract of Receipts and Expenditure 1st July, 1910, to 30th June, 1911.

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
Reserves—Residence Areas.			
Brauxholm	115 0 0		
Tullah	190 0 0		
Derby	50 0 0		
Dundas	70 0 0		
Pioneer	50 0 0		
Rosebery	50 0 0		
Zeehan	142 12 0		
Lottah	35 0 0		
	702 12 0		
LOANS AND PUBLIC WORKS ACTS.			
Construction of Roads under Crown Lands Acts, 1890, Section 114, and 1903, Section 173.			
4. Town of Bridport	22 0 0		
12. Town of Burgess	140 0 0		
22. Town of Lymington	9 14 0		
24. Town of Wynyard	111 13 0		
27. Town of Wivenhoe	15 0 0		
29. Town of Liverpool	6 0 0		
30. Town of Lottah	15 0 0		
32. Town of Exeter	8 13 5		
33. Town of Welsh	5 0 0		
34. Town of Walpole	52 16 4		
38. Town of Frankford	19 5 0		
40. Town of Taranna	3 17 6		
45. Town of Kettering	45 0 0		
56. Town of Castra	38 0 0		
68. Town of Waratah	50 0 0		
71. Town of Dorchester	30 0 0		
72. Town of Koonya	63 15 9		
73. Town of Hythe	7 4 0		
74. Town of York Town	46 0 0		
76. Town of Hadspen	24 10 0		
77. Town of St. Helens	39 3 0		
78. Town of Balfour	60 0 0		
	812 12 0		
Construction of Roads under Waste Lands Act, 1870, Section 28, and Crown Lands Acts, 1890, Section 113, and 1903, Sections 171 and 172.			
1. Malling and Parkham	85 15 0		
4. Vicinity of Sandfly Basin	137 2 2		
5. Parishes Honeywood and Price	61 18 0		
6. Vicinity of Port Cygnet	158 4 4	2 0 0	Transfer
7. Vicinity of Table Cape	402 15 8		
8. Chudleigh	93 10 0		
9. Midhurst and Ashgrove	25 0 0		
11. Parishes Stowport and Ashwater	158 15 5		
12. Parish Kentishbury	144 8 8		
14. Parish Whiteford	103 10 3		
15. Parish Glenorchy	7 0 0		
16. Upper Piper River and Hall's Track	129 0 0		
18. Springfield and Scottsdale	365 3 9	2 0 0	Transfer
19. Ringarooma District, Parish Kay	266 11 8		
21. Mountain River, Huon	299 8 2		
22. Quamby Bluff	47 19 3		
23. Parishes Stoodley and Dulverton	16 17 1		
24. Parishes Camden and Wellington	47 15 4		
25. Parish Woodbridge	9 0 0		
27. Leithbridge	159 15 6		
28. Montos Marsh	15 0 0		
29. Oyster Cove	110 7 0	1 0 0	Transfer.
30. Bream Creek	60 13 0		
31. Parish Uxbridge	59 0 6		
32. Parish Horncastle	4 10 0		
34. Parishes Abbotsham and Bradworthy	74 15 0		
35. Vicinity Cam and Seabrook	1029 3 9	1 0 0	Transfer.
36. Parish Pelham, Hollow Tree Bottom	6 0 0		
38. Vicinity George's Bay and Gould's Country	701 19 7	19 5 0	Transfer.
39. Vicinity Montagu River, Circular Head	142 15 0		
40. Garrett	62 5 0		
43. Parish Marland	114 0 0		
45. Winkleigh and Wells	156 15 0		
48. Vicinity Lower Piper's River	280 17 10		
49. Parish Wallace, Monmouth	59 0 0		
50. Forrabury, Harford, and Templeton	166 5 0		
51. Vicinity of Moorina, Dorset	313 17 7		
52. Parish of Jervis	21 7 6		
53. Hartingdon and Yarlinton	22 10 0		
56. Vicinity Tasman's Peninsula	151 4 1		
57. Molesworth and New Norfolk	178 15 9		
Carried forward	6450 11 10	25 5 0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	6450	11	10	25	5	0	
Construction of Roads under Waste Lands Act, 1870, Section 28, and Crown Lands Acts, 1890, Section 113, and 1903, Sections 171 and 172— <i>continued</i> .							
59. Parish Canning	25	10	0				
62. Archer	18	6	9				
63. Parish Castra	22	0	0				
65. Parish Wilmot	7	10	3				
66. Graham and Ponsonby	113	14	10	2	3	0	Refund.
67. Patersonia and Gunn	254	18	10				
69. Parish Thanet	101	6	0				
70. Harrington and Moresby	436	14	5	60	16	9	Refund.
71. Bichenor, Glamorgan	14	0	0				
72. Ellenborough	123	11	0	14	18	0	Transfer.
73. Loxbere	49	2	1				
74. Goodleigh	16	0	0				
76. Parish Dallas	44	4	0				
77. Parishes Seaham and Seabrook	517	19	9				
78. Upper Little Forester River	76	13	0				
79. Parish of Nietta, Devon	435	0	10				
80. Boulton and Douglas	63	0	0				Transfer.
82. Parish Medwin	10	17	0				
83. Parish of Anderson	79	18	8				
84. South Bruni	286	0	10				
85. Bagot	24	18	0				
86. Parish of Gibson	59	15	0	2	0	0	Transfer.
87. Swan River	51	5	0				
88. Vicinity of Little Swanport	158	17	4				
89. Vicinity of Circular Head	98	19	3				
91. Parish of Lowana	18	15	0				
93. Fraser and Talbot, Cornwall	53	0	0				
97. Parishes Poiliana and Togari, Wellington	208	12	6				
98. Woodsdale	22	19	8				
99. Parish Mowbray, Wellington	77	15	1				
100. Buckland	127	2	0	0	8	0	Refund.
101. Foresters' Peninsula, Pembroke	91	3	3				
102. Frampton and Grampound	0	5	1				
104. Tyenna	189	7	6				
105. Parish Hale and Kenmere	105	0	6				
108. Weitree and Cambria	2	13	4				
110. Ben Nevis	3	18	0				
111. Dean	27	8	9				
112. Parish Belstone, County of Devon	73	6	8				
113. Flinders Island	150	3	0				
114. Marrawah, County of Wellington	162	14	5				
115. Gad's Hill, County of Lincoln	125	5	9				
116. Gardiner and Fonthill, Cornwall	227	9	4				
117. Purves	73	0	0				
119. Northallerton, County of Dorset	66	16	0				
120. Fordington	58	10	0				
121. King Island	3849	14	3	5	0	0	Contribution.
123. Neville	156	6	4				
124. Fortescue	5	0	0				
125. Sherborne	210	10	0	62	9	4	Contribution.
127. Vicinity Great Lake, County of Lincoln	165	5	6				
128. Trowutta	486	19	1				
132. Hobbs and Hodgson, County of Pembroke	11	17	0				
134. St. Michael's, County of Devon	40	0	0				
135. Woodford, County of Cornwall	3	0	0				
136. Jetson	172	5	10				
138. Budehaven and Bradford	14	0	0				
139. Parish of Moira	436	13	0				
140. Rengeena	316	0	0				
141. Peegra	165	18	5				
143. Tarremah	11	0	0				
145. Parish Page	12	1	8				
147. Maria Island	75	0	0				
151. Louth	15	0	0				
153. Charing	5	0	0				
155. Meunna	169	18	4				
159. Kamona	186	17	0				
162. Kara	187	9	6				
163. Pallawah	188	19	11				
166. Parish Parrawe	265	11	0				
169. Haslemere	7	7	1				
	18,563	15	2	173	0	1	
Education Act, 49 Vict. No. 15							
	20,904	1	3	14,145	14	6	Rents, £107 7s.; Transfers, £14,015 2s. 6d.; Sales, £23 5s.
Loans to Local Bodies under the Public Works Loans Act, 54 Vict. No. 30—							
Glenorchy Municipality (Water-supply)	5750	0	0				
Loan to the Moonah Town Board	375	4	5				
Metropolitan Drainage Board	24,000	0	0				
Glenorchy Municipality (Streets)	800	0	0	800	0	0	Transfer.
Leven Harbour Trust Act	2000	0	0				
<i>Carried forward</i>	32,925	4	5	800	0	0	

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts.</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	32,925 4 5	800 0 0	
Construction of Roads under Waste Lands Act, 1870, Section 28, and Crown Lands Acts, 1890, Section 113, and 1903, Sections 171 and 172— <i>continued</i> .			
Deloraine Lighting District	750 0 0		
Ulverstone Lighting Act	5000 0 0		
New Town Town Board Loan Act	165 10 0		
Hobart Corporation	525 0 0		
	39,365 14 5	800 0 0	
Expenditure Main Line Railway, 54 Vict. No. 36— 11. Hobart Yard, Relaying and Reconstruction	796 15 3		
Marine Board of Strahan Loan Act, 62 Vict. No. 54	4000 0 0		
Loans to the Marine Board of Strahan, under Acts 62 Vict. No. 54, and 1 Edw. VII. No. 26 .....	...	4000 0 0	Transfer.
Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33—			
St. Marys .....	...	5 5 1	
Carr Villa Public Cemetery, Launceston .....	...	23 13 6	
Queenstown .....	...	10 0 0	
Wilmot .....	...	2 0 0	
	...	40 18 7	
Public Works Execution Act, 1 Ed. VII. No. 49. Schedule (1.) Roads.			
Franklin—			
246. Bester's Road	1 2 8		
Railways generally—			
332. Tramways, West Coast	21 5 8	20 0 0	Interest.
334. Automatic Brakes	22 8 4	49 4 0	Transfer.
		69 4 0	
Loan to the Leven Harbour Trust, under Acts 1 Ed. VII. No. 54, and 2 Ed. VII. No. 17	3600 0 0	2300 0 0	Transfer.
Public Works Execution Act, 2 Ed. VII. No. 43 Schedule 1. Miscellaneous.			
148. Pumping Plant for Silt-depositing Area, Town Point, Launceston	1532 12 9		
Railway Items. Main Line.			
155. Additions to Buildings, Sidings, Signals, &c.	86 19 0		
Railways Generally.			
168. Bedding Station-safes in Concrete, New Tele- phones and Phonophores	4 6 0		
	1623 17 9		
Public Works Execution Act, 3 Ed. VII. No. 27. Roads.			
Cumberland—			
138. Road, Otlands to Lake Crescent (conditional upon £50 being contributed locally)	0 18 5		
Monmouth—			
148. Broadmarsh to Bluff (conditionally upon £25 being contributed locally)	8 6 0		
	9 4 5		
Public Works Execution Act, 4 Ed. VII. No. 15. Roads.			
New Norfolk—			
120. Back River Road above Shone's	7 19 0		
Sorell—			
166. Deviation Coppington to Bream Creek, at slip ..	3 11 0		
	11 10 0		
Public Works Execution Act, 5 Ed. VII. No. 42. Roads.			
Wellington—			
6. Trowutta Road	2 10 0		
Fingal—			
120. Ben Lomond Road, continuation from Deviation through J. F. Rigney's (conditionally on £50 being contributed locally)	19 1 0		
Cambria—			
167. Road, Swansea to Campbell Town (conditionally on £18 15s. being contributed locally)	3 0 0		
<i>Carried forward</i>	24 11 0		

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts.</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	24 11 0		
Public Works Execution Act, 5 Ed. VII. No. 42— <i>contd.</i>			
Monmouth—			
188. Road, Native Corners, from Howlett's to Stevens' Selection	2 8 0		
New Norfolk—			
215. Road, Black Hills, from Bedchambers' to Bell's Triffitt's, McAulay's, Morris', Goodsell's, Burns' and others (conditionally on £12 10s. being contributed locally)	5 13 0		
216. Road from Back River to Selections (conditionally on £25 being contributed locally)	39 1 6		
Kingborough—			
240. Trial Bay Road	1 2 0		
Sorell—			
300. Deviation at Land-slip, Factory Road	4 15 0		
Buildings.			
332. Connections from Public Buildings, Hobart, to Metropolitan Sewers	20 0 0		
Tasmanian Government Railways.			
Railway Items.			
Main Line—			
339. One-quarter of £10,000 difference in 46 lb. and 61 lb. steel rails with which the Main Line is being relaid	671 0 8		
Western Line—			
343. One-third of £10,000 difference in 40 lb. and 61 lb. steel rails with which the Deloraine-Devonport section is being relaid	751 2 8		
Fingal Line.			
346. Additions to buildings	5 5 0		
Railways Generally—			
350. Contingencies .....	...	8 11 0	Transfer.
	1524 18 10	8 11 0	
Public Works Execution Act, 6 Ed. VII. No. 23.			
Roads.			
Wellington—			
4. Trowutta Road	6 4 0		
21. South Road to Bourke's, Bellinger's, and others (conditional on Land being given free)	14 4 1		
West Devon—			
107. Road, Forth to Alma	0 10 0		
Devonport—			
115. Road, Upper Leith to William-street, Hamilton (conditional upon £75 being contributed locally)	4 3 0		
Fingal—			
163. Mathinna to Pyengana, Fingal Road District (conditional on local contribution, £50)	150 0 0		
165. Mangana to Tower Hill (conditional on local contribution, £20)	60 0 0		
168. St. Marys to Chain of Lagoons	48 10 0		
Ringarooma—			
212. Road to Sharman's, Taylor's, and others	15 14 6		
Cambria—			
222. Campbell Town Road (Glamorgan Road District)	100 0 0	95 0 0	Refund.
Monmouth—			
251. North Dromedary Road to Johnson's and Burke's (conditional on local contribution, £35)	0 19 8		
252. Upper Broadmarsh Road near Reynolds' Turn-off (conditional on local contribution of £37 10s.)	7 15 0		
253. Road to selections of Johnson and others, Green Valley, Parish of Huntingdon (conditional on local contribution of £25)	2 10 0		
New Norfolk—			
262. Road, Plenty to Booth's	11 0 0		
265. Black Hills to Crown Land (conditional on local contribution, £10)	3 3 0		
Kingborough—			
297. Trial Bay Road to Whitten's, &c.	2 8 0		
323. Scanlon's and Macnamara's Road	0 12 6		
Sorell—			
390. Nugent towards Buckland (conditional on local contribution, £30)	39 1 9		
394. Deviation at Landslip, Bream Creek	30 3 6		
Railway Items.			
Main Line—			
430. Additions to Buildings, Sidings, &c., including Purchase and Cost of acquiring Land	61 0 10		
Railways Generally.			
434. Additional Signals	127 19 5		
	685 19 3	95 0 0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
Public Works Execution Act, 7 Ed. VII. No. 31.							
Roads.							
Wellington—							
3. Marawah Road, through Ford's, to Thompson's	0	8	0				
5. Montagu to Smithton	0	8	0				
6. Comeback Road to Buckby's and others	0	15	0				
15. Sunny Hills Road, from Holden's Corner, southwards	1	8	0				
20. Field's to South Road	1	8	0				
29. Road from Sunny Hills Road to Lovett's, Smith's and Thurston's	1	0	0				
30. South Road, Circular Head	1	10	0				
38. From Main Road to Bauchope's Selections	1	17	0				
39. Old Coast Road (Detention)	2	5	0				
45. Road to Burke's, Bellinger's and others	47	12	0				
47. Road to Mole's, Watt's, and Ridge's selections ...	1	6	0				
48. Sister's Creek to Borradale's	2	5	0				
51. Flowerdale Road, <i>via</i> Margett's	0	9	0				
52. Flowerdale Road, Branch to Gates', Crisp's, and Cashion's	1	12	0				
53. Road to Robertson's, Smart's, and Hunt's Selections	4	5	0				
54. Flowerdale Road to Calder Road, <i>via</i> Toomey's...	16	4	0				
56. Calder Road	0	14	0				
57. Calder Road to Blackwell's, Harris', &c., Selections	5	0	0				
60. Road to Ambrose's, Ketel's, and others	1	14	0				
65. Big Creek Road	0	5	0				
66. Road to Smart's, Cleveland's, and others	18	16	0				
72. Seabrook to Cooper's	0	6	0				
73. Main Road to Hyland's	1	0	0				
74. Takoné Road	17	0	0				
75. Road to Rundle's and Dart's from Takoné Road...	7	2	3				
79. Wynyard to Waratah	1	1	0				
80. Takoné Road, Extension to Pegus's and O'Meara's Selections	1	15	0				
85. Oonah Road to Deacon's, McGaw's, and others...	1	3	0				
Waratah—							
90. Corinna Road	13	9	5				
Burnie—							
99. Road to Dayton's and other Selections	2	8	0				
102. Seabrook's to Mt. Hicks	47	12	0				
106. Cam Road East	0	13	7				
112. Stowport Road	0	10	0				
117. Road to Groom's, Clarke's, and Lockhart's Selections	21	0	4				
120. Road to Bishop's and others	0	3	0				
123. South Oonah Road.....	2	3	0				
127. Moreville Road, near Dodds' and Spink's	4	10	9				
131. Road to Roughley's through D. Elphinstone's ..	43	13	9				
133. Road to Whitehouse's, Archer's, and others, Riana	2	14	6				
137. Road to McHugh's, Enstley's, and others	1	17	0				
144. Blythe Road Deviation	26	16	0				
146. Road to Fielding's and E. Plapp's	2	8	0				
151. Road to Hall's, Paton's, and others	1	1	0				
West Devon—							
154. Iron Cliff Road	3	1	0				
157. Road to Pickett's and others	1	0	0				
160. Road to Allison's (extension to Palmer's)	2	12	0				
171. Road to Chapman's and Guest's Selections	2	10	0				
176. Road to Baxter's and others	4	1	2				
177. Road to Macfarlane's and others, from Baxter's Road	4	10	0				
183. Clarke's Plains Road (Leven end)	0	12	11				
199. Road from Castra Road to Fluke's, Banfield's and others	0	5	0				
200. Road, Nietta Road to Wilmot Bridge	190	0	0				
201. Road, Nietta to Winter's, Gannt's, and others ..	0	16	0				
West Devon—							
202. Road, Central Castra to Nietta (conditionally on land being given free)	70	13	6				
Kentish—							
204. Road to King's, off Wilmot Road	0	3	0				
206. Road from Wilmot Road to Hayes' and others ..	112	0	6				
209. Lehman's Road	7	4	0				
212. Belmont Road to Braid's, Raymond's, and others ..	8	0	2				
215. Road to Grainger's, Percy's, Russell's, and others Wilmot	5	12	0				
239. Palopna Bridge to Barrington-road	50	0	0				
242. Beulah Road	0	13	9				
Devonport—							
261. From Leith Railway-station to Upper Leith (Upper Leith Road)	95	0	0				
Latrobe—							
264. Road to Spurr's and Webb's ..	2	0	0				
266. Road to Smith's and others, from Cross Road to Rubicon River, and Cross Road to William Lamnrev's	0	13	0				
272. Howell to Winkleigh	4	5	0				
279. Cutting down Blades' Hill	2	0	0				
Carried forward	879	1	7				

	Expenditure.			Receipts.			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	879	1	7				
Public Works Execution Act, 7 Ed. VII. No. 31— <i>contd.</i>							
284. Winkleigh to Beaconsfield, <i>via</i> Flowery Gully, north of Adams' Hill	5	0	0				
288. Road to Scott's, Stonehouse's, and others	4	12	0	2	0	0	Transfer
289. Road to Maley's and others	0	3	0				
292. Road from Aulich to Beaconsfield	14	4	0				
George Town—							
307. Lagoon Beach Road (completion)	1	7	0				
Deloraine—							
315. Tongataboo Road	0	4	11				
317. Road to Flowers' and Shaw's, from Deloraine Road	5	0	0				
318. Road from Parkham Road to Stewart's, Craw- ford's, and others	0	6	0				
319. Road to Selections of Buller, Walker, and others	0	6	0				
324. Caveside Road through Haberle's and Parson's... ..	0	16	1				
Westbury—							
334. Cluan to Upper Liffey	2	10	0				
335. Upper Liffey to Golden Valley	3	0	0				
Longford—							
339. Blackwood Creek Road from Bridge to Smith's selection	2	0	0				
340. Green Rises Road, from Butleigh Hill Church to Little Hampton Railway-station (conditional on Land being given free)	27	11	2				
341. Upper Liffey Road, from Bridge to School	2	0	0				
Fingal—							
366. Four-mile Creek Road	48	0	0				
North Esk—							
386. Road, Karoola to Lower Turner's Marsh	0	6	9				
396. Road, Wilson's to Doak's Road, East	2	8	0				
Ringarooma—							
433. Road through Legerwood to Branhholm	0	14	0				
444. Road to Hayes', Scott's, Murphy's, and others... ..	1	8	6				
457. Road to Tucker's, Harper's and others	1	1	0				
472. Mt. Cameron Road (cutting down Red Hill, Scottsdale)	6	10	0				
Cambria—							
478. Swansea to Bicheno (Quinn's Hill)	181	11	2	187	0	0	Refund
487. Road to Selections of Kennedy, Hunn, &c.	5	18	0				
Cumberland—							
491. Bothwell to Blue Hill (completion of Deviation)... ..	2	19	4				
502. Marlborough Road, Ouse, to Derwent Bridge	18	10	8				
504. Broadmarsh to Macquarie Plains, <i>via</i> Bluff Road	37	12	4				
New Norfolk—							
520. Extension, School House Road past Sweeney's to Crown Lands	2	13	0				
523. Road, Plenty to Booth's, <i>via</i> Lahl's	97	3	7				
533. Mount Lloyd Road through Hoffman's to selec- tions	7	0	0				
545. North Dromedary Road to Broomhead's (devia- tion)	0	1	4				
546. Glenora to Ellendale	17	13	8				
Glenorchy—							
564. Upper Tolosa-street and Extension	1	0	0				
565. Road to River, Glenorchy and Goodwood Road... ..	48	4	2				
Queenborough—							
570. Road to Brown's and Wolfe's	3	0	0				
572. Procter's Road	4	0	0				
Kingborough—							
576. Trial Bay Road	8	17	0				
582. Kiernan's Road	1	1	2				
587. Road, Woodbridge to Gordon	5	14	8				
588. Cox's Road	12	4	11				
591. Port Cygnet Cross-road	2	16	5				
607. Kangaroo Bay Road (New Road)	1	12	0				
611. Toby's Hill Road (half on top end)	2	7	0				
614. Wattle Grove Road to Port Cygnet (deviation) ..	15	0	0				
616. Woodcock Road	0	4	0				
620. Road, Silver Hill Road to Snobbs' Point	6	3	6				
630. Road, Westgarth's to Richardson's	0	8	0				
631. Road to Targett's, from Batchelor's	2	0	0				
632. Road to Reid's and Reynold's Selections	0	11	0				
633. Road, Knight's Road	0	11	0				
637. North Huon Road	2	2	0				
640. Crabtree Road	12	1	3				
643. South Allen's Rivulet Road, westerly	96	0	0				
646. Road to Smyth's and Carter's	1	3	0				
647. Road, Denne's Point to Trumpeter Bay	1	12	0				
Franklin—							
661. Jackson's-street, Road to Selections	2	1	3				
666. Lower Jackson's Road	23	0	0				
669. Scott's Rivulet Road (Right)	2	5	0				
690. Hastings to Recherche	0	7	0				
Sorell—							
699. Road, Half-Moon Bay Jetty to Sandford	2	16	0				
700. Road, South Arm to Sandford	8	4	0				
706. Road, Nugent to Gellie's and others	35	12	3				
713. Road, Wedge Bay to Carnarvon	0	10	0				
<i>Carried forward</i>	1683	1	8	189	0	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	1683	1	8	189	0	0	
Public Works Execution Act, 7 Ed. VII. No. 31.— <i>contd</i>							
715. Road, Nubeena to Greatbach's, Nicholls', and others	5	0	0				
716. Road, Nubeena to Roaring Beach	7	7	6				
717. Road, Saltwater River to Greatbach's, Barnicoat's, and others	1	2	8				
724. Nubeena-Carnarvon Road to Bellette's, Burdon's, and others	2	2	0				
727. Road, Triabunna to Little Swanport River	9	4	6				
Conditional Vote.							
728. Construction of Roads and Bridges generally, an equal amount being contributed locally	734	18	7	3	0	0	Contribution
Bridges.							
731. Rattler River—North Takoné Road	4	3	0				
737. Floodways, at Hobbler's Bridge	17	0	0				
749. Small Bridges generally	33	5	5				
Jetties.							
751. Margate (new site)	11	18	0				
Buildings.							
756. Connections from Public Buildings to Metropolitan Sewerage (additional)	205	17	7				
Miscellaneous.							
769. Surveys for Tramways under "Local Government Act"	776	18	7	12	0	0	Sale
TASMANIAN GOVERNMENT RAILWAYS.							
<i>Schedule of Railway Items (Additions to Open Lines) submitted for provision in Public Works Scheme, 1907-8.</i>							
Main Line.							
774. Additions to Buildings, Sidings, Signals, &c.	51	0	3				
Western Line.							
775. Additions to Buildings, Sidings, Signals, &c.	49	11	7				
Fingal Line.							
777. Additions to Buildings, Sidings, &c.	132	0	8				
Scottsdale Line.							
778. Additions to Buildings, &c.	0	12	6				
Railways Generally.							
782. Additional Rolling-stock	1402	3	9				
783. Installation of Electric Light in Carriages (Progress)	368	18	1	1	0	4	Transfer.
784. Pyle Electric Engine Head Lights	18	6	0				
	£5514	12	4	£205	0	4	
Public Works Execution Act, 8 Edw. VII. No. 14.— Schedule.							
Roads.							
Municipality of Beaconsfield—							
1. From Aulich's to Beaconsfield	0	3	6				
2. York Town Road	2	11	0				
4. To Haslam's, Bender's, and others	2	18	0				
5. Frankford to Beaconsfield, near Beaconsfield	4	15	0				
6. To Jillett's and Beauchamp's	5	0	0				
8. Holwell to Winkleigh	28	10	7				
9. South Winkleigh to Holwell, <i>via</i> Nettlefold's	19	5	0				
10. Winkleigh to Exeter	38	0	0				
11. Winkleigh to Beaconsfield, <i>via</i> Flowery Gully (cutting down Hill)	4	13	0				
12. To Maley's and others (commence at end of Muir's Road)	47	10	0	42	10	0	Refund.
13. To Scott's and Stonehouse's	10	0	0				
14. From Main Road to Sidmouth Jetty (£75 for deviation and £25 for approach)	80	0	0				
15. To Layton's, Jones', and others	2	8	0				
16. Glengarry to Winkleigh, <i>via</i> O'Toole's ..	2	8	0				
17. Glengarry Road to McKenzie's and Lamont's ...	2	8	0				
18. Beaconsfield Road to Rosevear's Selections	37	0	0				
19. "Craythorn" Road	2	0	0				
20. Launceston and Beaconsfield Road (Sea-wall near Rosevears)	3	0	0				
22. Launceston and Beaconsfield Road, from Bridgenorth Road towards Muddy Creek	4	0	0				
23. Glengarry to Bridgenorth	2	8	0				
24. Bridgenorth to Forester's Hill	2	8	0				
25. Road through Connelly's to Blackburn's, Miller's and others	0	9	0				
Municipality of Bothwell—							
26. Bothwell to Great Lake	11	13	0				
28. Bothwell to Oatlands, <i>via</i> Black Bridge	8	8	0				
29. Bothwell to Hollow Tree	8	10	0				
30. Bothwell to Blue Hill (deviation)	12	0	0				
31. Bothwell to Ouse Road, through Meadsfield to Triffett's	2	0	0				
32. Bothwell to Lake Echo	4	6	6				
<i>Carried forward</i>	348	12	7	42	10	0	

	Expenditure.			Receipts.			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	348	12	7	42	10	0	
Public Works Execution Act, 8 Ed. VII. No. 14— <i>contd.</i>							
Municipality of Brighton—							
34. To Selections of Sadler, Anderson, and others ...	4	19	6				
35. To Piercey's, Porter's, and others, <i>via</i> Bantick's	5	0	0				
36. To Johnson's and others, Green Valley (through Swan's estate)	25	16	1				
37. Dromedary Road, <i>via</i> Hughes' Crossing	7	0	0				
38. From Hennessy's to Johnson's, Creagh's, and others (Dromedary)	7	14	0				
39. Teatree to Pontville (continuation <i>via</i> Jordan Ford)	47	12	0				
40. From Broadmarsh Road to Old Main Road	2	0	0				
41. Graham's Creek Road	19	5	0				
42. Near School, Teatree	1	10	2				
43. Near Maryvale to Butler's and others	2	10	0				
44. Through Thomfield, Old Beach	3	0	0				
45. Through Compton, Old Beach	4	15	0				
Municipality of Bruni—							
46. To Barnes Bay Jetty	18	11	6				
47. Denne's Point to Trumpeter Bay	9	0	0				
48. Through Lennon to Quarantine Station	15	0	0				
49. Mills' Reef to Daniel's Bay Road, through Vaughan's, &c.	27	3	0				
51. To McKay's, Kirkwood's, and Aiken's Selections	28	9	0				
Municipality of Campbell Town—							
52. Campbell Town to Swansea	9	10	0				
53. Swansea and Campbell Town Road to Lake Leake	2	14	0				
54. Auburn to Barton, including small Bridge over Isis River at Bicton	15	11	0				
Municipality of Circular Head—							
55. Mount Baitour to Whale's Head	7	9	0				
56. Whale's Head to Arthur River	4	7	4				
57. Arthur River to Green Point	21	4	0				
58. From Marrawah Road through Ford's to Thompson's	3	2	0				
59. From Marrawah Road to Thompson's (branch to King's)	2	8	0				
60. From "Come back" Road to Buckby's and others	7	2	0				
62. Green Point to Montagu	73	3	0				
63. Montagu to Smithton	3	8	0				
64. Mowbray Swamp Road, <i>via</i> Purton's and Edwards'	2	6	0				
65. Blackwood Bridge to Christmas Hills	0	10	0				
67. From Christmas Hills Road to Fixter's and others	1	13	8				
69. Cunningham's to Furphy's (Lower Scotch Town Road)	23	15	0				
72. Irish Town Road (extension <i>via</i> Young's Hill) ...	4	14	0				
74. Trowutta Road to Upper Duck River	35	15	0				
75. Trowutta Road to Fenton's, Pryor's, and others	3	16	0				
76. Through E. L. Smith's to McLachlan's	0	3	0				
77. Sunny Hills Road, from Holden's Corner	3	2	0				
78. Sunny Hills Road to Lovell's and Thurston's	1	6	0				
80. Sunny Hills Road to Gaby's and Stephenson's ...	0	4	0				
81. To Maguire's Selection (Duck River)	2	8	0				
82. Fahey's Road to South Road, <i>via</i> L. A. King's ..	33	15	0				
84. South Road to Field's, <i>via</i> Marthick's	5	0	0				
85. South Road	0	15	0				
86. South Road East to Stokes' and others	0	5	0				
88. Ford's Road, from Medwin	7	0	0				
89. Road to House's, Ford's, and Edwards'	4	15	0				
90. Back Line Road	7	1	0				
91. Back Line Road to Wells' and others	2	0	0				
93. Back Line Road to Fern Reserve	3	6	0				
94. Brickmakers' Bay Road to Selections south	7	8	0				
95. Brickmakers' Bay Road to Carlsen's and others...	2	4	5				
96. Dallas' to Brakey's and Carroll's	2	8	0				
98. Main Road to Bauchop's	2	8	0				
99. Main Road to Brakey's, Carroll's, and others	4	18	0				
101. Old Coast Road (Detention)	10	0	0				
Municipality of Clarence—							
102. To Riley's, Good's, and others	4	15	0				
103. Risdon Ferry towards Richmond	3	10	0				
104. Bellerive to Risdon	9	6	0				
105. Cambridge to Sandford	15	0	0				
106. Cambridge to Bellerive	54	2	0	78	0	0	Refund.
107. Causeway to New Jetty, Sandford	4	18	9				
108. Sandford Causeway to Bellerive	24	0	0				
Municipality of Deloraine—							
112. Coiler's Creek to Main Road, <i>via</i> Gannon's	2	10	0				
113. Elizabeth Town to Christmas Hill	5	0	0				
114. Parkham Road to Goodleigh	0	19	0				
115. Deloraine Road to Flowers' and Shaw's	9	0	0				
116. Parkham Road to Stewart's and Crawford's	1	4	0				
119. Chudleigh Road <i>via</i> Cassidy's, to Back Settlement	2	8	0				
120. Golden Valley to Great Lake, <i>via</i> Mansfield's	2	10	0				
121. Poole's Road to Linger's, Cubit's, and others	4	15	0				
122. Sugar Loaf Run Road	2	10	0				
123. Mole Creek to Liena	2	5	0				
124. Liena to Gad's Hill	1	19	0				
125. Dog's Head Road to Ashdown's and Rose's	2	8	0				
<i>Carried forward</i>	1053	12	0	120	10	0	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	1053 12 0	120 10 0	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>			
126. Back Creek Road	4 17 0		
127. Dog Track Road	7 12 0		
130. Baldock's Cave Road, Mole Creek	0 3 0		
131. South Cheshunt Road to Reifer's and others	96 8 0		
133. From Deloraine and Reedy Marsh Road at Humphries' Bridge to Johnson's and others	5 0 0		
134. Mole Creek to Lee's, Flowers', and others	2 8 0		
Municipality of Devonport—			
136. Leith Railway-station to Upper Leith ..	6 12 0		
139. Melrose Creek to Forth	4 16 11		
140. Palooona School to Palooona Bridge	92 1 10		
141. Denney's to Gerrand's	4 15 0		
142. Middle Road to Old Latrobe Road	3 4 8		
143. Peart's to Don River	0 18 3		
Municipality of Emu Bay—			
144. Cam Road East	4 15 0		
146. Moreville Road West	4 0 0		
147. New Country Road to Docking's and Radford's...	7 12 0		
148. Moreville Road (extension)	4 15 0		
151. Moreville Road, from Junction of New Country Road from Armytage's	0 13 0		
152. Moreville Road to Dodd's and Spink's	2 8 0		
153. To Mitchell's and Dempster's	0 3 7		
154. Burnie to Waratah	0 9 7		
155. Burnie to Waratah (deviation, 14-18 mile)	16 9 3		
156. Oonah Road	5 12 0		
157. Oonah Road to J. Deacon's	1 1 0		
158. Oonah Road to Deacon's and McGaw's	4 15 0		
159. Oonah Road to Mangan's and Smith's	12 14 0		
160. Oonah Road West to Snowden Plains	6 1 0		
161. Oonah Road to Martin's, Smedley's, and others...	0 4 0		
165. Stowport Road towards West Pine	17 16 0		
166. Natone Road	2 15 0		
167. To Groom's Clark's, and Lockhart's	9 10 0		
168. Glance Creek Road	1 13 0		
169. Glance Creek Road to Woodward's and others	2 6 0		
170. Chasm Creek Road to Atkinson's and Morris'	0 4 0		
171. Stowport Road to Lynch's and Atkinson's	2 10 0		
172. Road to Bishop's and others	2 8 0		
173. South Oonah Road	7 17 9		
174. Road to Atkinson's, Dodds', and Turnbull's	9 8 0		
Municipality of Esperance—			
176. Old Back Road (Geeveston end)	2 6 0		
177. From Dwyer's to McCarthy's	2 11 6		
178. Crook-street to Selections of Hinton, Dickson, Morrison, and others	2 8 0		
179. Ada-street to Selections of Burgess, Thiessen, and others	2 10 0		
180. To Burgess', Thiessen's, and others	4 8 5		
181. To Lincoln's, Harwood's, and others	2 5 0		
182. Donnelly's Road	3 5 0		
183. To Russell's and Ashlin's	9 12 0		
184. To Rowe's and Hohnes'	2 2 0		
185. Brownell Road to Thompson's Road	1 4 0		
186. Scott's Rivulet Road (left)	4 15 0		
187. Percy-street to Selections of Dwyer, Murrell, and others	7 1 0		
188. Sorell-street to Selections of Hawkins, Connors, Doody, and others	2 10 0		
189. To Eaves' and Clark's (Surges Bay)	2 3 0		
190. Old Esperance Road (Surges Bay)	2 0 0		
191. Coast Road, Surges Bay, to Brooke's Bay	1 5 0		
193. Whale Point Road, <i>via</i> Huon Timber Corpora- tion's Sawmill	4 14 0		
194. Creekton to Southport	0 16 0		
195. Hastings to Recherche	6 13 0		
197. Oldham's to Wilson Bros.' and others	6 0 0		
198. Folkstone Road	25 12 7		
199. Hopetoun Road	8 7 9		
201. Roaring Beach Road (continuation)	20 18 0		
202. Old Esperance Road, <i>via</i> Clennett's	4 17 8		
Municipality of Evandale—			
204. Blessington to Evandale (deviation at Spring Hill)			
206. Watery Plains Road	39 16 6		
207. Blessington to Launceston, from Moy's ..	1 13 0		
208. Steppes to Upper Blessington	0 10 0		
209. To McCormick's, Kay's, and others	4 2 3		
210. Musselborough Road	0 3 0		
Municipality of Fingal—			
213. Rose's Tier to Cooke's, Davies', and others	0 5 0		
214. Mt. Nicholas Road	0 8 0		
215. Cornwall Road	2 8 0		
216. To Baker's, Grant's, and others	4 4 6		
219. St. Marys to Chain of Lagoons	2 6 0		
220. Mt. Elephant Road	1 7 0		
221. Thompson's Marshes Road (Speer's to White's) ..	1 3 0		
222. Gardiner's Creek Road	0 3 0		
223. Ringarooma Turn-off to Hickson's, Polley's, &c....	9 10 0		
	0 13 0		
<i>Carried forward</i>	1609 5 3	120 10 0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	1609	5	3	120	10	0	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>							
224. St. Patrick's Head Road	1	3	0				
225. To Lohrey's, Dudgeon's, and others	1	4	0				
227. St. Mary's to Dublin Town	2	8	0				
228. Mangana to Yates', Trotter's, and others	1	1	6				
Municipality of George Town—							
230. Alford to Karoola	2	17	0				
231. Piper's Brook to Lebrina	5	0	0				
232. Piper's Brook to Lower Piper	2	8	0				
233. To Richardson's, Geale's, &c., North-street	1	6	0				
235. Lefroy Road to Launceston Road	1	17	0				
236. To Shegog's, Warren's, and others	1	4	0				
Municipality of Glenorchy—							
239. Barossa Road	3	2	0				
240. Tolosa Road	4	0	6				
242. Smith-street to Selections of Smith, Jacques, Salter, and Harley	2	8	0				
245. Peltro Road (to Railway-station), Glenorchy	48	0	0				
246. Mary's Hope Road	2	8	0				
247. Berriedale to Bismarck Road (deviation and grading lower end)	54	3	10				
248. Fairy Glen Road	2	7	0				
250. Abbotsfield Road and Branch Road to West's	3	2	0				
251. Goodwood Road	2	8	0				
Municipality of Gormanston—							
252. Linda to Gormanston	5	0	0				
Municipality of Green Ponds—							
254. From old Main Road near Melton to Muddy Plains	75	11	4				
255. Hunting Ground Road (continuation to Broadmarsh)	10	0	0				
256. Hunting Ground Road to Dysart Railway-station	5	3	0				
Municipality of Hamilton—							
257. Marlborough Road to Derwent Bridge	5	3	0				
258. Russell's Falls to Ellendale	95	0	0				
259. Marked Tree Road	13	15	7				
260. Dee Road (extension to Marlborough Road through Dixon's)	9	9	8				
261. Ellendale to Lunrobin Bridge	29	10	0				
262. Hamilton to Bothwell, <i>via</i> Hollow Tree	0	13	0				
263. Ouse to Saggy Flat	2	5	0				
264. Lane's Tier Road, Ouse	4	5	0				
265. Hamilton to Broadmarsh through Sandy Flat	10	0	0				
266. Woolpack to Bluff, <i>via</i> Oakes	90	10	0				
267. To Belcher's Selections	18	0	0				
Municipality of Huon—							
268. Old Road to Geeveston	5	0	7	0	0	2	Transfer.
269. From Main Road to Jetty, Castle Forbes Bay	70	0	0				
271. New Road, Franklin	66	3	9				
274. Hall's Road	5	0	3				
275. Watson's Road	6	0	0				
276. Upper Huon Road to Sheoak Hills	15	7	6				
277. To Albury's, Bender's, and others	2	8	0				
278. Ranelagh Road, from junction of Main Road at Oates' to Ranelagh (widening)	10	16	4				
279. South Baker's Creek Road	44	7	10				
280. North Huon Road (extension)	47	5	11				
281. Crabtree Road	10	0	0				
282. Judd's Creek Road	47	12	0				
283. From Judd's Creek Road to C. Vince's	6	8	0				
284. Victoria Township to Main Road, through Frankcomb's and others	18	17	11				
285. Upper Mountain River Road	22	6	9				
286. From Main Road to Dowling's and others	3	5	5				
287. From Main Road to Fleming's, Bell's, and others	4	15	0				
288. Blackfish Creek Road	10	3	0				
289. Knight's Road (continuation)	12	0	0				
290. Huonville to Lovett (widening)	9	10	0				
291. Woodstock Road	1	15	4				
292. To Richardson's, Williams', and others	24	0	0				
293. To Clark's, Flynn's, and others	2	15	0				
294. Hall's Road to Targett's and others	2	1	10				
295. Crabtree Road to New Bridge at Lovell's	22	5	5				
Municipality of Kentish—							
296. Alma to Lower Wilmot	13	2	6				
297. Lower Wilmot to Upper Wilmot	8	10	0				
300. West Narrawa Road to Wilmot Bridge	3	1	0				
301. Wilmot to Sheffield	16	13	5				
306. Road, <i>via</i> Pease's, to Mt. Claude Road	0	10	3				
314. Nook and Barrington Road, near Coal Creek, to McGuinness' (conditional on Land being given free)	100	0	0				
315. Beulah Road	0	12	0				
316. Beulah Road to Kimberley Road (Cross Road)	2	5	8				
321. Merseylea to Kimberley Road and Railton	12	11	4				
323. Dulverton to Railton	0	0	9				
Municipality of Kingborough—							
326. Proctor's Road	8	9	6				
327. Tinder Box Road	4	5	0				
329. Howden Jetty to Hazell's and others	4	15	0				
<i>Carried forward</i>	2771	0	8	120	10	2	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	2771	0	8	120	10	2	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>							
330. Esplanade Road, Margate (continuation westerly)	2	5	0				
331. Poverty Gully Road, branch to Sproule and others	1	14	0				
332. Peppermint Hill Road	2	8	0				
333. Sproule's, Denehy's, and Worsley's Road	4	15	11				
334. Old Station Road	5	0	0				
335. Hart's and Sproule's Road, <i>via</i> Slattery's	5	0	0				
336. Main Road (Wilcox Hill)	2	0	0				
337. Snug By-road	14	6	8				
338. Hall's Track Road	17	2	0				
339. Longley to Margate	4	0	0				
340. South Allen's Rivulet Road (£100 at each end) ...	73	17	5				
341. To A. J. Page's, Rollins', and others	4	15	0				
342. Sandfly, <i>via</i> Westgarth's, to Richardson's	22	2	0				
343. To Mathews', Combes', and Tabor's	6	5	0				
344. Longley to Kingston	4	19	1				
Municipality of Latrobe—							
345. Sherwood Road to Selections, Brown Mountain ...	2	7	0				
346. Old Deloraine Road	4	4	9				
351. Frankford to Rubicon Bridge	4	15	0				
Municipality of Leven—							
355. To Allison's (extension to Palmer's)	4	15	0				
357. To Purton's and McCulloch's	2	8	0				
360. North Motton Road to Henslow's and Tongs'	0	5	0				
362. To Frampton's and others	0	3	0				
363. Stewart's and Chisholm's Road	7	13	10				
364. To Delaney's, Barnes', Tongs' (from Stewart's and Chisholm's Road)	26	16	0				
366. To Duncanson's and others	2	8	0				
368. To Chapman's and Guest's	3	6	9				
370. To Chisholm's, Ellis', and others (Preston)	2	13	7				
372. Kentish Track, leading to Griffiths' and Loane's...	0	11	0				
374. To Snare's, Abbotsham	5	0	0				
375. Clerke's Plains Road (Leven end)	3	11	0				
376. Moreton Road	0	6	0				
377. Payne's Road	2	8	0				
378. Kindred to Castra (Denison Hill)	0	12	0				
379. Central Castra to Preston	4	15	0				
380. Road to McDonald's and others	0	7	4				
382. To Fluke's, Banfield's, and others	2	8	0				
383. To McDonald's, Stevens', and others	2	0	0				
384. To Baxter's and others	31	0	1				
385. Baxter's Road to Macfarlane's and others	16	14	0				
386. Ferny Bridge Road	2	8	0				
387. To Dent's and others	5	0	0				
388. To Appleby's, Flint's, and others	7	0	0				
389. Gaunt's Road	10	0	0				
390. Nietta Road (extension to Smith's Plains)	20	0	0				
391. Nietta Road to "Jeanbrook"	4	10	0				
392. "Jeanbrook" to Loongana Bridge, <i>via</i> Williams and Griffiths'	3	18	0				
393. Jeanbrook Road, <i>via</i> Sign's, to Nietta Road	1	3	0				
394. Forth Road to Owen's, Hanney's, and Parkins' ...	5	0	0				
395. Simpson's Road to How's Selection	5	0	0				
396. From Simpson's Road to T. Wright's (Kindred) ..	0	13	6				
397. To Rigg's and Russell's	0	7	0				
398. To Manson's, Jupp's, and Brown's	2	8	0				
399. To Flint's, Pearson's, and others	4	0	0				
400. To E. Tong's, Delaney's, and others	7	0	0				
401. To Crawford's, Avery's, Williams', and others	2	8	0				
402. Clark's Plains Road (Kindred end)	2	8	0				
403. Diversion of Road, Hamilton-on-Forth, to connect with new bridge	0	10	0				
Municipality of Lilydale—							
404. Doak's Road East	0	5	0				
405. Doak's Road to Dornauf's	2	8	0				
406. Kowarzik's Road (Brown Mountain)	2	8	0				
408. Lisle to Lisle Road Station	0	13	0				
409. Lisle Road to Cairns', Boyd's, &c.	2	8	0				
410. Golconda to Rogers' and others	0	3	0				
411. To Gofton's, Kettle's, and others	4	15	0				
412. Lisle Road to Allanby's and others	0	3	0				
414. Lower Turner's Marsh, from Karoola	0	5	0				
415. Turner's Marsh Station to Whitchurch's, &c.	2	7	0				
416. Karoola to State School	1	3	0				
417. To Hill's, Trail's, and others	13	1	8				
418. Wilson's Road to Doak's Road East	2	6	0				
419. Underwood to Massey's, Smith's, &c.	3	15	0				
420. Golconda to Wyena	4	15	0				
421. Golconda Road to Pearton's, Fulbrook's, &c.	4	15	0				
422. Underwood to Jacob's, and others	1	0	0				
423. Welsh's Road (completion of metal)	0	2	0				
424. To Murphy's, Burns', and others	2	8	0				
426. Lilydale Road to Brookes', Windsor's, &c.	1	7	0				
427. Ferny Hill to Golconda	2	8	0				
428. Karoola to Bangor	10	0	0				
429. Lisle Road to McEwan's and others	2	8	0				
<i>Carried forward</i>	3221	16	3	120	10	2	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	3221 16 3	120 10 2	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>			
430. To Smilie's, Wright's, and others	2 8 0		
431. To Goullee's, Hudson's, and others	1 13 0		
432. Bangor School to Atherton's, Reid's, and others..	2 8 0		
433. Lower Turner's Marsh to Lefroy Road	2 8 0		
434. Tunnel Station to Lebrina	2 12 0		
436. Lebrina to Piper's Brook	5 6 6		
437. Lilydale Road to Prosser's Forest	2 8 0		
438. To Jacobs', Proctor's, &c., Lebrina	2 8 0		
439. Wyena to Shepherd's	2 8 0		
440. To McGaughey's, Dixon's, &c., from Karoola Road	2 8 0		
441. Turner's Marsh Road (Rowley's Hill)	0 7 0		
442. Mt. Arthur Road	10 0 0		
443. To Rush's, Ryan's, and Walker's	2 8 0		
444. Sykes' Crossing to Karoola Road	2 5 3		
445. Lower Turner's Marsh to Allen's, Aldred's, and others	2 8 0		
Municipality of Longford—			
447. Upper Liffey, from Chapple's, to Bridge	10 0 0		
448. Bullock Holes Road	10 0 0		
449. Blackwood Creek Road	10 0 0		
Municipality of New Norfolk—			
452. From Smith's Gate to Blair-street, along Wood- stock (Sherring's Road)	4 15 0		
453. Back River Road (top end near Terry's)	27 19 9		
454. Glen Fern Road to Grant's, Plunkett's, and others (top end)	4 6 0		
455. Leading to E. Plunkett's, from Glen Fern Road...	2 8 0		
456. Mount Lloyd leading to Hoffman's	36 2 11		
457. Glen Fern Road (lower end)	2 12 4		
458. Upper Plenty leading to Lahl's	8 8 6		
459. To Triffitt's, Morgan's, Leatham's, and others	7 8 0		
461. Booth's Road (continuation to Smith's, Simcoe's, and others)	14 2 0		
462. Uxbridge to Satter's and Salter's (Cross Road) ...	2 3 0		
463. Den Hill Road (deviation)	7 7 0		
464. Johnny's Creek Road through Goodsell's	9 0 0		
465. Johnny's Creek to Black Hills School	3 10 0		
466. From Lachlan Road to H. Smith's Selection	8 8 6		
467. F. Oakley's to Goodsell's, Triffitt's, and others ..	4 15 0		
468. From Church to Bertram's and others	5 0 0		
469. From Black Hills Road through Young's to Downie's and others	28 5 8		
470. From Bond's Road through Burgess' to Kelly's and Hill's	11 4 0		
471. From Hamilton Road Falls to Back River Road...	13 19 4		
472. Collins' Cap Road, from Wakefield's Contract	1 10 0		
473. To Gray's and others	1 0 0		
474. Lachlan Post-office to Swamp Gum Hill	4 18 0		
475. Otto's to Richmond's	1 2 0		
476. To Jeffrey's, Otto's, and others	2 10 0		
477. Collins' Cap to Brown's and Ackroyd's	1 8 0		
479. Uxbridge Road to Fenton's, Ransley's, Shaw's, and others	21 14 0		
481. Tyenna Road beyond Marriott's	16 14 0		
482. Tyenna Road	15 16 0		
Municipality of New Town—			
494. From Cornelian Bay to New Town Bay	2 19 6		
Municipality of Oatlands—			
485. Oatlands to Lakes Crescent and Sorell	12 10 2		
486. Jericho to Colebrook	2 14 0		
487. Jericho to Lower Marshes	3 3 0		
488. York Plains Road (deviation at Brown Sugar Loaf, Mt. Pleasant)	190 0 0		
489. From Main Road to Eastern Marshes, <i>via</i> Lowes' Park	7 6 0		
490. Whiteford to Woodsdale	9 9 0		
491. Mount Seymour School to Crichton	26 2 1		
492. Tunnack to P. Burke's, W. Scott's, and others ..	4 15 0		
493. Stonehenge Road to Tin Pot Marsh	90 0 0		
494. Branch Road from Road, Stonor to Rhvndaston, to Tiharias Siding	14 10 6		
495. From Woodsdale Road to Powell's Selections	4 15 11		
Municipality of Penguin—			
496. To Barrett's and Plapp's	4 15 0		
497. To Smith's, Kenna's, and others	2 7 0		
498. To Fielding's and E. Plapp's	2 8 0		
499. Branch Road to Oliver's	14 0 0		
500. From Oliver's to Hall's and Rudge's	9 10 0		
502. Loongana Bridge to Heazlewood's, Hardy's, and others	12 0 0		
503. Lowana Road to Kent's, Little's, and others	8 1 0		
504. To Whitehouse's, Archer's, and others, Riana	5 0 0		
506. To McCarty's, Andrews' and others	5 0 0		
507. To Revell's, Russell's, and others	2 8 0		
508. South Road, Leven	2 12 0		
<i>Carried forward</i>	4000 5 2	120 10 2	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	4000	5	2	120	10	2	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>							
509. South Road to Hutton's, Revell's, and others	2	8	0				
512. Blythe Road to Walmsley's and Evans'	14	10	4				
513. Heybridge to Taylor's Selections	0	12	0				
514. Nine-mile Road	3	1	0				
515. Cemetery Hill to Barker's, Elphinstone's, and others	4	15	0				
516. Creamery Road (No. 2)	2	8	0				
517. To Bramich's, Whitehouse's, and others	4	15	0				
518. To King's and others, Riana	4	15	0				
519. To Russell's and Hall's	9	15	9				
521. To Marshall's and Hooper's	2	8	0				
522. To McHugh's, Eastley's, and others	4	15	0				
523. To Sushame's and Kaine's	4	15	0				
524. To Plapp's and Naylor's	3	16	0				
Municipality of Port Cygnet—							
525. Roberts' Bay to Burnt Bridge (Coast Road)	88	15	7				
526. Grace's Road	1	3	0				
527. Willing's Road	2	8	0				
528. O'Rourke's Road to Rowe's Jetty (lower end).....	2	3	0				
529. Balfe's Hill to Cradoc Hill, <i>via</i> Moore's, Garth's, and others	1	13	0				
530. Silver Hill Road to Calder's, Davis', and others...	2	7	0				
531. John Williams' Road through Curtin's, off Silver Hill Road	5	0	0				
532. Toby's Hill Road (top end)	4	15	0				
533. Woodcock Road	9	17	6				
534. Deviation at Balfe's Hill	70	4	6				
537. Roberts' Bay to Lymington (Coast Road)	4	18	0				
538. To J. P. Direen's and others through E. Bald- win's	4	16	0				
539. Lovett to Wattle Grove State School (deviation)	193	14	2				
540. Lovett to A. King's and others	34	16	4				
541. To Direen's through Smith's and Hornsby's	0	3	6				
543. Widening Road between Lymington Bridge and Lovett Jetty	0	18	6				
544. Herlihy's Jetty to Mills' and Benson's	2	3	0				
545. Lymington to Petchey's Bay	2	2	0				
547. From Herbert-street, Lymington, through Coad's, Halton's, and others	2	1	6				
548. Garden Island Creek Jetty to Selections of Woods and others	19	13	10				
549. Randall's Bay Road to Cygnet Road	25	12	7				
550. Gardner's Bay to Garden Island Creek (half each end)	5	13	0				
551. Deep Bay to Kangaroo Bay, including approach Road to A. Davis'	15	8	5				
552. Deep Bay Road through Merchant's, Seymour's, and Wilson's to Crown Lands	4	16	0				
553. Golden Gully Road	0	18	0				
554. To Bradley's, Smith's, and others	7	0	0				
555. To Flakemore's and Hughes'	41	0	0				
556. Creighton's and Hughes' Road to Great Oyster Cove Jetty	47	12	0				
558. To Farnell's, Ims', and Watson's Selections	7	0	0				
559. Oyster Cove through Irish Town to Lovett	28	8	0				
560. Woodbridge to Lovett	54	3	6				
561. Laffer's Gums to Bone's, Scully's, and others	9	0	0				
562. To Winn's and others	2	8	0				
563. To Cockerell and Sons'	29	1	0				
565. To Bone's, Crawford's, and others	6	0	0				
566. Woodbridge to Gordon	95	15	0				
567. Woodbridge to Gardner's Bay	51	17	0				
568. To Thurston's and others	2	6	0				
569. To Birch's Bay Jetty (and Dear's Road)	9	0	0				
570. Road, <i>via</i> W. Baldwin's, to Fletcher's and others	2	8	0				
571. To Webster's by Post-office	8	0	0				
572. To Kregor's and others (completion of forming)...	18	0	0				
573. From Jetty at Bagot Bay towards Selections	43	6	3	0	10	0	Transfer.
574. Road, <i>via</i> Lynch's, to Coleman's and others	3	16	0				
575. To Wolfe's, Rowlands', Bergman's, Webster's, and others (continuation)	76	0	0				
577. To J. Wilson's and others	9	0	0				
578. Lovett, Marchant's Road	1	16	0				
579. From Main Road at J. W. Grove's to Bergman's and Wolfe's	4	0	0				
580. Gallagher's Road	14	6	0				
581. Mills' Road	1	0	0				
Municipality of Portland—							
582. Pyengana to Mathinna	5	19	0				
588. St. Helens to Anson's Bay	4	15	0				
Municipality of Queenborough—							
593. Mt. Nelson Road	11	5	8				
594. Beach Road at Recreation Ground, Lower Sandy Bay	138	4	4				
595. Beach Road at Long Point	406	4	6	360	0	0	Contribution.
<i>Carried forward</i>	5707	11	11	481	0	2	

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts.</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	5707 11 11	481 0 2	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>			
Municipality of Richmond—			
597. Through Selections of Dransfield and Iles (Colebrook)	5 16 4		
598. To Selections of Brooks and others (<i>via</i> Gregory's)	2 8 0		
599. Richmond to Sorell (Black Hills Deviation)	335 1 9	9 0 0	Transfer.
600. Brown Mountain Road through Clifford's (completion)	99 9 2		
601. From Burns Creek to Iles' and others	5 7 0		
602. From Colebrook Road through Corrigan's to Freeman's and others	5 1 0		
603. Colebrook to Jericho (near Darlington Gate)	2 5 0		
Municipality of Ringarooma—			
605. Branhholm to Ringarooma through Legerwood ...	8 8 0		
608. To Wines', Thompson's, and others	1 0 0		
609. Maurice to Mathinna Road through North View	6 7 0		
610. To Wilson's, Viney's, and others	0 3 0		
611. To Scott's, Cox's, Lohrey's, and others through Legerwood	0 3 0		
615. Derby to Main Creek and Mutual Mines ..	7 6 0		
616. To Counsel's, Wagner's, Loone's, and others	20 4 0		
617. To Haas', Scott's, and Murphy's	10 0 0		
618. To Tucker's, Harper's, and others	5 0 0		
622. To Wilson's, Hampton's, and others	2 8 0		
625. Gladstone to Boobyalla	5 15 0		
Municipality of Ross—			
627. Ross to Tooms' Lake	2 0 0		
Municipality of Scottsdale—			
628. Mt. Cameron Road (deviation)	39 15 0		
630. West Scottsdale to Timber Siding	4 10 0		
631. Ladbury's to Sideling	10 0 0		
632. Jetsonville to Lietinna	2 8 0		
635. To Wilks', George's, &c.	1 6 0		
638. Coope's Road to Reynolds' Road	3 11 0		
639. To Craw's, Propsting's, and others	0 7 11		
640. To Bonner's from Craw's Turn-off	1 5 0		
641. To Tucker's, Bruen's, and others	1 4 0		
642. To Richardson's from McBean's Turn-off	2 8 0		
643. To Findlay's, Erb's, Gill's, and others	11 12 0		
644. To Wilson's, Waller's, and others	2 8 0		
645. Scottsdale to Bridport (deviation at Campbell's Hill)	12 8 7		
646. To Hughes', Reynolds', and others	2 8 0		
647. To Biggs', Leech's, and others	3 14 8		
Municipality of Sorell—			
648. Carlton to Dodge's Ferry	0 6 0		
649. Dodge's Ferry to Forcett, <i>via</i> Alomes'	2 10 0		
650. Dunalley to Carlton	13 0 0		
651. Carlton to Finger Post	2 5 6		
652. Nugent to Sandspits ..	4 14 8		
653. Nugent to Kellevie	10 0 0		
654. Shrub End to Cherry Tree Opening	4 15 0		
655. Wattle Hill to Nelson's Tier (lower end)	5 0 0		
656. Kellevie to Nugent	40 19 3		
658. Sounds to Selections of Walker, Moore, McGinness, and others	8 0 0		
659. Corbett's, Gellie's, and others	14 7 7		
660. Nelson's Tier Road (extension through Duncombe's and others)	47 17 0		
661. Blackman's Bay Road to Selections of S. Wellard, Dorman, and others	33 7 10		
Municipality of Spring Bay—			
662. From Main Road to Orford Jetty	7 11 10		
663. From Orford towards Sandspits (Coast Road)	34 14 2		
664. Chinaman's Bay Jetty towards Long Point (Maria Island)	5 0 3		
Municipality of St. Leonards—			
665. St. Patrick's River to Camden Plains	9 2 0		
666. To McLaren's, Teece's, and others	1 8 0		
667. Myrtle Bank to St. Patrick's River Road	4 15 0		
668. To Hall's, Stevenson's, and others	2 8 0		
669. Prosser's Forest to Patersonia	2 8 0		
670. Vermont Road, <i>via</i> Mowbray Station	1 12 0		
671. Launceston to Scottsdale (deviation), Magg's Hill	17 10 0		
672. To Archdale's, Millwood's, and others	2 19 0		
673. To E. J. Hall's and others through Grubb's	2 8 0		
674. To Cutts', White's, Prior's, and others	1 8 9		
675. Harrison's to Whiting's and others ..	2 8 0		
676. To Corkery's, Wilson's, and others	2 8 0		
677. Watery Plains Road	4 10 0		
678. To Jane Blair's and others	2 8 0		
680. Opossum Road	2 10 0		
Municipality of Table Cape—			
682. To Moles', Watts', and Ridges'	7 13 0		
683. Main Road to Calder's and others	0 17 6		
684. Myalla Road	49 6 0		
685. Flowerdale Road (branch to Gates', Crisp's, &c.)	14 5 0		
686. To Robertson's, Smart's, and Hunt's	9 10 0		
687. Myalla Road to Walters' and Pokes'	5 16 7		
<i>Carried forward</i>	6713 0 3	490 0 2	

	Expenditure.			Receipts.			Remarks o Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	6713	0	3	490	0	2	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>							
688. Myalla Road to Flowerdale Road, through Fenton's Run	11	6	5				
689. Road to Dobson's and King's, Boat Harbour	17	7	0				
690. Flowerdale Road	8	1	0				
691. Flowerdale Road (extension to Tucker's)	17	15	0				
692. Flowerdale Road to Reilly's and Shekleton's	5	0	0				
693. Flowerdale Road to Calder Road, <i>via</i> Toomey's ..	8	12	0				
694. Calder Road	64	2	6				
695. Calder Road to Blackwell's, Harris', and others ..	69	12	2				
696. Preolinn Road	4	15	0				
697. Calder Road to Reilly's, Toomey's, and others	57	5	0				
698. Road to Rampton's and Ockerby's	47	0	0				
699. Wilkinson's Plains Road	25	0	0				
700. Road to Johnson's and Perger's	81	5	0				
701. Biggins' Road from Mt. Hicks Road	6	18	0				
702. Wynyard to Waratah	24	18	0				
703. Takoné Road	50	0	0				
704. Takoné Road to King's and Widges' ..	0	9	0				
705. To Beamish's and Pegus' Selections, <i>via</i> Kilburn's ..	95	2	11				
706. Road to Smart's and Cleveland's	29	14	4				
707. Big Creek Road	2	13	0				
708. Table Cape Road	1	5	0				
709. Seabrook to Cooper's	2	8	0				
710. Seabrook to Mt. Hick's Road	2	8	0				
712. Village Road to Armstrong's	6	10	10				
713. Village Road to Seabrook	2	8	0				
714. Cam Road West to Mt. Hicks Road	15	0	0				
715. Cross Road at Harrison's to Smith's, Cooper's, and others	3	10	0				
716. Cam Road West	9	15	8				
717. Cam Road West to Hall's, Harnett's, and others..	38	14	0				
718. Road to Pearce's and others from Cam Road West at 6th mile	9	17	0				
719. Road at Dayton's and others	2	8	0				
720. Road to Gilmour's, Norton's, and others	2	8	0				
721. Road to Hobbs' and Vicevitch's	2	8	0				
723. Quiggan's Road	9	10	0				
Municipality of Tasman—							
724. Carnarvon to Nubeena, from Bingham's to Wedge Bay Marsh	118	0	0				
725. Nubeena to Premaydena	16	0	0				
726. Nubeena to Koonya, from junction with Premaydena Road	10	5	0				
727. Nubeena to Carnarvon (vicinity of Batchelor's Bridge)	4	15	0				
728. Saltwater River to Impression Bay (vicinity Price's Flats)	2	4	0				
729. Saltwater River to Nicholls', Stacey's, and others ..	4	6	0				
730. Saltwater River to Nubeena (Price's to Ingersoll's) ..	12	0	0				
731. Tunnel Bay Road	3	19	0				
732. Saltwater River to Selections of Wright, Little, Wright, and others	7	18	0				
733. Nubeena to Roaring Beach, from Billy Blue Hill towards Roaring Beach ..	6	16	10				
734. Robinson's to Nubeena, <i>via</i> Soundy's Orchard ..	10	13	6	3	0	0	Transfer
735. To Methvyn's, Little's, and others, from Carnarvon-Nubeena Road	0	16	0				
738. To Dodderidge's, Quarrel's, and others (at Quarrel's)	1	8	0				
Municipality of Westbury—							
741. Road to Francombe's and O'Connell's	4	4	0				
742. Upper Liffey Road	19	10	0				
743. Westwood to Bill Knight's Bridge	4	0	0				
744. Black Sugarloaf Road to Priestly's and others ..	5	0	0				
746. South Frankford Road to Hall's and Traill's ..	2	6	0				
750. Black Sugar Loaf to L. Denman's	1	17	6				
751. Copper Mine Road	1	9	5				
752. Myrtle Creek Road to Selection of Cooper and others	4	0	0				
Huon Road, as under—							
757. In Municipality of Huon	147	0	5				
758. In Municipality of Kingborough	48	8	0				
Bridges.							
761. Frankland River (Track, Balfour to Trowutta) ..	10	0	0				
762. Arthur River (Track, Balfour to Trowutta)	201	11	6				
765. West Blackfish Creek (Road to Perger's and Johnson's)	71	15	0				
767. River Meander, at Deloraine (part)	10	19	0				
771. Waratah River, at Waratah (part)	9	10	0				
772. North-West Bay River, at Umfreville's	7	4	0				
774. Bridge across Pat's River, Flinders Island	4	0	0				
775. Newbon's Road Bridge	5	2	0				
776. Small Bridges generally	670	3	10				
777. Additions to Jetties and Bridges generally	30	0	0				
Renewals.							
778. Renewals to Bridges generally (amount to be redeemed by Sinking Fund)	4126	14	3	31	0	0	Contribution, £30; Refund £1.
<i>Carried forward</i>	13,032	4	1	524	0	2	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	13,032	4	1	524	0	2	
Public Works Execution Act, 8 Ed. VII. No. 14.— <i>contd.</i>							
Jetties.							
779. Rocky Cape (extension)	172	19	8				
781. Blackman's Bay and Approach	31	13	6				
Harbours.							
783. Shipping Accommodation, Whale's Head	98	4	6				
Tracks.							
785. Tracks generally, including Track from Zeehan to Stanley Tin Fields, £1000	6	14	6				
Miscellaneous.							
786. Draining and Fencing, Smithton Plains	2	11	0				
787. Drainage, Mowbray Swamp (Smithton)	1	10	0				
788. Drainage, Irish Town Swamp (Smithton)	0	15	0				
Buildings.							
792. General Hospital, Hobart (additions to Nurses' Home)	12	10	0				
793. Detention Ward, Queenstown Hospital	150	0	0				
794. Blind, Deaf, and Dumb Asylum, Hobart (completion and further additions)	102	13	9				
795. Retaining and Boundary Walls, Lands, Works, and Government Printing Offices	7	19	6				
800. Courthouses and Police Buildings generally	702	14	0				
Railways (Existing Lines).							
Main Line—							
802. New Buildings and Alterations to existing Buildings, and Alterations and Additions to Hobart Station-yards (first instalment)	411	15	7				
803. Additions to Buildings, Sidings, Signals, Telegraphs, Telephones, &c., including Purchase and Cost of acquiring Land	543	6	4				
804. Purchase of land and building station at Newstead	28	8	9				
Western Line—							
805. Additions to Buildings, Sidings, Signals, &c.	101	19	11				
Derwent Valley Line—							
806. Additions to Buildings, &c.	80	11	6				
Railways Generally.							
810. Additional Rolling-stock and Fittings	2643	1	8	0	6	9	Transfer.
811. Installation of Electric Light in Carriages (progress)	2004	14	3				
812. Additional Machinery and Motive Power for Workshops	299	0	7				
813. Contingencies	61	5	7				
	20,496	13	8	524	6	11	
The Burnie-Flowerdale Railway Survey Act (8 Edw. VII. No. 19)	394	1	4				
The Derwent Valley Railway Extension Act (8 Edw. VII. No. 28)	497	15	9	1753	0	0	Sale. £3; Transfer, £1750.
The Scottsdale-Branxholm Railway Construction Act (8 Edw. VII. No. 45)	41,118	14	10	217	6	2	Refunds. £84 8s. 8d.; Sales. £132 11s. 6d.; Repairs, 6s.
Loan to the Anchor Tin Mine, Ltd., under Act 9 Edw. VII. No. 22	1000	0	0				
Loan to the Glenorchy Municipality under Act 9 Edw. VII. No. 24	800	0	0				
Burnie-Flowerdale Railway Land Acquisition Act, 9 Edw. VII. No. 42	717	2	10	717	2	10	Transfer.
Public Works Execution Act, 9 Ed. VII. No. 51. (Schedule.)—							
Roads.							
Municipality of Beaconsfield—							
1. Aulich's to Beaconsfield	47	10	0				
2. York Town Road	5	2	6				
3. Haslam's, Bender's, and others	2	10	0				
5. Beauty Point Road	10	0	0				
8. Holwell to Winkleigh	15	0	0	42	10	0	Refund
9. South Winkleigh to Holwell, <i>via</i> Nettiefold's	43	0	0				
10. Winkleigh to Exeter	24	0	0				
11. Winkleigh to Beaconsfield, <i>via</i> Flowery Gully	90	0	0				
12. Maley's and others	47	10	0	42	10	0	Refund
14. Main Road to Sidmouth Jetty	38	0	0				
15. Layton's, Jones', and others	47	12	0				
16. Glengarry to Winkleigh, <i>via</i> O'Toole's	5	0	0				
17. Glengarry Road to McKenzie's and Lamont's	43	0	0				
19. Blackwall Jetty to Deviot Jetty	235	2	8				
20. Bridgenorth Junction to Exeter	20	0	0				
21. Glengarry to Bridgenorth	2	7	4				
22. Bridgenorth to Forester's Hill	45	0	0				
23. Ecclestone Road through Goerner's and Thompson's	68	0	0				
24. Long Plains Road through Cameron's to Glengarry Road	92	4	0				
25. Through Connelly's to Blackberry's, Miller's, and others	45	0	0				
<i>Carried forward</i>	925	18	6	85	0	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	925	18	6	85	0	0	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>cantd.</i>							
Municipality of Bothwell—							
26. Bothwell to Blue Hill (deviation, Horse Gully) ...	285	0	0				
28. Bothwell to Hollow Tree and Hamilton	282	16	0				
29. Bothwell to Lakes Crescent and Interlaken	124	15	9				
30. Bothwell to Oatlands, <i>via</i> Jericho	10	0	0				
31. Interlaken to Steppes	97	12	9				
32. Black Marsh Road, Apsley to Jericho	40	0	0				
33. Bothwell to Ouse (continuation of deviation)	47	10	0				
Municipality of Brighton—							
35. Mangalore-Ballyhooley Road to Ellerton's, Butlers and others	61	19	0	2	0	0	Transfer.
36. Broadmarsh Road to Mangalore Siding, <i>via</i> Black Brush	111	0	0	16	0	0	Contribution
37. Hennessy's to Johnson's, Creagh's, and others (Dromedary)	49	6	3				
38. McGann's, through Tonks' and others (Black Brush)	85	0	0				
39. Millvale Hill through Dickenson's and others ...	95	0	0				
40. Dromedary Siding to Boyer's and others	46	0	0				
41. Cobb's Hill to Ben's, Webb's, Wood's, and others	47	10	0				
42. Hamilton Tier Road	90	0	0				
43. Back Road, Old Beach	61	0	0				
44. Old Beach Road to Brighton Railway-station	5	0	0				
45. Dromedary Road, north to Broomhead's	84	0	0				
Municipality of Bruni—							
47. Mills' Reef Jetty to North Bruni Turn-off	10	0	0				
48. Mills' Reef to Lunawanna	180	0	0				
49. Lunawanna Jetty to Dillon's, Cuthbert's and others, and Crown land	78	0	0				
51. Sheepwash to Adventure Bay, through Adams and others	50	0	0				
52. Lunawanna to Taylor's Bay, through Edwards', Farmer's, and others	9	0	0				
53. North Bruni Turn-off to Adventure Bay	45	0	0				
54. Denne's Point to Trumpeter Bay	94	13	6				
55. Mills' Reef to Dillon's, and Crown lands	37	0	0				
56. Adventure Bay to E. D. Murray, Jun., and others, and Crown lands	43	15	2				
Municipality of Campbell Town—							
57. Campbell Town to Swansea	90	0	0				
58. Auburn to Barton (completion), and two Bridges	50	0	0				
59. Campbell Town to Lake Leake	10	0	0				
Municipality of Circular Head—							
60. Mt. Balfour to Whale's Head	429	12	1	458	13	9	Transfer
62. Marrawah to Arthur River, and Approaches to Ferry	95	4	0				
63. Marrawah Main Road (through Settlement)	263	0	0				
64. Marrawah Road through Ford's to Thompson's ...	135	0	0				
66. Comeback Road, <i>via</i> Wells', to Tramway	95	0	0				
67. Montagu to Smithton	62	0	0				
68. Blackwood Bridge to Christmas Hills	190	0	0				
69. Christmas Hills Road to Fixter's, Gehm's, and others	77	0	0				
70. Mowbray Swamp Road, <i>via</i> Purten's and Edwards'	95	1	6				
71. Mowbray Swamp Road to Heathorn's and others	73	0	0				
72. Mowbray Swamp Road to Lade's and others	4	19	8				
73. Mowbray Swamp Road to Blackwell, Ward, and others	134	18	11				
74. Scotch Town Road	54	3	7				
75. Finger-post to Irish Town, <i>via</i> Smoker's Bank ...	100	10	0				
76. John's Hill Road	7	14	0				
77. Irish Town Road (extension), <i>via</i> Young's Hill ...	10	11	7				
78. Trowutta Road to Upper Duck River	346	0	0				
79. Trowutta Road to Meaney's	52	19	0				
80. Trowutta Road to Moore's	27	10	0				
81. McLoughlin's, through E. L. Smith's, to Trowutta Road	95	0	0				
82. Trowutta Road to Davis', Moore's, and others ...	47	13	0				
83. Trowutta Road to Fenton's, Pryor's, and others ...	44	11	2				
84. Fahey's Lane to House's, Oberg's, and others ...	47	9	3	2	0	0	Transfer.
85. Malley's, Poke's, and others	5	10	0				
86. Sunny Hills Road, from Holden's Corner	134	0	0				
87. Sunny Hills Road to Laird's and others (Kenner's Hill)	47	12	6				
88. Fahey's Road to South Road, <i>via</i> L. King's	116	0	0				
89. South Road (Circular Head)	56	6	0				
91. Tierney's Road to Cotton's and others	93	6	3				
92. Ford's Road (Forest)	47	6	6				
93. House's, Ford's, and Edwards'	29	10	0				
94. Back Line Road	270	0	0				
100. Brickmaker's Bay Road to Kurl's and others ...	47	14	6				
101. Newhaven Road to Ward's and others	48	4	6				
<i>Carried forward</i>	6645	7	1	564	13	9	

	Expenditure.		Receipts.		Remarks on Receipts.
	£	s. d.	£	s. d.	
<i>Brought forward</i>	6645	7 1	564	13 9	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>contd.</i>					
102. Hogarth's Road towards Newhaven	61	3 0			
Municipality of Clarence—					
104. Good's and others	72	0 0			
105. Risdon Ferry to Richmond Boundary at Grass Tree Hill Road	100	0 0			
107. Lindisfarne to Risdon	95	11 8			
108. Causeway to Ralph's Bay Jetty	92	0 0			
109. South Arm to Sandford	142	0 0			
110. Colner's, Hope's, Wayne's, and others	72	0 0			
111. Risdon-Bellerive Road to Grass Tree Hill Road, through Selections of Sargeant, King, and others	45	13 6			
Municipality of Deloraine—					
112. Blackamoor to Kimberley	84	11 1			
113. Coler's Creek to Main Road, <i>via</i> Gannon's	35	0 0			
114. Elizabeth Town to Christmas Hills	44	6 9			
115. Parkham to Goodleigh	72	0 0			
116. Deloraine Road to Flower's and Shaw's	33	0 0			
117. Dunortan Road to Selections, Mersey River	24	5 0			
119. Golden Valley to Great Lake, <i>via</i> Mansfield's	52	9 10	1 0 0		Transfer
120. Sugar Loaf Run Road	86	0 0			
121. Mole Creek to Liena, from Sassarras Creek	5	0 0			
122. Liena to Gadd's Hill	7	8 0			
124. Dog's Head Road to Asndown's and Rose's	34	0 0			
125. Robinson's and others	33	0 0			
126. Dog Track Road	31	0 0			
127. Caveside Road through Haberle's and Parsons'	17	0 0			
128. Caveside to Western Creek	7	0 0			
129. Cubitt's and others	75	0 0			
130. Heazlewood's and others	34	0 0			
131. Caveside Road, by School	32	0 0			
132. Miles' and others	39	0 0			
133. South Cheshunt to Reiter's and others	62	5 11			
134. From Humphries' to Porter's Bridge, <i>via</i> Morris	11	0 0			
135. Larcombe's, West's, Joyce's, Porter's, and others	33	0 0			
Municipality of Devonport—					
136. Spreyton to Melrose Road, over Kelcey's Tier	69	6 0			
137. Leith Station to Upper Leith	95	0 0			
138. Rundle's to Palooa	117	10 0			
139. Barrington Road, <i>via</i> Cocker's, to Palooa	73	15 0			
140. Melrose Creek to North	75	0 0			
141. Palooa School to Palooa Bridge	65	0 0			
144. Peart's to Don River	30	10 0			
Municipality of Emu Bay—					
145. Cam Road, East	47	10 0			
146. Mooreville Road, West	7	10 0			
147. Brickport Road	47	10 0			
148. New Country Road to Docking's and Radford's	43	0 0			
149. Mooreville Road (extension)	5	0 0			
150. Old Surrey Hills Road	7	10 0			
151. Mooreville Road, from Junction New Country Road at Armytage's	17	10 0			
152. Mooreville Road to Dodds' and Spinks'	14	2 0			
154. Burnie to Waratah	91	10 0			
155. Oonah Road	353	11 0			
156. Oonah Road to J. Deacon's and Smith's	60	8 0			
157. Oonah Road to Deacon's and McGaw's	2	10 0			
158. Oonah Road to Radford's, Turnbull's, and Charles'	47	10 0			
159. Oonah Road, West, to Snowden Plains	168	6 7			
160. Oonah Road to Martin's, Smedley's, and others	130	16 0			
161. South Oonah Road	140	5 0			
162. Burnie to Cam	10	0 0			
163. Burnie to Wivenhoe	10	0 0			
164. Stowport Road	46	15 0			
165. Stowport Road towards West Pine	100	0 0			
166. Road to Emmerton's	95	1 0			
167. Natone Road	216	0 0			
168. Glance Creek Road	47	10 0			
169. Glance Creek Road to Woodward's and others	47	10 0			
170. Chasm Creek Road to Atkinson's and Morris'	47	10 0			
171. Stowport Road to Lynch's and Atkinson's	47	10 0			
172. Bishop's and others	45	0 0			
173. Road to Selections, Blythe River	50	0 0			
174. West Pine Road to Clarke's and others	47	10 0			
Municipality of Esperance—					
175. Old Esperance Road	51	0 0			
176. Glenburvie Road	8	8 8			
177. Police Point Road	95	1 6			
178. Narrows Road	47	10 0			
179. Hopetoun Road to Francis' and Bellette's	49	14 10			
180. Hopetoun Road (continuation)	89	4 0			
181. Ramea School to Hastings	59	3 0			
182. Recherche Road	12	10 0			
183. Lady's Bay Road to Southport	112	0 0			
184. Village Settlement Road	39	5 6			
<i>Carried forward</i> ..	11,267	14 11	565	13 9	

	<i>Expenditure.</i>			<i>Receipts.</i>			<i>Remarks on Receipts.</i>
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	11,267	14	11	565	13	9	
Public Works Execution Act, 9 Ed. VII. No. 51.—<i>contd.</i>							
185. McMahon's Road	14	4	3				
186. Holme's Road, Liverpool Township	41	0	0				
187. Scott's Rivulet Road (left)	47	12	0				
188. Ada Road	42	0	0				
189. Holloway's to Gibbons', McInolty's, and others...	95	0	0				
190. McInolty's to Williams', Norris', and others	45	0	0				
191. Surges Bay to Holloway's Jetty	86	10	0				
192. Flight's Road to Eaves' and Glock's	32	2	6				
193. Scott's and Pilling's	49	0	0				
194. To Baker's Selection, Dover	15	9	5				
Municipality of Evandale—							
195. Moy's Gate to Rockland's Boundary, Tea Tree Gate	28	10	0				
196. Steppes to Upper Blessington, Wisloca Flats	8	0	0				
197. Rothwell's, Daw's, and others	18	14	0				
198. Watery Plains Road, near Ball-room	5	0	0				
Municipality of Fingal—							
199. Ben Lomond Road, from Rigney's Lane	67	0	0				
200. St. Paul's Road, turn-off to Leipsic Post Office...	3	9	8				
201. Mathinna to Ringarooma	95	0	0				
202. Rose's Tier Road	5	8	0				
203. Rose's Tier to Cocker's, Davis', and others	18	10	0				
205. Lohrey's, Dudgeon's, and others	2	10	0				
206. Extension to Kellett's and Barwick's Selections...	27	12	10				
207. Holder's, Croft's, and others	2	17	3				
209. Mt. Elephant Road	2	10	0				
211. St. Marys to Dublin Town	2	5	0				
212. Newman's, Maney's, and others	47	14	0				
Municipality of George Town—							
219. Lefroy Road to Launceston Road	86	19	7				
220. Alford to Karoola	65	0	0				
221. Piper's Brook to Lebrina	17	0	0				
222. Lower Piper to Tunnel Station	70	0	0				
223. To Stonehouse's	5	5	6				
Municipality of Glamorgan—							
226. Swansea to Campbell Town	161	0	3				
227. Cranbrook to Bicheno (including protection works at Llandaff Bridge)	229	2	6	3	0	0	Refund.
Municipality of Glenorchy—							
228. Bowen Road	129	0	0				
229. Tolosa Road	45	17	0				
230. Hill Road	142	10	0				
232. Road to River	36	10	0				
233. Water Lane	2	10	0				
234. New Road to Bismarck	103	0	0	8	0	0	Transfer
236. Abbotsfield Road to West's and others	95	19	7				
Municipality of Gormanston—							
238. Gormanston-Queenstown Road	190	0	0				
Municipality of Green Ponds—							
241. Green Valley Road to Johnson's, Robertson's, and others	73	8	8	0	5	0	Sale.
242. Hunting Ground Road, Dysart to Forster's Hill...	47	12	0				
Municipality of Hamilton—							
243. Marlborough Road, Ouse to Derwent Bridge	265	11	3				
244. Hamilton to Broadmarsh, through Sandy Flat ..	104	0	0	16	0	0	Contribution
245. Ouse to Marlborough Road, <i>via</i> Saggy Flat	82	17	5				
247. Hamilton to Bothwell, at Hollow Tree Bridge ..	90	0	0				
248. Lane's Tier Road	71	0	0				
249. Hall's Road (deviation), Ellendale to Dunrobin Bridge	76	0	0				
250. Woolpack to Bluff, <i>via</i> Oakes'	81	14	8				
252. Victoria Valley to Lake Echo and Bothwell Road ..	95	0	0				
253. Ellendale Main Road at Sandhill (completion) ..	86	18	4				
Municipality of Huon—							
255. Crowther's Bay Road	45	0	0				
256. Lower Jackson's Road (extension)	41	18	9				
257. Rodman's, Fletcher's, and others	20	18	2				
259. Latham's Road	47	10	0				
260. Bender's, Hall's, and others	44	0	0				
262. Bester's and others	42	17	4				
263. Woodstock State School to Griggs' and others ..	142	10	0				
264. Ernest Oates' and others	33	0	0				
265. Sawyers' Creek Road	45	18	8				
266. Fleming's, Bell's, and others	69	17	6				
267. Upper Mountain River Road to Stubbing's, Norris', and others	40	0	0				
268. Huon Main Road, through Longley and Upchurch's, to Oates' Bridge	46	11	6				
269. Victoria Township, through Page's, <i>via</i> Frankcombe's, to old Main Road	142	10	0				
270. Woodstock Road to Clarke's, Flynn's, Duggan's, and others	95	0	0				
271. Ranelagh Main Road	281	17	8				
272. North Huon Road (extension to Crown lands) ..	142	10	0				
273. Victoria Township to Dowling's, Lee's, and others ..	86	4	9				
274. Baker's Creek Road	17	0	0				
<i>Carried forward</i> ..	15,912	14	11	592	18	9	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	15,912	14	11	592	18	9	
Public Works Execution Act, 9 Ed. VII. No. 51.—contd.							
275. South Baker's Creek Road	93	16	3				
276. Crabtree Road	84	18	9				
277. Judd's Creek to New Selections	78	0	0				
278. Judd's Creek (branch to Wallis' and others)	47	16	0				
279. Kalla Creek Road	47	12	0				
280. Crabtree to Ball's and others	41	16	3				
281. Ranelagh to Finn's, Mather's, and others	47	12	0				
282. Baker's Creek to Lee's, Bell's, and Lovell's	23	6	3				
Municipality of Kentish—							
283. Alma to Lower Wilmot	190	0	0				
284. Lower Wilmot to Upper Wilmot	293	0	0				
285. Wilmot Road to Spellman's Bridge	23	0	0				
286. Wilmot Road to Hayes' and others	52	9	3				
287. Wilmot Road to King's and others	3	10	0				
290. Upper Wilmot to Belmont	15	7	0				
292. Spion Kopp, off Jubb's Road	76	16	7	42	6	3	Refund, £30 6s. 3d ; Contribution, £12.
294. Wilmot to Sheffield	7	15	10				
298. Lorinna Bridge to Baek Settlement, <i>via</i> McClen- aghan's	95	14	1				
299. T. Smith's and others	3	10	0				
300. Pease's Road to Walter's and others	3	10	0				
301. Sheffield Road to Stoodley School (Kent's Track)	3	10	0				
302. Main Road, <i>via</i> French's, to Ridley's and others	3	10	0				
304. Paradise School to Coleman's	3	10	0				
306. Spring Street, North	3	10	0				
309. Kent's Track to White Hawk Creek	3	10	0				
310. Barrington Road to G. and H. Spurr's	3	10	0				
311. Beulah Road	7	0	0				
312. McCarthy's and others	3	10	0				
313. Dynan's Bridge Road towards Kimberley	97	0	0				
314. Minnow to Paradise	3	10	0				
315. Beulah Road to Kimberley Road	40	0	0				
316. Railton to Kimberley	14	14	6				
319. Sunnyside Road to Sheen's and others	9	11	6				
320. Sunnyside Road (Nottage's Hill)	2	10	0				
322. Merseylea to Sunnyside, <i>via</i> Fotser's	107	0	0				
Municipality of Kingborough—							
324. Esplanade Road, Margate, South	47	15	2				
325. Kiernan's Road	38	18	10				
326. Peppermint Hill Road	47	10	0				
327. Old Station Road	20	0	0				
328. Hart's and Sproule's	42	0	0				
329. Howden Jetty to Tinder-box Road	25	10	0				
330. T. Sproule's, Hart's, and Worsley's	30	10	0				
333. Summerleas to Kingston (widening)	99	7	7				
334. Leslie Road (widening)	94	18	9				
335. South Allen's Rivulet Road	95	9	9				
336. Jameson's Selection	44	0	0				
337. Proctor's Road	87	10	0				
338. Hall's Traek Road	85	10	0				
339. To C. A. Stubbing's and others	50	0	0				
340. Poverty Gully Road	47	10	0				
Municipality of Latrobe—							
341. Sherwood Road to Selections, Brown Mountain	47	15	6				
342. Old Deloraine Road	18	19	0				
343. Fossil Bank Road to Hogg's Bridge	94	12	11				
344. Wesley Vale Road to Beach	40	0	0				
345. Baker's Lane to Northdown School	18	10	0				
346. Frankford and Green's Creek Road, from Frank- lin Bridge to Sexton's Creek	97	0	0				
347. From Frankford-Green's Creek Road to Jetty a East Arm	90	0	0	90	0	0	Transfer
Municipality of Leven—							
348. Pickett's and others	8	0	0				
349. J. Garland's, off Castra Road	40	0	0				
350. Manning's Jetty Road	31	10	0				
351. Jones' and Midgeley's	47	10	0				
352. Ellis', Chiecott's, and others, <i>via</i> Heazlewood's ..	36	0	0				
353. Walker's, Johnston's, from North Motton Road ..	41	0	0				
354. Brett's Road	45	0	0				
355. North Motton Road to Henslow's and Tongs' ..	47	10	0				
356. Gunn's Plains Road	67	11	0				
357. Stewart's and Chisholm's Road	44	0	0				
358. Clarke's and Reid's (Preston)	45	0	0				
359. West Castra Road (south)	5	0	0				
361. Chapman's and Guest's	43	0	0				
362. Peter Jaek's Road	47	15	6				
363. Chisholm's and Ellis' (Preston)	44	13	5				
364. Snare's and others (Abbotsham) ..	47	10	0				
365. Clerke's Plains Road (Leven end)	5	0	0				
366. Payne's Road	22	0	0				
367. Kindred to Castra	14	4	5				
368. Central Castra to Preston	59	0	0				
370. McDonald's and others, near Closer Settlement ..	142	10	0				
371. Central Castra to Smith's and others	1	19	9				
372. Fluke's, Banfield's, and others	40	0	0				
<i>(carried forward)</i>	19,667	2	9	725	5	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	19,667	2	9	725	5	0	
Public Works Execution Act, 9 Ed. VII, No. 51.— <i>contd.</i>							
373. McDonald's, Stephens', and others	45	0	0				
374. Baxter's and others	29	12	3				
376. Gaunt's Road, Nietta	5	0	0				
377. Nietta Road (extension to Smith's Plains)	47	0	0				
378. Nietta Road to Jeanbrook	47	0	0				
379. Jeanbrook Road, <i>via</i> O'Sign's, to Nietta Road	107	0	0				
380. Nietta Road to Wilmot Bridge, <i>via</i> Ritchie's and Dobson's	35	5	7				
381. Simpson's Road to Howe's Selections	11	12	0				
382. Simpson's Road to T. Wright's, Kindred	9	5	0				
383. Riggs' and Russell's	46	10	0				
384. Manson's, Jupp's, and Brown's	45	0	0				
385. Kentish Track to Griffith's and Loane's	47	10	0				
386. Clerke's Plains Road (Kindred end)	95	0	10				
387. Crawford's, Avery's, and Williams'	47	10	0				
389. J. and E. Simpson's	35	11	0				
390. To Mrs. Brumby's, Lowana	3	14	5				
391. To Frampton and others	24	11	6				
Municipality of Lilydale—							
392. Underwood to Karoola	4	17	11				
393. Mt. Arthur Road to Hudson's, Ryan's, and others	37	4	1				
394. Mahuken's to Wyena	45	14	3				
395. Doak's Road east to McGowan's and Bardenhagen's	45	0	0				
396. Wyena to Shepherd's and others	79	0	6				
397. Kelly's, Newman's, and others	95	0	0				
398. Lisle Station to Lisle	49	0	0				
399. Gofton's, Kettle's, and others	95	0	0				
400. Lebrina to Golconda	24	10	0				
402. Turner's Marsh to Launceston (including Beeson's Hill)	11	15	0				
403. Turner's Marsh to Karoola, <i>via</i> State School	42	0	0				
404. Lower Turner's Marsh to Lefroy Road	47	10	0				
405. Turner's Marsh to McKenna's and others	47	10	0				
406. Lisle Road to Carin's, Boyd's, and others	95	0	0				
407. Bassett's and others	10	14	6				
408. Karoola to Lower Turner's Marsh	41	0	0				
409. Ferny Hill to Golconda	79	0	0				
410. Lisle Road to Johnson's and others	20	0	0				
411. Lebrina to Piper's Brook	33	13	6				
412. McEwan's, Eastall's, and others	47	10	0				
413. Doak's Road, east	95	0	0				
414. Green's, Dalby's, and others	7	10	0				
415. Underwood to Massey's, Smith's, and others	73	0	0				
416. Underwood to Cote's and others	5	0	0				
418. Lefroy to Swan Bay, <i>via</i> Cowards	53	0	0				
419. Clarke's Road to Lee's and others	47	10	0				
420. Kirkham's, Baker's, and others	36	0	0				
421. Conlan's Road to Bangor	35	0	0				
422. To Bladen's, Bangor	47	10	0				
Municipality of Longford—							
423. Upper Liffey Road towards Upper Liffey Bridge	63	0	0				
424. Bullock Holes Road towards Blackwood Bridge	63	0	0				
Municipality of New Norfolk—							
425. Glenfern Road	42	7	8				
426. Den Hill Road	94	13	0				
427. Plenty River Road	95	0	0				
428. Latham's, Triffett's, and Morgan's	41	4	0				
430. Lachlan to White Timber Hill, Gleeson's, Doyle's and others	51	10	0				
432. Lachlan to Timbs' and others	46	11	8				
433. Bellevue Road, from Deansbury to top of Hill	86	0	0				
434. Back River, Young's to Downie's and others	47	8	6				
435. Back River Road, from deviation at Downie's to Shone's	37	0	0				
436. Riverton Road to Cockerill's, Ransley's, and others	95	5	0				
437. Extension through Braslin's, beyond Bond's	95	0	0				
438. Tyenna Road, above Marriott's	142	10	0				
439. Tyenna Road, from Rumley's towards Rolle's	91	17	9				
440. Tyenna Road, below Marriott's	142	0	0				
441. Percy, Archie, and Charles Marriott's	9	0	0				
442. Fremlin's and others, Road through Stephens' including Road to Sharp's	98	17	11	1	10	4	Refund.
443. Roberts', Coates', and others	16	10	0				
444. Bedchambers Road to Selections and Crown Lands	60	7	0				
445. Uxbridge to Bentley's, Sweeney's, Browning's and Crown Land	18	0	0				
446. Back River Road (top end)	10	5	6				
448. From Jeffrey's, <i>via</i> Otto's, to Kingshott's and others	76	3	3				
449. Huon Track Road (at top end)	50	0	0				
Municipality of New Town—							
450. Bellevue Parade	43	6	0				
<i>Carried forward</i>	23,416	11	10	726	15	4	

	Expenditure			Receipts			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	23,416	11	10	726	15	4	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>cantd.</i>							
Municipality of Oatlands—							
451. Baden to Whiteford	60	0	0				
452. Tunnack to Woodsdale, <i>via</i> New Country Marshes	69	0	0				
453. Woodsdale Road to Palmer's, Scott's, and others	29	0	0				
454. Tunnack to Palmer's, Mackey's, Byer's, and others	72	0	0				
455. Stonor to Rhyndaston	34	0	0				
456. Mt. Seymour School to Crichton (completion)	108	13	9				
457. Oatlands to Eastern Marshes, <i>via</i> York Plains ...	72	0	0				
458. Oatlands to Lakes Crescent and Sorell	225	5	11	0	5	11	Refund
459. Lower Marshes Road	110	0	0				
460. Jericho to Colebrook	67	0	0				
Municipality of Penguin—							
461. Blythe Road to Walmsley's and Evans'	42	19	4				
462. Groom's, Clarke's, and Lockhart's	42	0	0				
463. Nine-mile Road	47	10	0				
464. Creamery Road No. 2	45	0	0				
465. Roughly's and Elphinstone's	26	5	9				
466. Bramich's, Whitehouse's, and others	12	0	0				
467. Russell's and Hall's	94	1	3				
468. Stott's and Addey's	28	19	8				
469. Oliver's and others	18	0	0				
470. Marshall's and Hooper's	3	14	8				
471. Whitehouse's, Archer's, and others, Riana	5	0	0				
473. Pine Road, <i>via</i> Oliver's, to Rudge's, and Rudge's Road to Dempster's	234	11	11				
474. Pine Road	47	15	1				
475. Loongana Bridge to Hardy's and others	220	0	0				
477. Smith's, Kenner's, and others	45	0	0				
478. Barrett's and Plapp's	71	19	0				
479. McHugh's and Eastley's	72	0	0				
480. Sushame's and Kaine's	72	0	0				
481. South Road, Leven	55	9	0				
482. South Road to Hutton's, Revell's, and others ...	47	10	0				
484. Revell's to Russell's	47	10	0				
485. Blight's and Burgess'	47	10	0				
Municipality of Port Cygnet—							
486. Welling's Road	47	15	0				
487. Roberts' Bay to Burnt Bridge	226	10	0				
488. Moore's, Garth's, and others, with branch to Kelly's, and others	95	0	0				
489. Glazier's Bay Road, through Inch's	47	10	0				
490. Silver Hill Road to Snobb's Point	95	0	0				
491. O'Neil's and Kregor's to Markham's	22	15	0				
492. Grace's Road	42	15	0				
493. Guy's Road at Farrell's Bridge	71	3	6				
495. Main Road (widening) near Burnt Bridge	62	0	0				
496. Scanlon's Road	69	7	6				
497. Deviation at Balfe's Hill (completion)	240	0	0				
498. Lymington to Lovett (widening)	237	10	0				
499. Lymington to Wattle Grove, at Oswell's Hill	142	10	0				
500. Wattle Grove to Lovett (King's Hill)	95	0	0				
501. Wattle Grove to Lovett, <i>via</i> Golden Valley	140	0	0				
502. Coleman's and Lynch's, Birch's Bay	47	10	0				
503. Approach Road, Petchev's Bay Jetty	47	10	0				
504. Lymington to Wattle Grove (Coast Road)	285	0	0				
505. Widening Road near Lovett Township	177	14	10				
506. Lymington to Mrs. T. Coad's and others	47	10	0				
507. Irish Town Road	382	11	1				
508. Gardner's Bay through Devereaux's	190	0	0				
509. Winn's and Cockerill's Road	47	12	0				
510. Dillon's, Coad's, and others (Irish Town)	94	9	2				
511. Little Oyster Cove to Flakemore's, Selby's, and Smith's	94	14	5				
512. Deep Bay to Garden Island Creek	50	10	0				
513. Wilson's, Pregnells, and others, Deep Bay	91	4	0				
514. Deep Bay to Abel's Bay	113	0	0				
515. Garden Island Creek to Bagot Bay, and Gordon	134	10	0				
516. Port Cygnet Cross Road, from Woodbridge	90	3	7				
517. Sculthorpe's Road to J. Baldwin's	95	0	0				
518. Fletcher's and others	47	10	0				
519. Sawpits Road to Rex's	47	10	0				
520. From Thurston's Road to Cripps', Robertson's, and others	34	0	0				
521. Woodbridge to Gordon	114	11	11				
522. Deer's Road (top end)	45	17	6				
523. From Middleton Hall along foreshore to Main Road	94	19	9				
524. Approach Road, Bagot Bay Jetty	51	0	4				
525. Burnt Bridge to Mansfield's	48	10	0				
526. Devereaux's and Coad's Road, at Lymington	45	0	0				
527. Halton's and Coad's Road	47	10	0				
528. Kettering, to Ball's, Mercer's, and Oxley's	47	0	0				
529. Cox's Road to Farnell's	43	0	0				
Municipality of Richmond—							
541. Colebrook to Rhyndaston	181	19	6				
<i>Carried forward</i>	30,062	11	3	727	1	3	

	Expenditure			Receipts			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	30,062	11	3	727	1	3	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>cantd.</i>							
542. Rhyndaston to Selections of Iles, Mackie, and others	87	0	0				
543. Colebrook to Tunnack	190	0	0				
544. Wylie's to Dransfield's, Iles', and others	47	10	0				
545. Spring Hill Bottom through Ibbott's	45	0	0				
546. Coalmine Creek to Brookes', Coombe's, and others	37	0	0				
547. Yarlington Road, from Stainer's to Gleeson's, Smith's, and Duggan's	90	0	0				
549. Yarlington to Black Hill, to Stainer's, Denney's, and Freeman's	47	10	0				
Municipality of Ringarooma—							
551. Legerwood to Ringarooma	23	0	0				
552. Counsel's, Loone's, and others	111	0	0				
553. Deviation at Bank Hill, Derby	12	15	0				
554. Ringarooma to Mathinna	92	5	0				
555. West Maurice	96	0	0				
556. Gladstone to Boobyalla	142	15	6				
557. Braxholm to Ruby Flat	4	16	3				
558. Wines', Thompson's, and others	53	0	0				
559. Jago's, Shaulun's, and others	9	0	0				
560. Cox's, Scott's, Lohrey's, and others	147	4	0				
561. Gladstone to Moorina	58	4	6				
562. Haas', Scott's, and Murphy's	23	0	0				
563. Campbell's, Harvey's, Cam's, and others	67	0	0				
564. Viney's, Wilson's, and others	18	10	0				
565. Kamona, extension to Daker's and others	45	0	0				
566. Whitmore's, Shelley's, and others	73	0	0				
567. Braxholm Lane to Wilson's Rowlands' and others	137	0	0				
568. Gunton's, Rainbow's, Johnston's, and others	95	15	0				
569. Graham's, Creighton's, and others	45	0	0				
571. New River to Styles', Roberts', and others	47	10	0				
573. Merrick's, Boulton's, and others	94	10	0				
574. Scottsdale-Derby Road	496	19	0				
Municipality of Scottsdale—							
576. Minstone Road to Ringarooma Road	76	2	0				
577. Findlay's, Gill's, and others	10	0	0				
578. Ten-mile Track	63	0	0				
579. Extension Maryvale Road to Railway	70	0	0				
580. Kamona Road to Railway	343	1	3				
581. Bonner's, Thurston's, and others	5	0	6				
582. Coope's Road to Reynolds' and others	5	0	6				
583. James', Taylor's, and others	27	10	0				
584. Extension, McGill's Lane	24	13	0				
585. Newitt's, Carter's, and others	9	10	0				
586. Richardson's, McBean's, and others	3	10	0				
588. Lietinna to West Scottsdale	4	19	0				
589. Dunkley's Road Extension	70	0	0				
591. Bridport Deviation at Campbell's Hill (completion)	47	0	0				
592. West Scottsdale to Lisle Road	95	0	0				
593. Forester Settlement	200	0	0	18	0	0	Transfer
594. Diddleum Road, extension to Selections	134	0	0				
595. Propsting's, Craw's, Taylor's, and others	10	0	0				
Municipality of Sorell—							
596. Dunalley to Eaglehawk Neck	190	0	0				
597. Blackman's Bay Road	93	1	11				
599. Nugent to Buckland	17	10	0				
602. Cherry Tree Opening to Thornbury's, Pace's, and others	17	11	6				
603. Nugent to Kelleve	94	18	4				
604. White Hills to Green's and Long's (Wattle Hill end)	45	0	0				
606. Carlton to Dunalley	30	12	4				
607. Carlton to Dodge's Ferry	2	10	0				
608. Dodge's Ferry to Alomes' and others	37	10	0				
609. Nelson's Tier Road (completion and extension)	47	10	0				
610. Geo. Copping's, Jenkins', Burden's, and others (Kelleve end of Road)	82	0	0				
611. Newman's Creek Road to Trenham's	0	14	0				
Municipality of Spring Bay—							
612. Orford to Spring Bay (Sea Wall)	73	19	8				
613. Buckland to Nugent	71	0	0				
614. Orford to Sandspits and Woodsdale Road	72	10	6				
Municipality of St. Leonards—							
615. Camden Road	193	12	3				
616. Camden Road to Olding's and others	2	10	0				
617. Diddleum Road, <i>via</i> Sullivan's and others	52	0	0				
618. St. Patrick's River to Myrtle Bank	10	0	0				
619. St. Patrick's River to Scottsdale Road	12	2	6				
620. Lisle to Myrtle Bank	2	10	0				
621. Watery Plains Road, near Rocklands	7	16	0				
622. Archdale's and others	41	5	3				
623. Harris' and others	14	10	0				
624. Bourke's and others	22	10	0				
625. Lewis', Gee's, Adams', and others	9	0	0				
626. Mulgrave Crescent	143	15	0				
Municipality of Strahan—							
628. Lowana Road to Selections of Driffield, Cairns, and others	47	10	0				
<i>Carried forward</i>	35,733	10	6	907	1	3	

	Expenditure.			Receipts.			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	35,733	10	6	907	1	3	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>cantd.</i>							
Municipality of Table Cape—							
630. Mole's, Watt's, and Ridge's	82	9	6				
631. Road to Calder's	47	10	0				
632. Myalla Road	179	0	0				
633. Flowerdale Road to Gates' and Crisp's	139	14	6				
634. Robertson's, Hunt's, and others	180	0	0				
636. Connection, Myalla-Flowerdale Road, at Hyena Rocks	47	10	0				
637. Dobson's and King's	47	10	0				
638. Flowerdale Road	25	0	0				
639. Flowerdale Road to Tucker's	251	10	3				
640. Flowerdale Road to Reilly's and Shekleton's	30	0	0				
641. Flowerdale Road to Calder Road, <i>via</i> Toomey's ...	167	8	2				
642. Calder Road	323	0	0				
643. Calder Road to Blackwell's and Harris'	180	0	0				
644. Preolinna Road	290	10	0				
645. Page's Road	75	0	0				
646. Ambrose's and Ketel's, from Preolinna Road	189	0	0				
647. Calder Road to Reilly's, Toomey's, and others ...	95	0	0				
648. Wilkinson's Plains Road	52	11	2				
649. Johnson's and Perger's	45	4	0				
650. Biggin's Road	137	0	0				
651. Wynyard to Waratah	473	7	0				
652. Takoné Road	365	19	0				
653. Takoné Road to Moore's Plains Road, connection (Rothwell's Track)	95	0	0	9	6	0	Refund
654. Beamish and Pegus, <i>via</i> Kilburn's	3	12	3				
655. Smart's and Cleveland's	72	0	0				
656. Big Creek Road (Maroney's to Wynyard)	141	2	6				
657. Table Cape Road	40	0	0				
658. Seabrook to Mount Hicks Road	42	10	0				
659. Seabrook to Poke's	40	0	0				
660. Road to James Armstrong's	25	0	0				
661. Cross Road at Harrison's to Smith's, Cooper's, and others	90	0	0				
662. Cam Road to Dayton's and others	37	0	0				
663. Cam road, west	81	9	4				
664. Pearce's and others, from Cam Road at 6 miles ...	44	12	7				
665. Gilmour's, Norton's, and others	40	0	0				
666. Quiggin's Road	47	10	0				
667. Myalla Road to Elphinstone's and others	95	0	0				
668. Seabrook to Cooper's	18	10	0				
669. Extension of Myalla Road into Meunna Settle- ment	245	11	8				
Municipality of Tasman—							
670. Nubeena to Impression Bay	112	10	0				
671. Premaydena to Nubeena	95	0	0				
672. Carnarvon to Nubeena	95	0	0				
673. Taranna to Koonya	92	3	6				
674. Through Quarrell's to Cates' and others, Koonya ..	134	11	10				
677. Nubeena to Badger Creek	36	17	0				
678. Premaydena to Saltwater River, at Price's Flat...	45	0	0				
679. Nubeena to Saltwater River, from junction with Roaring Beach Road	48	0	0				
680. Saltwater River to Barnicoat's and others	94	7	1				
681. Eaglehawk Neck to Taranna	1	3	6				
682. Koonya to Paul's, Quarrell's, Doddridge's, and others	95	0	0				
683. Eaglehawk Neck, from Main Road to Tasman's Arch	47	18	4				
684. Premaydena to Locke's Bridge	10	3	6				
Municipality of Waratah—							
686. Road at Magnet Township	363	1	9	163	1	9	Transfer
Municipality of Westbury—							
690. Selbourne to Launceston	44	12	8				
691. Black Sugarloaf Road to Priestley's	82	12	0				
692. Black Sugarloaf Road to Denman's	47	14	9				
694. South Frankford Road to Hall's and Traill's	47	3	6				
695. Towers' Road (Frankford)	40	0	0				
696. Frankford Road west, from Gowan's, towards Sex- ton's Creek	45	18	1				
697. Coppermine Road	40	0	0				
698. Frankford to Beaconsfield	36	9	0				
Municipality of Zeehan—							
699. Zeehan towards Trial Harbour	15	2	0	6	0	0	Contribution.
700. Rosebery to Williamsford	24	13	3				
Huon Road, as under—							
701. In Municipality of Esperance	470	3	3				
702. In Municipality of Huon	1941	12	0				
703. In Municipality of Kingborough	468	0	2				
Clause 8. Scottsdale to St. Leonards (King's Lane to Abel's Hill)	42	0	0				
Bridges.							
704. Pat's River, Flinders Island, on Road to Mines...	91	6	4				
705. Denison River, Upper Huon	79	15	1				
706. Agnes Rivulet, at Seanlon's	71	11	9				
707. On Road to Batchelor's, at Woodstock	46	11	0				
709. Arthur River (additional)	395	10	11	0	2	0	Refund
712. Additions to Bridges and Jetties generally	119	13	7				
<i>Carried forward</i>	45,142	18	3	1085	11	0	

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	45,142 18 3	1085 11 0	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>cantd.</i>			
Jetties.			
716. Rocky Capo (additional)	338 15 0		
Harbours.			
718. Shipping Accommodation, Whale's Head (additional)	566 15 5	265 17 7	Transfer.
719. Currie Harbour, King Island	954 8 7	1 0 0	Refund
Tracks.			
723. Tracks generally	1836 18 2	606 2 6	Contribution, £6; Refund,
724. Trowutta to Balfour, between Arthur and Frankland Bridges	61 4 5		2s. 6d.; Transfer, £600.
725. Zeehan to Balfour, including bridges	150 9 10		
Miscellaneous.			
726. Wire for fencing Reserve for Half-castes, Cape Barren Island	92 6 6		
728. Drainage, Mowbray Swamp	89 17 8		
729. Drainage, Irish Town Swamp	10 0 0		
730. Improvements to Creek, Gormanston	95 0 0		
731. Mount Cameron Water-race	4000 0 0		
733. Peel-street, Launceston, to Westbury Road, through Normanston Estate	21 4 8		
734. Roads, Bridges, Excesses, Surveys, and Contingencies, including Purchase	624 15 3	21 13 1	Sale, £2 1s. 8d.; Contribution, £6; Transfer, £13
735. In aid of Supervision and Office Charges, Surveys, Travelling Expenses, Printing, and Advertising Public Works generally	5443 4 10	4874 18 5	11s. 5d. Supervision, £546 18s.; Refund, £15 17s. 4d.; Transfer, £4312 3s. 1d.
Buildings.			
736. Technical School, Launceston (completion)	323 3 2		
738. Strong Room, Lands Titles' Office	90 8 7		
742. Connections from Public Buildings, Hospital, and Schools, Hobart, to Metropolitan Sewerage	2219 2 4		
743. Hospital for Insane, New Norfolk (completion)	90 0 0		
745. Courthouses and Police Buildings generally	3272 8 8	124 15 8	Contribution, £116; Sale, £8
748. Invalid Depot, Launceston (additions)	10 0 0		15s. 8d.
749. Deputy-Gaoler's Quarters, Hobart	430 2 1	82 2 1	Transfer
750. Bakery, including Store and Oven, New Norfolk Asylum	487 13 3		
751. Accommodation-house at Interlaken (additions)...	50 0 0		
752. Zeehan and Dundas Hospital, New Laundry and Fittings	500 0 0		
753. Provision for construction of Buildings for Consumptive Patients	738 1 9		
Clause 12. Children's Hospital, Hobart	29 5 9		
Railways (Existing Lines).			
Main Line.			
754. Additions to Buildings, Sidings, Turn-table, &c....	183 13 10	0 15 0	Transfer.
755. Duplication of Line between Hobart and New Town (about 3 miles), including Interlocking New Town Station	6762 5 8	4 19 4	Transfer
Western Line.			
756. Additions to Buildings, Sidings, and other Works Derwent Valley Line.	443 0 11		
757. Additions to Buildings, &c.	63 13 9		
Apsley Line.			
758. Additions to Buildings, &c.	119 1 9		
Fingal Line.			
759. Additions to Buildings, &c.	31 19 5		
Scottsdale Line.			
760. Additions to Buildings, Sidings, &c.	43 8 6		
762. Goods-shed, Turner's Marsh	8 16 3	2 11 5	Transfer
Railways Generally.			
764. Additional Rolling-stock, Fittings, Belpaire Boilers, &c.	4132 18 4		
767. Surveys, Designs, and Estimates for Remodelling Station-yard at Launceston, with Alterations ...	295 1 7		
768. Contingencies	386 15 6		
	80,138 19 8	7070 6 1	
Loan to State Scholarship Board, 1 Geo. V. No. 15 ...	575 0 0		
Loan to Hobart Fire Brigade Board, 1 Geo. V. No. 33	992 10 0		
Public Works Execution Act, 1 George V. No. 51—Schedule.			
Roads.			
Municipality of Beaconsfield—			
1. Aulich's to Beaconsfield	55 0 0		
2. York Town Road	139 0 0		
5. Frankford to Beaconsfield	150 0 0		
6. Beauty Point Road	95 0 0		
10. Holwell to Winkleigh	75 0 0		
16. Beaconsfield Road to Lawry's and others	11 0 0		
23. Bridgenorth to Forester's Hill	43 0 0		
28. Ecclestone Road, through Goerner's and Thompson's	54 0 0		
29. Bridgenorth Road, from West Tamar Road	75 0 0		
<i>Carried forward</i>	697 0 0		

	Expenditure.			Receipts			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	697	0	0				
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
30. Bridgenorth Junction to Exeter (Main Road) ...	150	0	0				
31. Blackwall Jetty to Deviot Jetty	35	0	0				
Municipality of Bothwell—							
44. Interlaken to Steppes	174	14	4	0	5	6	Refund
Municipality of Brighton—							
46. Sattler's and Anderson's, near Bagdad Hall	44	0	0				
47. North Dromedary Road (towards Broomhead's) ...	90	0	0				
49. Lamprill's to Daddy Baker's Creek	83	0	0				
50. Broadmarsh Road to Brighton, near James' Quarry	50	0	0				
55. Through Nichols' Selection, Tea Tree	98	10	6				
58. Old Beach towards Brighton, through Baskerville	57	0	0				
Municipality of Bruni—							
60. Barnes' Bay Road to Blythe's, Johnston's, and others	203	13	8				
61. Kelly's Point, Trumpeter Bay	46	4	4				
63. Simpson's Point Road to Aiken's and others	82	0	0				
65. Adams', Davis', and others	14	0	0				
66. Alanna to Lunawanna	40	0	0				
67. Daniel's Bay Road to Jetty	43	0	0				
Municipality of Campbell Town—							
70. Campbell Town—Swansea Road to Lake Leake ...	134	0	0				
Municipality of Circular Head—							
71. Mount Balfour to Whale's Head	520	5	9				
72. Whale's Head to Gaffney's and others	47	10	0				
73. Whale's Head to Arthur River	143	0	0				
76. Marrawah Road, through Ford's, to Thompson's and others	47	0	0				
78. Thompson's Road, through Poke's, to Tramway...	93	18	1				
80. Comeback Road, <i>via</i> Wells', to Tramway	57	0	0				
83. Montagu to Smithton	40	0	0				
85. Atkinson's, Grey's, and others	40	0	0				
88. Mowbray Road to Lade's and others	60	0	0				
89. Mowbray Road to Blackwell's, Ward's, and others	93	19	1				
96. Lower Scotch Town Road	95	1	8				
97. Finger-post to Smoker's Bank	463	0	0				
101. Trowutta Road—Duck Bridge to Roger River ..	66	0	0				
102. Fenton's, Pryor's, and others	19	15	9				
104. Mackey's and others	20	15	11				
105. Davis', Moore's, and others	47	7	2				
106. Trowutta Road to Meaney's and others	136	4	8				
108. Scantlebury Road	47	9	0				
112. Sunny Hills Road to Lovell's and Thurston's	45	0	0				
115. Fahey's Road to South Road, <i>via</i> King's	177	0	0				
118. Back Line Road	143	0	0				
119. Back Line to Wells', Healey's, and others	43	5	3				
121. Burnside Road	75	0	0				
123. Mengha Reserve to Shipp's, Burke's, and others	10	15	0				
125. Groom's and others	47	3	3				
126. Plummer's, Shaw's, and Collins'	95	0	0				
127. Ford's Road, Forest	78	13	0				
129. South Road, <i>via</i> Boys' Lane, to Ruffell's and others	95	6	5				
130. Brown's Stokes', and others	45	11	3				
135. Brickmakers' Bay Road to Selections South	327	12	10				
138. Boys' Road	47	14	3				
139. Brakey's and Carroll's	49	10	0				
140. Bauchop's and others	94	5	3				
141. Old Coast Road (Detention)	94	15	6				
142. Hogarth's Road towards Newhaven	94	17	3				
Municipality of Clarence—							
148. Risdon Ferry to Richmond Boundary	151	0	0				
149. Good's, Riley's, and others	36	15	0				
154. Cambridge Road, near Bellerive, to Lindisfarne..	135	0	0				
Municipality of Deloraine—							
161. Parkham to Goodleigh	4	0	0				
163. Parkham Road to Flower's and Shaw's	46	16	1				
164. Tongataboo Road, near Cotes'	13	0	0				
166. Chudleigh Road to Fall's	161	4	6				
171. Dog's Head Road to Ashdown's and Rose's	90	0	0				
172. Rose's, Green's, and Baldock's	20	0	0				
174. Back Creek Road to Baldock's Cave and Selections	60	0	0				
175. Robertson's, Fraser's, and others	42	5	6				
178. Caveside Road to S. Cubitt's and others	7	2	3				
180. Heazlewood's and others	44	0	0				
185. Meander Road to Poynton's and others	18	0	0				
188. Larcombe's, Joyce's, and others	6	0	0				
195. Falls Creek to Meander River Bridge	50	0	0				
196. Red Hills to Falls Creek	137	12	0				
Municipality of Devonport—							
199. Peart's to Don River	53	10	0				
201. Barrington Road, <i>via</i> Cocker's, to Paloona School	30	0	0				
203. Middle Road to Latrobe	4	15	8				
204. Leith Station to Upper Leith	31	0	0				
Municipality of Emu Bay—							
205. Brickport Road	52	10	0				
206. Cam Road East	47	10	0				
207. Mooreville Road West to New Country Road ...	140	0	0				
208. New Country Road to Docking's and Radford's...	40	0	0				
<i>Carried forward</i>	7067	0	2	0	5	6	

	Expenditure			Receipts			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	7067	0	2	0	5	6	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
209. Mooreville Road, from New Country Road	150	0	0				
210. Old Surrey Hills Road	75	0	0				
211. Mooreville Road to Dodds' and Spinks'	60	0	0				
212. Three-mile Line Road	75	0	0				
213. Burnie to Waratah (Oonah Junction to 20-mile)...	409	0	0				
215. Oonah Road	750	0	0				
216. Deacon's and McGaw's	75	0	0				
218. Radford's and Charles'	40	0	0				
219. Oonah Road West	285	10	0				
221. Martin's, Smedley's, and others	100	0	0				
225. Stowport Road	67	0	0				
226. Stowport to West Pine	268	0	0				
227. Natone Road	91	0	0				
230. Glance Creek to Woodward's and others	40	0	0				
232. Bishop's and others	40	0	0				
233. Chasm Creek Road to Atkinson's and others	45	6	0				
238. To Emmerton's, through Grearley's (purchase) ...	150	0	0				
Municipality of Esperance—							
244. Through McInalty's to Williams' and Norris' ...	82	0	0				
245. Surges' Bay to Brookes' Bay	44	0	0				
252. Cockle Creek to Catamaran	91	8	3				
253. Leprena to Lune River	127	10	0				
256. Village Settlement Road to Selections	85	10	0				
257. To Knight's	42	0	0				
258. Folkstone Road (extension)	8	2	6				
259. Donnelly's Road	85	10	0				
263. To Dickson's and others, Liverpool	81	0	0				
265. French's (Ramsgate)	46	2	9				
267. Huon Road (widening)	86	1	2				
268. Four-foot Road, Geeverston (purchase)	100	0	0				
Municipality of Fingal—							
269. Mathinna to Fingal	35	0	0				
270. St. Paul's Road to Avers', Freeman's, and others ..	40	0	0				
271. Storey's Creek Road to Mines	150	0	0				
272. Gardiner's Creek Road, and branch to Oliver's...	76	0	0				
273. Gray Road to Langer's, Leech's, and others ..	80	0	0				
274. Cornwall Road	143	10	0				
275. Thompson's Marsh Road, near Lehner's	100	0	0				
276. Falmouth Road from junction Seamander Road...	80	0	0				
277. St. Marys to German Town	40	0	0				
278. Newman's, Maney's, and others	40	0	0				
279. Mt. Elephant Road	40	0	0				
280. Rose's Tier Road, near Mullins'	80	0	0				
281. Rose's Tier to Cocker's, Davis', and others	95	0	0				
282. Extension to Kellett's and Barwick's	95	0	0				
283. Mathinna to Brooks', Clayton's, and others	80	0	0				
284. Mathinna to Pyengana, <i>vic</i> Dilger's	100	0	0				
285. Mangana to Yates', Trotter's, and others	40	0	0				
286. Mathinna to South Mt. Victoria	285	0	0				
287. Mathinna to Ringarooma	160	0	0				
288. Tower Hill Road, from Mangana	40	0	0				
289. Mathinna Road to Norcott's, Barnes', Hart's, and others.....	70	0	0				
290. Holder's, Croft's, and others	40	0	0				
291. Ben Lomond Road Extension	80	0	0				
292. St. Patrick's Head Road	80	0	0				
Municipality of Flinders—							
293. Roads generally	458	11	6				
Municipality of George Town—							
294. Lagoon Beach Road (completion of gravelling) ...	94	18	3				
295. From North Street to Geale's, Davidson's, Lam- bert's, and Brown's	45	0	0				
297. Wood's to Industry Road	47	12	0				
298. Lefroy to Lathey's, Dillon's, and others	89	0	0				
299. Lefroy Road to Launceston Road	181	0	0				
300. Lefroy Road to Lower Turner's Marsh	39	0	0				
301. Launceston Road to Shegog's, Warren's, and others (old grubbed road)	45	0	0				
302. Alford to Karoola	160	0	0				
304. Denman's, Young's, Proctor's, and others	45	0	0				
307. Lower Piper to Freeman's and others	40	0	0				
Municipality of Glenorchy—							
312. Tolosa Road to Klug's and Pitt's	90	0	0				
315. Montrose Road to Gordon's, Rattle's, and Ander- son's	2	10	3				
316. Glen Road to Springdale Road	25	0	0				
321. Bismarck Road, including portion near School...	8	0	0				
323. Road to River	33	6	9				
Clause 10.—Montrose Road	24	10	0	2	0	0	Transfer.
Branch Road to Selections of Pierce, Walker, and Jacques	43	0	0				
Municipality of Gormanston—							
324. Gormanston to Queenstown, South Hill (includ- ing guard fencing)	367	10	0				
325. Comstock Road, from Gormanston	75	0	0				
326. King River Bridge to Crown Lands	150	0	0				
Municipality of Hamilton—							
328. Greta to Bluff	184	3	5	50	0	0	Refund.
<i>Carried forward</i>	14,948	13	0	52	5	6	

	<i>Expenditure.</i>			<i>Receipts.</i>			<i>Remarks on Receipts.</i>
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	14,948	13	0	52	5	6	
<i>Public Works Execution Act, 1 Geo. V. No. 51.—contd.</i>							
<i>Municipality of Huon—</i>							
345. Short's and Cannell's	93	0	1	1	5	0	Refund.
349. John Smith and Son's	85	0	0				
351. Hall's, Bender's, and others	71	0	0				
354. Blackfish Creek Road	47	0	0				
356. Glen Road, from Main Road to Ranelagh	92	18	9				
358. Knight's Road	85	10	0				
359. Upper Woodstock Road towards Jetty	270	15	0				
362. Ranelagh Road to Wood's, Lovell's, and others...	43	1	3				
368. North Huon Road to Bennett's and Hyde's	42	17	7				
369. Ranelagh Road to Bennett's, Dowling's, and Lee's	50	0	0				
371. Upper Huon Road to Clark's, Bester's, and others	143	14	10				
372. Baker's Creek Road to Nubon's, Harris', Bell's, and others	50	0	0				
<i>Municipality of Kentish—</i>							
374. Alma to Wilmot	171	0	0				
375. Wilmot Road to Spellman's Bridge	332	3	6				
376. Wilmot Road to King's and others	95	5	0				
377. West Narrawa Road	298	10	10				
378. West Narrawa to Nietta Bridge	175	13	3				
379. Lehman's Road	96	1	0				
380. Wilmot to Belmont	249	0	0				
381. Belmont Road to Braid's and others	97	1	6				
382. Smith's, Buck's, and others	1	2	3				
383. Spion Kop Road	21	12	3				
386. Moira Road (Bismuth to Middlesex)	270	0	0				
388. Wilmot to Sheffield	29	0	0				
389. Promised Land Road to Day's and Padman's ...	9	0	0				
390. Staverton Road (from Metal at Luttrell's)	45	0	0				
391. Mount Claude Road	138	15	5				
392. Mount Claude Road to Thomas' and others	94	15	9				
393. Mount Claude to Lorinna	192	0	4				
394. Lorinna Road to Forth Bridge	190	2	10				
395. Lorinna to Hall's, Davis', and others	97	14	4				
397. Leese's Road to Walter's and others	47	18	3				
398. French's to Ridley's and others	35	18	0				
399. Shemeld Road to Stoodley School	103	0	0	13	7	11	Contribution.
402. Kent's Track to White Hawk Creek	160	0	0	35	16	4	Contribution.
403. Barrington Road to Nook Post Office	84	0	0				
405. Paradise Road, via Milne's, to Selections.....	48	16	11				
406. Paradise Road East from School	47	9	6				
407. Dynan's Bridge Road towards Kimberley	80	0	0				
409. McCarthy's Road	48	7	6				
410. Ralton to New Bed	57	0	0				
411. Dulverton to Dalley's and others	47	8	3				
412. Sunnyside Road (cutting Broxam's Hill)	189	16	4				
413. Reardon's and Lowry's Road	45	6	9				
415. Ralton to Hogg's Bridge	94	7	2				
416. Ralton to Merseylea	120	12	2				
417. Merseylea, via Foster's, to Burke's and others...	269	16	3				
418. Nowhere Else Road	47	10	0				
<i>Municipality of King Island—</i>							
419. Munro's to Sea Elephant Bridge	0	7	0				
<i>Municipality of Kingborough—</i>							
423. Leslie Road	77	0	0				
431. Coleman's Hill—Poverty Gully Road	32	0	0				
433. Poverty Gully (Branch Road)	33	0	0				
438. Balmoral Road	98	0	0				
444. Huon Road (widening)	807	0	3				
<i>Municipality of Latrobe—</i>							
445. Old Deloraine Road (from Latrobe boundary towards Tasmanian Shale Company's properties)	318	17	6				
446. Fossil Bank to Hogg's Bridge	94	1	0				
447. Fossil Bank Road towards Wmspear's (including Road to Kelly's and Williams)	100	0	0				
448. Fossil Bank Road, from Parramatta	70	0	0				
449. Wesley Vale Road to Beach	40	0	0				
450. Northdown Road to Moriarty's, via Appelby's ...	40	0	0				
451. Harford to Squeaking Point	40	0	0				
452. Smith's and others (Rubicon River)	40	0	0				
Clause 11.—Frankford and Green's Creek Road, from Frankford Bridge to Sexton's Creek	90	0	0				
<i>Municipality of Leven—</i>							
458. Brett's Road	11	0	0				
459. Ellis' and Chilcott's, via Heazlewood's	17	0	0				
462. Gunn's Plains Road	90	0	0				
463. Frampton's and others	45	0	0				
467. West Castra Road, South	115	0	0				
469. Chisholm's, Ellis', and others	18	0	0				
470. Peter Jack's Road	43	0	0				
475. Payne's Road	36	0	0				
477. Central Castra to Preston	35	7	6				
480. Central Castra towards Ulverstone (through Closer Settlement)	156	10	0				
481. Thirteen-mile Road (Castra)	27	0	0				
<i>Carried forward</i>	22,694	19	1	102	14	9	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	22,694 19 1	102 14 9	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>			
488. Nietta Road	100 0 0		
490. Nietta Road, <i>via</i> O'Sign's, to Jeanbrook Road ...	87 0 0		
492. Kindred to Castra	16 0 0		
493. Clerke's Plains Road (Kindred end)	40 0 0		
499. Simpson's Road to Wright's	23 0 0		
Municipality of Lilydale—			
508. Wyena to Golconda	39 0 0		
509. Turner's Marsh to Launceston	225 0 0		
511. Tunnel to Lower Fiper	244 0 0		
512. Karoola to Lower Turner's Marsh	90 0 0		
513. Ferny Hill to Golconda	90 0 0		
514. Lisle Road to Carin's, Boyd's, and others	47 10 0		
519. Lower Turner's Marsh to Bewsher's, Barrett's, and others	23 0 0		
521. Turner's Marsh to Whitchurch's, Austin's, and others	38 0 0		
524. Lisle Road to Golconda (Wadley's Hill)	69 0 0		
525. Tunnel Road to Bangor	48 0 0		
529. Lisle Station to Lisle	257 0 0		
530. Gotton's, Kettle's, and others	90 0 0		
534. Lilydale Road to Box's, Burn's, Harrison's, and others	26 0 0		
539. Conlan's Road to Bangor	90 0 0		
541. Lefroy Road to Swan Bay	41 0 0		
542. Lilydale to Wyena, and branch to Mahnken's ...	25 0 0		
544. Baker's Road to Proctor's and others, Lebrina ...	45 0 0		
546. McGaughey's, Dickson's, and others	20 0 0		
547. Baker's Road to Hill's, Traill's, and others	47 0 0		
Municipality of Longford—			
550. Upper Liffey Bridge to W. Goss' Gate, Upper Liffey Road	75 0 0		
551. Bullock Holes Road, from W. Goss' Gate to Blackwood Bridge	75 0 0		
Municipality of New Norfolk—			
554. Collins' Cap Road	46 0 0		
558. Ironstone Gully to Knight's and others	40 0 0		
562. State School, <i>via</i> Johnny's Creek and Bellevue House, to Macquarie Plains	7 0 0		
564. Oakley's to Goodsell's and others	13 0 0		
566. Tyenna Road, near Russell Station	93 2 6	0 4 4	Refund.
567. Tyenna Road, from Belcher's to Pitfields	55 0 0		
568. Tyenna Road, from Pitfield's to Rumley's	112 0 0		
570. Macquarie Plains Station to Hamilton (School Hill)	154 0 0		
573. Mount Lloyd Road (continuation from Hoffman's)	2 17 6		
574. Den Hill Road and Extension	20 0 0		
581. Plenty River Road	6 0 0		
584. Tyenna Road (extension, Rumney's to Mayne's) ...	40 0 0		
Municipality of New Town—			
585. Bellevue Parade .....	...	10 0 0	Part Legal Costs.
Municipality of Oatlands—			
587. Oatlands to Lakes Crescent and Sorell	10 17 8		
590. Parattah to Tunnack	106 0 0		
592. Tunnack to Dolan's, Campbell's, Goodwin's, and others	32 0 0		
593. Tunnack to Duggan's and others	20 0 0		
598. From Eastern Marshes Road through "Kew-stoke"	82 0 0		
599. From York Plains Road to Hamilton's, Cornish's, and others	217 7 0	0 6 3	Refund.
601. Through "Hill House" Estate, Mt. Pleasant ...	220 3 5	4 0 0	Transfer.
Municipality of Penguin—			
605. Blight's and Burgess'	19 10 0		
607. Natone Road (<i>via</i> proposed bridge), to Riana ...	5 17 6		
608. Howth Station to Taylor's and others	64 0 0		
609. Nine-mile Road	86 0 0		
612. Pine Road to James McHugh's and others	47 13 10		
613. Stott's and Addey's	152 0 0		
614. Marshall's and Hooper's	88 0 0		
616. Speight's, Horne's, and others	15 0 0		
617. Bramich's, Whitehouse's, and others	20 0 0		
618. Whitehouse's, Archer's, and others, Riana	5 0 0		
619. Pine Road to Oliver's	298 0 0		
620. Oliver's Road to Hall's and Rudge's	180 17 0		
622. Barrett's, Plapp's, and others	152 1 0		
627. Riana to Lowana (Hogan's Track)	0 7 6		
628. Lowana Road, Southward	46 0 0		
632. South Road	66 0 0		
633. Revell's, Hutton's, and others	30 0 0		
Municipality of Port Cygnet—			
637. Silver Hill to Snobb's Point	24 0 0		
640. Through O'Neill's and Kregor's to Markham's ...	46 9 7		
653. Balfe's Hill Deviation (completion)	79 9 3		
663. Wattle Grove School to Golden Valley Road	145 10 9		
686. Dillon's, Coad's, and Cohen's	143 1 11		
687. Irish Town Road	27 0 0		
<i>Carried forward</i>	27,684 15 6	117 5 4	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	27,684 15 6	117 5 4	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>			
689. Trial Bay Road	28 0 0		
704. Lynche's to Coleman's	43 0 0		
Municipality of Portland—			
708. St. Helens to Budgeon's, McDonald's, and others	40 0 0		
710. Sutton's, Richard's, Smith's, and others	40 0 0		
711. Anson's Bay to Green's, Floyd's, and others	75 0 0		
712. North George's River Road	75 0 0		
713. Gould's Country to New England	150 0 0		
714. Niclason's, Petersen's, and others	78 0 0		
715. Pyengana to Lottah, <i>via</i> Anchor Mine	150 0 0		
716. Pyengana to Weldborough	188 0 0		
717. Garden's to Anson's Bay	100 0 0		
718. South George's River Road to Columbia Falls	90 0 0		
719. Pyengana to Oldham's and others	75 0 0		
Municipality of Richmond—			
728. Brandy Bottom Road to R. Duggan's	23 0 0		
732. Brandy Bottom Road	25 0 0		
734. Colebrook Road, through Corrigan's, to Selections and Crown lands	72 5 0		
Municipality of Ringarooma—			
736. Legerwood to Ringarooma (completion)	189 0 0		
737. East Maurice Road to West Maurice Road	287 0 7		
738. New River to Style's, Roberts', and others	90 0 0		
740. West Maurice Road	234 0 0		
741. Cox's, Scott's, Lohrey's, and others	81 0 0		
745. Webb's, Viney's, and others	45 0 0		
747. Branhholm to Warrentinna	62 0 0		
748. Branhholm to Ruby Flat	90 0 0		
749. Maurice Road to F. Diprose's and others	33 0 0		
750. Gladstone to Boobyalla	58 0 0	3 0 0	Transfer
751. Jago's, Shanhan's, and others	62 0 0		
752. Gladstone to Moorina	270 0 0		
754. Gunton's, Rainbow's, Johnston's, and others, near junction of Counsel's Road	132 0 0		
757. Branch Roads through Forester Settlement	138 7 2		
758. Counsel's, Loone's, and others	446 15 3		
761. Cape Portland Road	75 18 5		
762. Pioneer to Garibaldi	90 0 0		
763. Crowther's, Smith's, and others	86 0 0		
764. Herring's, Khrushka's, and others	30 0 0		
765. Boulton's, Merrick's, and others	90 0 0		
768. New Hope Road	31 0 0		
Municipality of Scottsdale—			
769. Ranson's Lane to Springfield Post Office	25 0 0		
770. Coope's Road, near Miller's and Miller's	33 0 0		
771. Findlay's Road to Gray's, Wilson's, and others	228 0 0		
775. Truwalla (Maryvale) Station to Law's, Johnson's, and others	80 11 0		
777. Propsting's, Craw's, Taylor's, and others	90 0 0		
779. Ten-mile Track to Thurston's and others	29 0 0		
781. Ten-mile Track, James' to Forester Station	361 0 0		
783. Lyndhurst Turn-off to Forester Settlement	475 0 0		
784. Scottsdale to Bridport (Campbell's Hill)	43 0 0		
785. McBean's, Jensen's, and others	19 0 0		
786. West Scottsdale to Lisle Road	90 0 0		
788. Ladbury's to Siding, and branch to Gofton's	60 0 0		
791. West Scottsdale to Lietinna Station	81 0 0		
795. Sharp's, Gregory's, and others (Truwalla Station)	21 0 0		
Municipality of Sorell—			
796. Black Hill to Sorell	76 0 0		
800. Nugent to Kelleve	21 0 0		
801. Finger-post to Carlton	27 0 0		
810. Black Hills Road to Railway Siding at Frogmore	200 0 0		
811. Blackman's Bay Jetty Road (completion)	25 0 0		
Municipality of St. Leonards—			
818. Mulgrave Crescent	177 0 0		
819. Camden Road	304 0 0		
820. Camden Road to Olding's, Tattersall's, and others	42 0 0		
826. McArthur's, Waldron's, and others	50 0 0		
829. Patersonia to Lilydale	2 12 0		
831. Corkery's, Wilson's, and others	72 0 0		
832. St. Patrick's River Road	70 0 0		
Municipality of Strahan—			
837. To Beach and Macquarie Heads	47 10 0		
Municipality of Table Cape—			
839. Myalla Road	36 0 0		
840. Flowerdale Road (including Hill at Haines')	123 0 0		
842. Flowerdale Road to Tucker's	112 0 0		
843. Prolinna Road	52 0 0		
845. Flowerdale Road to Reilly's and Shekleton's	29 0 0		
846. Flowerdale to Calder (<i>via</i> Toomey's Bridge)	36 0 0		
847. Calder Road	172 0 0		
849. Moore's Plains Road	80 0 0		
850. Moore's Plains Road, to join Takoné Road	36 0 0		
851. Biggins' Road	139 0 0		
852. Johnston's, Perger's, and others	1 5 0		
853. Wynyard to Waratah	238 0 0		
854. Takoné Road	43 0 0		
<i>Carried forward</i>	35,404 19 11	120 5 4	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	35,404 19 11	120 5 4	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>			
860. Big Creek Road	27 0 0		
861. Quiggin's Road	42 2 3		
862. Table Cape Road (including Bridge)	155 1 0		
864. Smart's, Cleveland's, and others	344 17 0		
865. Village Road	40 0 0		
866. Norton's, Poke's, and others	40 0 0		
867. Cam Road West	53 0 0		
872. Seabrook to Mt. Hicks, near Burnell's Turn-off... ..	40 0 0		
Municipality of Tasman—			
875. Nubeena to Premaydena, from junction of Premaydena Road	45 0 0		
876. Tunnel Bay Road, from Knight's Bridge	25 0 0		
878. Koonya to Nubeena	83 0 0		
883. Koonya to Paul's, Dodderidge's, and others	103 0 0		
889. Tunnel Bay Road to Thornton's, Mundy's, and Greatbatch's	0 14 0		
890. Tunnel Bay Road, from Spaulding's Road towards Batchelor's	157 8 5		
Municipality of Waratah—			
894. Waratah to Wynyard	2016 10 0		
896. Waratah-Corinna Road, from near 18-mile peg ...	400 0 0		
Clause 9. Road to Magnet Township	199 1 3		
Municipality of Zeehan—			
910. Williamsford towards Rosebery	128 0 0		
912. Zeehan towards Dundas	285 0 0		
Conditional Vote.			
913. Construction of Roads, Bridges, and Jetties generally, and other works, on the £ for £ system, an equal amount being contributed locally	23 10 0		
Bridges.			
918. Emu River, on Kara Road	134 9 7		
919. Flinders Island, Road to Mines	93 13 7		
920. Ringarooma River, at Gladstone (suspension)	182 8 5		
922. Ringarooma River, Road East to West Maurice... ..	232 10 11	24 12 5	Transfer
923. Ouse River, at Ouse (part cost)	385 0 0		
931. Additions to Bridges generally	20 16 11		
Jetties.			
940. Additions to Jetties generally	239 18 9		
941. Renewals of Jetties generally (amount to be redeemed by Sinking Fund)	94 19 9		
Harbours.			
942. Whale's Head Shipping Accommodation (completion and additions)	452 14 8		
944. Breakwater, Stanley, Additions to Head (part cost)	514 3 8		
Tracks.			
946. Queenstown to Zeehan	772 15 3		
947. Tracks generally	3061 13 5	10 0 0	Contribution
Miscellaneous.			
949. Drainage, Mowbray Swamp, Smithton (main drain)	179 0 11		
952. Storm Channel, West Strahan	95 0 0		
954. Flying Survey, Huon Railway, <i>via</i> Ferntree (half cost)	53 9 3		
955. Hydraulic Surveys and Gaugings	98 8 7		
956. Roads, Bridges, Excesses, Surveys, and Contingencies, including Purchase	398 14 2	0 1 6	Unclaimed Wages
957. In aid of Supervision and Office Charges, Surveys, Travelling Expenses, Printing, and Advertising Public Works generally	4003 8 6	0 10 0	Refund
959. Deviation of Creek at Recreation Ground, Gormanston	100 0 0		
960. Motor Boat for Police, Flinders Island	5 0 0		
Clause 8. Purchase of Land at Long Point, Sandy Bay, for purposes of public recreation and amusement	501 1 0		
Buildings.			
961. Technical School, Launceston (completion)	300 0 0		
965. Hobart Gaol, Deputy-Gaoler's Quarters (completion)	82 2 1		
966. Hospital for Insane, New Norfolk, Nurses' Home, Single Rooms, and Dining Hall	150 0 0		
967. New Schools, Equipment, Structural Alterations of existing Buildings, and Purchase of Land ...	14,000 0 0		
969. New Town Asylum, Provision for Female Epileptics	107 13 10		
970. Queenstown Hospital, Detention Ward (completion)	48 5 9		
971. Zeehan and Dundas Hospital, Laundry, &c.	180 0 0		
973. Statisticians' Office (additions)	225 0 0		
975. Home for Incurables, Launceston	7 18 10		
Railways (Existing Lines).			
Main Line.			
979. Bridge at New Town for Duplication of Line and Concrete Culvert under Bank	654 16 9	1 14 2	Transfer
981. New Siding about 5½-mile Peg (Mt. Pleasant) ...	96 19 7		
982. Additions to Buildings, Bridges, Water-supply, and Safety Appliances, &c.	719 16 3		
<i>Carried forward</i>	67,805 4 3	157 3 5	

	<i>Expenditure.</i>			<i>Receipts.</i>			<i>Remarks on Receipts.</i>
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	67,805	4	3	157	3	5	
Public Works Execution Act, 1 Geo. V. No. 51.—<i>contd.</i>							
Western Line.							
983. One-third of £6645, difference between 40-lb. and 61-lb. steel rails, with which the Deloraine-Devonport Section is being relaid	729	14	1				
984. Additions to Buildings, Sidings, Waterways, &c. Scottsdale Line.	127	12	2				
986. Additions to Buildings and Water-supply Railways Generally.	134	1	0	0	14	6	Transfer
988. Additional Rolling-stock and Fittings	1919	14	7				
989. Workshop Machinery and Foundations	137	8	1				
990. Contingencies Railways (New Lines).	256	7	4				
992. Derwent Valley Railway (completion)	1750	0	0				
993. From North-East Dundas Tramway to "Wallace's Find"	2855	18	11				
994. Abattoirs Railway Tramways.	492	8	7				
996. Survey and Construction, Tramways to Crown Lands and Mining Fields	7871	3	7	34	12	1	Refund
	84,079	12	7	192	10	0	
The Burnie-Flowerdale Railway Construction Act (1 Geo. V. No. 58)	838	5	1				

N. E. LEWIS, *Treasurer.**Treasury, Hobart, 31st October, 1911*

Examined and certified to be correct.

J. E. BENNISON, Auditor-General.
16th December, 1911.

TASMANIA.

No. 3.

STATEMENT of Expenditure from the CONSOLIDATED REVENUE FUND of Tasmania for the Service of the Twelve Months ended 30th June, 1911, compared with the Amounts authorised by Parliament, made up to 31st August, 1911.

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
<i>His Excellency the Governor's Establishment.</i>				
Salaries	2966 0 0	2966 0 0		
Contingencies—				
Maintenance of Government House, under 4 Ed. VII. No. 10	420 19 4	400 0 0	20 19 4	
Stationery, Stores, Fuel, Light, Printing, Newspapers (for Offices), Uniform for Office Attendant, and Maintenance of Gas Lamps at Gates	70 10 11	50 0 0	20 10 11	
Postal Charges, Telegrams, and Telephones	55 16 10	70 0 0	...	14 3 2
	3513 7 1	3486 0 0	41 10 3	14 3 2
<i>Ministerial.</i>				
Salaries	3200 0 0	3200 0 0		
Contingencies—				
Travelling Expenses of Ministers, Carriage Hire, Miscellaneous Expenses, and Entertainment of Distinguished Visitors	192 19 3	200 0 0	...	7 0 9
	3392 19 3	3400 0 0	...	7 0 9
<i>Premier's Office.</i>				
Salaries	420 0 0	420 0 0		
Contingencies—				
Stationery and Sundries (including Executive Council)	63 17 0	46 0 0	17 17 0	
Postal Charges, Telegrams, and Telephone	98 7 2	66 0 0	32 7 2	
Printing	14 13 4	10 0 0	4 13 4	
	596 17 6	542 0 0	54 17 6	
<i>Agent-General in England.</i>				
Salaries	1515 0 0	1515 0 0		
Contingencies—				
Travelling and Miscellaneous Expenses, Stationery, Stores, and Incidental Expenses, Rent of Office, Postage, Telegrams, and Cablegrams	671 12 6	600 0 0	71 12 6	
	2186 12 6	2115 0 0	71 12 6	
<i>Miscellaneous. Premier.</i>				
Cost of Parliamentary and other Papers and Books from England and elsewhere	69 8 9	50 0 0	19 8 9	
Cost of Publications, including Photographs, sent to England and elsewhere	127 12 9	100 0 0	27 12 9	
Cost of providing a residence, &c. for His Excellency the Naval Commander-in-Chief during the visit of the Australian Squadron to Hobart	123 17 6	...	123 17 6	
	320 19 0	150 0 0	170 19 0	
<i>Legislature—</i>				
<i>Legislative Council.</i>				
Salaries	1012 12 4	1033 6 8	...	20 14 4
Contingencies—				
Incidental Expenses, including Catering, Stationery, Stores, and Uniform for Office Keeper and Messenger	90 4 5	80 0 0	10 4 5	
Postal Charges, Telegraphs, and Telephones	20 9 8	20 0 0	0 9 8	
	1123 6 5	1133 6 8	10 14 1	20 14 4
<i>House of Assembly.</i>				
Salaries	1505 0 0	1567 10 0	...	62 10 0
Contingencies—				
Incidental Expenses, including Catering and Insurance of Books in Library	538 3 4	500 0 0	38 3 4	
Newspapers and Books	119 19 7	120 0 0	...	0 0 5
Stationery, Stores, and Uniforms for Messengers	39 16 2	47 0 0	...	7 3 10
Postal Charges, Telegraphs, and Telephones	18 0 1	30 0 0	...	11 19 11
	2220 19 2	2264 10 0	38 3 4	81 14 2

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>General.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Reimbursement of Expenses of Members of Parliament	4977 18 4	4977 18 4		
<i>Electoral.</i>				
Electoral Rolls, Expenses of preparing and printing.....	622 16 2	780 0 0	...	157 3 10
Elections, Expenses of.....	22 4 8	25 0 0	...	2 15 4
Postage and Telegrams.....	645 0 10	805 0 0	...	159 19 2
<i>Special Services.</i>				
Railway-passes for Members and Wives	2000 0 0	2000 0 0		
Printing—Bills				
Notice Papers and Journals, &c. Parliamentary Papers; Acts; and Printing generally, in- cluding publications for exchange	1586 13 0	1300 0 0	286 13 0	
	3586 13 0	3300 0 0	286 13 0	
<i>Chief Secretary's Department.</i>				
Salaries.....	710 15 7	810 0 0	...	99 4 5
Contingencies—				
Newspapers, Petty Expenses, and Stationery	59 6 7	50 0 0	9 6 7	
Printing	46 9 1	20 0 0	26 9 1	
Postal Charges, Telegrams, and Telephones ...	55 19 4	50 0 0	5 19 4	
Clerical Assistance	36 5 0	...	36 5 0	
Gratuity to Clerk for extra services rendered during the absence of the Under Secretary.	10 0 0	...	10 0 0	
	918 15 7	930 0 0	88 0 0	99 4 5
<i>Audit Department.</i>				
Salaries.....	2610 0 0	2610 0 0		
Contingencies—				
Travelling Expenses.....	319 2 8	350 0 0	...	30 17 4
Stationery, Advertising, and Incidental Expenses	42 3 4	35 0 0	7 3 4	
Printing	20 6 4	25 0 0	...	4 13 8
Postal Charges, Telegrams, and Telephones ...	31 16 1	30 0 0	1 16 1	
Gratuity to Inspector for special services rendered in connection with a report upon the System of Keeping Stores at the New Town Charitable Institution.....	5 0 0	...	5 0 0	
	3028 8 5	3050 0 0	13 19 5	35 11 0
<i>Statistical and Registration Department.</i>				
Salaries	1314 11 8	1561 13 4	...	247 1 8
Allowances	465 2 0	475 0 0	...	9 18 0
Contingencies—				
Registers, Incidental Expenses, Cost of col- lecting Statistics, Stationery, &c.....	96 8 2	125 0 0	...	28 11 10
Printing	406 12 10	400 0 0	6 12 10	
Postal Charges, Telegrams, and Telephones ...	95 0 2	100 0 0	...	4 19 10
	2377 14 10	2661 13 4	6 12 10	290 11 4
<i>Inspection of Machinery.</i>				
Salaries	1285 0 0	1285 0 0		
Contingencies—				
Travelling Expenses	373 17 6	370 0 0	3 17 6	
Stationery, Stores, Instruments and Books, Printing, and Incidental Expenses.....	96 19 7	60 0 0	36 19 7	
Postal Charges, Telegrams, and Telephones ...	35 8 5	35 0 0	0 8 5	
	1791 5 6	1750 0 0	41 5 6	
<i>Public Buildings.</i>				
Salaries.....	1813 6 8	1813 6 8		
Allowances—				
Head Office Keeper—House allowance £35 per annum from 1st October.....	26 5 0	26 5 0		
Contingencies—				
Fuel, Light, and Water, Public Offices, Hobart	561 2 6	600 0 0	...	38 17 6
Ditto, Launceston	121 7 4	125 0 0	...	3 12 8
Stores for Offices generally	24 19 3	25 0 0	...	0 0 9
Fuel and Light, Country Public Offices.....	1 0 3	5 0 0	...	3 19 9
Uniforms for Office-keepers and Messengers, Hobart and Launceston	102 7 6	65 0 0	37 7 6	
Telephone Service.....	7 11 0	6 5 0	1 6 0	
Messenger (temporary) at 6s. per day, from 27th to 30th June, 1911.....	1 4 0	...	1 4 0	
Junior messenger (temporary at 15s. per week, from 1st July to 30th August, 1910	6 12 6	...	6 12 6	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Public Buildings.—continued.</i>				
Contingencies—continued.				
Locum Tenens for Messenger from 1st May to 30th June, 1911, at the rate of £108 per annum	18 0 0	...	18 0 0	
	2683 16 0	2665 16 8	64 10 0	46 10 8
<i>Charitable Department.</i>				
Salaries	525 2 2	665 0 0	...	139 17 10
Contingencies—				
Out-door Relief, Medical Attendance on Destitute Persons in Hobart, Launceston, and Country Districts, Temporary Provision for Tramps, and Maintenance of Destitute Persons not otherwise provided for	2357 11 7	2200 0 0	157 11 7	
Maintenance of Deaf, Dumb, and Blind Children; Maintenance of Destitute Persons in Country Hospitals; Examination of Insane; Stationery and Stores; and Miscellaneous Expenses	320 12 9	500 0 0	...	179 7 3
Transport and Funeral Expenses	295 5 4	250 0 0	45 5 4	
Postal Charges, Telegrams and Telephones	67 7 6	80 0 0	...	12 12 6
Printing	17 18 5	15 0 0	2 18 5	
Treatment of Advanced Cases of Consumption	101 18 1	250 0 0	...	148 1 11
	3685 15 10	3960 0 0	205 15 4	479 19 6
<i>Training School for Boys, and Farm.</i>				
Salaries	266 18 2	295 0 0	...	28 1 10
Contingencies—				
Provisions, Clothing, Bedding, Stores, Stationery, Fuel, Light, Alterations and Repairs to Buildings, Miscellaneous Expenses, Farm Expenses, including Derwent Park	505 4 8	650 0 0	...	144 15 4
Postal Charges, Telegrams, and Telephones	1 1 7	...	1 1 7	
Printing	2 1 0	...	2 1 0	
Payment to late Farm Overseer, being equivalent to the value of emoluments unclaimed by him during Leave of Absence, from 1st October, 1908 to 31st March, 1909	24 0 0	...	24 0 0	
Allowances—				
Working Overseer, House Allowance	26 0 0	26 0 0		
	825 5 5	971 0 0	27 2 7	172 17 2
<i>New Town Charitable Institution.</i>				
Salaries	1027 3 0	952 0 0	75 3 0	
Contingencies—				
Stores, Stationery, Clothing, and Bedding, Provisions, Fuel, Light, Medicines and Medical Comforts, Miscellaneous, including Funeral Expenses, Repairs, including Fencing	2644 13 7	3000 0 0	...	355 6 5
Postal Charges, Telegrams, and Telephones	9 15 10	...	9 15 10	
Printing	2 16 0	...	2 16 0	
	3684 8 5	3952 0 0	87 14 10	355 6 5
<i>Invalid Depot, Launceston.</i>				
Salaries				
Contingencies—				
Stores, Stationery, Clothing, Bedding, Provisions, Fuel, Light, Medicines, Medical Comforts, and Miscellaneous	688 6 10	750 0 0	...	61 13 2
Postage, Telegrams, and Telephones				
Printing				
	688 6 10	750 0 0	...	61 13 2
<i>Neglected Children Department.</i>				
Contingencies—				
Rations, Fuel, Light, and Miscellaneous	1 19 6	5 0 0	...	3 0 6
Industrial Schools and Training School for Girls—				
Boys' Home, Hobart	284 18 6	310 0 0	...	25 1 6
Industrial School for Females, Hobart	212 19 1	250 0 0	...	37 0 11
St. Joseph's Orphanage, Hobart	146 10 2	190 0 0	...	43 9 10
Industrial School for Females, Launceston, including Teacher's Salary, £25	237 4 1	210 0 0	27 4 1	
Maintenance of Destitute Children under the Boarding-out System	1475 7 10	1450 0 0	25 7 10	
Free Schools, Six Months only, 1910-11—				
Cascades School, Watchorn-street School, Lower Collins-street School, Hobart	150 0 0	150 0 0		
St. Luke's School, Hobart	25 0 0	25 0 0		
	2533 19 2	2590 0 0	52 11 11	108 12 9

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Grants to Charitable Institutions.</i>				
Benevolent Society, Hobart	146 0 0	200 0 0	...	54 0 0
Benevolent Society, Launceston	200 0 0	200 0 0		
Blind Asylum, Hobart	300 0 0	300 0 0		
Braille Society	20 0 0	20 0 0		
Good Samaritan Fund, Zeehan	25 0 0	...	25 0 0	
	691 0 0	720 0 0	25 0 0	54 0 0
<i>Grants to Medical Institutions.</i>				
General Hospital, Hobart	5762 0 0	5000 0 0	762 0 0	
General Hospital, Launceston	5712 7 2	5000 0 0	712 7 2	
General Hospital, Hobart	1531 9 3	1600 0 0	..	68 10 9
General Hospital, Launceston	1600 0 0	1600 0 0		
Hospital, Zeehan	500 0 0	500 0 0		
Hospital, Queenstown	500 0 0	500 0 0		
Hospital, Beaconsfield	200 0 0	200 0 0		
Hospital, Latrobe	300 0 0	300 0 0		
Hospital, Strahan (for 6 months)	50 0 0	50 0 0		
Hospital, Waratah	100 0 0	100 0 0		
Hospital, Campbell Town	100 0 0	100 0 0		
Homeopathic Hospital, Hobart	250 0 0	250 0 0		
Ditto, Launceston	200 0 0	200 0 0		
Hospital, Tullah	100 0 0	100 0 0		
Hospital, Ulverstone	100 0 0	100 0 0		
Queen Victoria Hospital, Launceston	100 0 0	100 0 0		
Alexandra Hospital, Hobart	100 0 0	100 0 0		
Sanatorium, New Town	150 0 0	150 0 0		
Hospital, Latrobe	700 0 0	700 0 0		
Special grant, Queenstown Hospital	200 0 0	..	200 0 0	
Special Grant, Strahan Hospital	50 0 0	..	50 0 0	
	18,305 16 5	16,650 0 0	1724 7 2	68 10 9
<i>Hospital for the Insane, New Norfolk.</i>				
Salaries	8764 0 2	8953 15 0	..	189 14 10
Allowances	9 0 0	9 0 0		
Contingencies—				
Travelling Expenses of Special Visitors	19 10 4	20 0 0	..	0 9 8
Uniforms				
Patients' Recreation and Petty Expenses				
Provisions				
Medical Comforts				
Bedding, Clothing, Stores, Stationery, &c.				
Fuel and Light				
Conveyance of Stores				
Medicines	11,855 8 7	11,936 0 0	..	80 11 5
Incidental Expenses, including Furniture, and Advertising				
Coroners' Inquests and Funeral Expenses				
Repairs to Buildings				
Locum Tenens for Medical Officers, Engineers, Attendants, Stokers, and Nurses				
Postal Charges, Telegrams, and Telephones	49 11 10	55 0 0	..	5 8 2
Printing	19 0 0	45 0 0	..	26 0 0
Special Repairs	463 1 11	600 0 0	..	136 18 1
	21,179 12 10	21,618 15 0	..	439 2 2
<i>Public Health Department.</i>				
Salaries	1068 6 8	1075 0 0	..	6 13 4
Allowances	30 0 0	30 0 0		
Contingencies—				
Travelling Expenses	197 11 7	150 0 0	47 11 7	
Contribution to cost of Administering Public Health and Vaccination Acts	381 7 3	300 0 0	81 7 3	
Postal Charges, Telegrams, and Telephones	25 18 10	45 0 0	..	19 1 2
Printing	48 7 3	40 0 0	8 7 3	
	1751 11 7	1640 0 0	137 6 1	25 14 6

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Magazines and Explosives.</i>				
Salaries.....	160 0 0	160 0 0		
Contingencies—				
Travelling Expenses	12 12 2	15 0 0	..	2 7 10
Stationery and Stores, Labour, Fuel, Light, Repairs, and Miscellaneous	23 2 5	40 0 0	..	16 17 7
Postal Charges, Telegrams, and Telephones ..	15 19 3	15 0 0	0 19 3	
Printing	9 0 4	5 0 0	4 0 4	..
	220 14 2	235 0 0	4 19 7	19 5 5
<i>Public Service Board.</i>				
Salaries	483 6 8	500 0 0	..	16 13 4
Contingencies—				
Travelling Expenses	35 18 9	10 0 0	25 18 9	
Stationery, Examiners' Fees, Clerical Assist- ance, and Miscellaneous Expenses	20 12 2	20 0 0	0 12 2	
Printing and Advertising	18 17 10	20 0 0	..	1 2 2
Postal Charges, Telegrams, and Telephones ..	8 12 5	10 0 0	..	1 7 7
	567 7 10	560 0 0	26 10 11	19 3 1
<i>Miscellaneous—</i>				
Tasmanian Museum and Art Gallery	500 0 0	500 0 0		
Launceston Museum and Art Gallery	150 0 0	150 0 0		
Botanical Gardens	800 0 0	800 0 0		
Cost of firing Time Gun.....	35 7 0	55 0 0	..	19 13 0
Tasmanian Public Library, Hobart	300 0 0	300 0 0		
Public Library, Launceston	150 0 0	150 0 0		
Aid to Public Libraries throughout the State, on conditions to be prescribed by the Chief Secretary ..	300 0 0	300 0 0		
"The Fire Brigades Act," expenses in connection with	1327 17 11	1400 0 0	..	72 2 1
Expenses in connection with destruction of Cormorants	8 1 8	20 0 0	..	11 18 4
In aid of Tourists' Associations—				
Tasmanian Tourists' Association, } £1 for Hobart	300 0 0	300 0 0		
Northern Tasmanian Tourists' } every 10s. Association, Launceston	300 0 0	300 0 0		
Grants conditional on three members of each Committee being nominated by Govern- ment—				
Other Associations—£1 for every £1 contributed <i>pro rata</i>	200 0 0	200 0 0		
Cook's Tourist Agency, Intelligence and Labour Bureau, Hobart, including Rent of Premises	400 0 0	400 0 0		
Cook's Tourist Agency, Intelligence and Labour Bureau, Launceston	150 0 0	150 0 0		
Advertising Government Notices	163 16 9	40 0 0	123 16 9	
Advertising Applications for Public-house Licences	60 4 3	70 0 0	..	9 15 9
Analysis of Articles, State and Commonwealth Departments; also Telephone Service	654 13 4	656 0 0	..	1 6 8
Contagious Diseases Hospital, Hobart and Laun- ceston	118 11 1	120 0 0	..	1 8 11
Interest payable to Launceston Corporation on cost of laying on water, Isolation Hospital, King's Meadows	30 0 0	30 0 0		
New Issue of Handbook of Tasmania .....	..	650 0 0	..	650 0 0
To reimburse Deaf, Dumb, and Blind Institution the amount of fees paid through New Town Municipality for two inmates suffering from Diphtheria attended to at the Infectious Diseases Hospital	26 6 0	..	26 6 0	
To meet expenses of printing Pamphlet at the Government Printing Office for Tasmanian Tourist Association during year 1903	43 16 6	..	43 16 6	
	6018 14 6	6591 0 0	193 19 3	766 4 9
<i>Treasury.</i>				
Salaries	3320 4 8	3382 5 0	..	62 0 4
Imperial Pensions Branch—Salaries	100 0 0	100 0 0		
Contingencies—				
Stationery and Miscellaneous Expenses, includ- ing Clerical Assistance, Overtime, and Pur- chase of Typewriter	108 19 3	140 0 0	..	31 0 9
Printing	144 2 3	80 0 0	64 2 3	
Postal Charges, Telegrams, and Telephones ..	339 8 7	340 0 0	..	0 11 5

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>Treasury—Stores Branch.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Salaries.....	867 10 0	882 10 0	..	15 0 0
Contingencies—				
Stationery, Stores, Conveyance, and Miscellaneous Expenses, including Clerical Assistance	144 18 0	80 0 0	64 18 0	
Travelling Expenses.....	29 7 8	30 0 0	..	0 12 4
Postal Charges, Telegrams, and Telephones ...	44 6 11	40 0 0	4 6 11	
Printing.....	31 11 7	25 0 0	6 11 7	
	5130 8 11	5099 15 0	139 18 9	109 4 10
<i>Office of Taxes.</i>				
Salaries	3501 19 10	3537 18 4	..	35 18 6
Contingencies—				
Travelling Expenses.....	35 5 6	30 0 0	5 5 6	
Stationery, Cost of Collection of Rates and Taxes, Advertising, Incidental Expenses, &c. Clerical Assistance (including overtime), and expenses in connection with preparation of new Assessment Rolls, and Gratuity to Chief Valuer, £100	191 1 2	240 0 0	..	48 18 10
Printing Valuation Rolls, &c.	5971 12 0	4600 0 0	1371 12 0	
Postal Charges, Telegrams, and Telephones ...	741 3 0	600 0 0	141 3 0	
Gratuity to District Deputy Commissioner, Launceston, in consideration of extra duties performed after office hours during the months from February to June, 1911.....	736 10 8	600 0 0	136 10 8	
Gratuity to Clerk for special services rendered by him in connection with the preparation of a new Valuation Roll	26 10 0	..	26 10 0	
	16 0 0	..	16 0 0	
	11,220 2 2	9607 18 4	1697 1 2	84 17 4
<i>Printing Department.</i>				
Salaries	1474 0 0	1474 0 0		
Wages to Establishment	7720 11 11	7500 0 0	220 11 11	
Contingencies—				
Stationery, Stores, Fuel and Light, New Type, Fittings, Repairs to Machinery, Presses, &c., Petty Expenses, &c., including provision for Annual Picnic of Employees...	4443 8 8	3800 0 0	643 8 8	
Postal Charges, Telegrams, and Telephones ...	117 0 9	115 0 0	2 0 9	
Printing	69 19 3	50 0 0	19 19 3	
New Plant .....	..	500 0 0	..	500 0 0
	13,825 0 7	13,439 0 0	886 0 7	500 0 0
<i>State Savings Bank.</i>				
Salaries.....	1165 8 4	1138 15 0	26 13 4	
Contingencies—				
Stationery, Printing, and Sundries	286 6 3	250 0 0	36 6 3	
Commission to Postal Department on country business	1098 6 6	1050 0 0	48 6 6	
Postal Charges, Telegrams, and Telephones ...	299 15 10	300 0 0	..	0 4 2
Expenses opening new Ledgers, and Calculating Interest	49 18 1	50 0 0	..	0 1 11
	2899 15 0	2788 15 0	111 6 1	0 6 1
<i>Miscellaneous.</i>				
Commission and Charges for payment of Principal and Interest on Inscribed Stock, Debentures, and Treasury Bills in London	974 8 1	1000 0 0	..	25 11 11
Cost of Exchange and Stamp Duty on Remittances to London and elsewhere, and discounting Drafts.....	..	250 0 0	..	250 0 0
For payment of Premiums on Guarantee Policies for Officers entrusted with collection of Government Moneys	20 12 6	50 0 0	..	29 7 6
"The Merchant Ships Officers' Examination Act," expenses, &c.	52 10 6	60 0 0	..	7 9 6
Salary of Government Pamphleteer and Reviser of State Publications	250 0 0	250 0 0		
Allowance to Mr. M. M'Donough, one of the discoverers of Mount Lyell Mine	100 0 0	100 0 0		
Allowance to Mr. G. Renison Bell, discoverer of Tin on North-East Coast	100 0 0	100 0 0		
Allowance to Mr. G. Meredith, one of the discoverers of Tin at Mt. Heemskirk	50 0 0	50 0 0		
Allowance to Mr. Owen Meredith, one of the discoverers of Tin at Mt. Heemskirk	50 0 0	50 0 0		
	1597 11 1	1910 0 0	..	312 8 11

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
<i>Attorney-General.</i>				
Salaries.....	241 5 0	241 5 0		
Contingencies—				
Travelling Expenses of Law Officers	44 19 2	50 0 0	..	5 0 10
Stationery, Miscellaneous and Incidental Expenses, Clerical Assistance, Defending Pauper Prisoners, Law Books, Binding, Newspapers, Advertising	92 4 8	100 0 0	..	7 15 4
Printing	44 18 4	50 0 0	..	5 1 8
Postal Charges, Telegrams, and Telephones ...	33 7 4	40 0 0	..	6 12 8
	456 14 6	481 5 0	..	24 10 6
<i>Parliamentary Draftsman.</i>				
Salary	360 0 0	360 0 0		
<i>Solicitor-General.</i>				
Salaries	1392 10 0	1392 10 0		
Contingencie —				
Stationery, Clerical and other Assistance	16 11 11	15 0 0	1 11 11	
Printing	17 12 7	20 0 0	..	2 7 5
Postal Charges, Telegrams, and Telephones ...	41 9 9	35 0 0	6 9 9	
Gratuity for special services rendered Pre- paring Judgments, &c., Defaulters of Income Tax, &c	5 0 0	..	5 0 0	
	1473 4 3	1462 10 0	13 1 8	2 7 5
<i>The Judges.</i>				
Salaries	4075 0 0	4075 0 0		
Contingencies—				
Travelling Expenses of Judges and Officers attending the Circuit Courts and incidental expenses	265 3 0	250 0 0	15 3 0	
Stationery and advertising Claims to Grants...	6 7 5	14 0 0	..	7 12 7
Postal Charges, Telegrams, and Telephones ...	19 0 2	20 0 0	..	0 19 10
Printing	9 17 6	20 0 0	..	10 2 6
	4375 8 1	4379 0 0	15 3 0	18 14 11
<i>Supreme Court, Registry of Deeds, Probate Duties, and Stamp Duties.</i>				
Salaries.....	1475 0 0	1505 0 0	..	30 0 0
Contingencies—				
Stationery, Incidental Expenses, Allowance for spoiled Stamps, &c.	109 16 1	60 0 0	49 16 1	
Printing	98 18 7	75 0 0	23 18 7	
Postal Charges, Telegrams, and Telephones ...	105 2 10	90 0 0	15 2 10	
Commission on sale of Revenue Stamps at official Post Offices	73 10 6	80 0 0	..	6 9 6
Gratuity to Clerk in consideration of additional and more responsible duties performed by him during the period pending the filling of vacancies in the Supreme Court and Regis- try of Deeds	10 0 0	..	10 0 0	
	1872 8 0	1810 0 0	98 17 6	36 9 6
<i>Lands' Titles.</i>				
Salaries.....	2980 12 10	2980 15 0	..	0 2 2
Contingencies—				
Stationery, Advertising, and Miscellaneous, including Travelling Expenses.....	278 6 10	210 0 0	68 6 10	
Fees for inspection of Surveys	16 16 0	20 0 0	..	3 4 0
Printing	248 0 9	200 0 0	48 0 9	
Postage, Telegrams, and Telephones	90 19 1	90 0 0	0 19 1	
Gratuity to Clerk for special services rendered during the vacancy of position of Account- ant.....	10 0 0	..	10 0 0	
	3624 15 6	3500 15 0	127 6 8	3 6 2

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorized by Parliament.</i>	<i>Above the Amount authorized.</i>	<i>Below the Amount authorized.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Sheriff, &c.</i>				
Salaries.....	1385 0 0	1387 10 0	..	2 10 0
Allowances.....	100 0 0	100 0 0		
Contingencies—				
Stationery, Incidental and Unforeseen Expenses	50 6 1	50 0 0	0 6 1	
Travelling Expenses of Sheriff and Officers.....	12 8 6	10 0 0	2 8 6	
Printing	24 13 4	35 0 0	..	10 6 8
Postal Charges, Telegrams, and Telephones ..	48 0 6	50 0 0	..	1 19 6
Assistance for Crier of Court	12 12 0	25 0 0	..	12 8 0
	1633 0 5	1657 10 0	2 14 7	27 4 2
<i>Courts of Requests, and Court of Bankruptcy, Launceston.</i>				
Salaries.....	575 0 0	575 0 0		
Contingencies—				
Stationery, Law Books, and Incidental Expenses	15 6 0	15 0 0	0 6 0	
Travelling Expenses of Commissioner	18 0 4	15 0 0	3 0 4	
Postal Charges, Telegrams, and Telephones ..	31 7 0	30 0 0	1 7 0	
Printing.....	4 13 9	5 0 0	..	0 6 3
	644 7 1	640 0 0	4 13 4	0 6 3
<i>Magistracy: Southern Division.</i>				
Salaries.....	1067 10 0	1067 10 0		
Contingencies—				
Stationery, Stores, Fuel and Light, Cleaning, Sanitary Service, Miscellaneous, and Rent of Court House, Geeveston	41 9 7	35 0 0	6 9 7	
Travelling Expenses, Police Magistrate and Commissioner, Police Clerk, &c	31 15 7	40 0 0	..	8 4 5
Postal Charges, Telegraphs, and Telephones...	34 2 10	40 0 0	..	5 17 2
Printing.....	8 11 3	10 0 0	..	1 8 9
	1183 9 3	1192 10 0	6 9 7	15 10 4
<i>Magistracy: Northern Division.</i>				
Salaries	214 16 9	240 0 0	..	25 3 3
Contingencies—				
Stationery, Stores, Fuel and Light, and Miscellaneous	11 14 4	10 0 0	1 14 4	
Postal Charges and Telegrams .....	..	5 0 0	..	5 0 0
Printing.....				
	226 11 1	255 0 0	1 14 4	30 3 3
<i>North-Western Division.</i>				
Salaries	400 0 0	400 0 0		
Contingencies—				
Travelling Expenses, Police Magistrate and Commissioner	57 3 1	60 0 0	..	2 16 11
Stationery and Stores, Fuel and Light, Cleansing, Rents, Water Rates, and Miscellaneous	67 2 4	75 0 0	..	7 17 8
Postal Charges, Telegrams, and Telephones ..	8 9 0	15 0 0	..	6 11 0
Printing	2 2 6	5 0 0	..	2 17 6
	534 16 11	555 0 0	..	20 3 1
<i>Western Division.</i>				
<i>District of Macquarie.</i>				
Salaries	300 0 0	300 0 0		
Contingencies—				
Travelling Expenses of Police Magistrate and Commissioner	48 8 11	70 0 0	.	21 11 1
Miscellaneous, Cleaning, Sanitary Service, Stationery and Stores, Fuel and Light ..	82 14 9	80 0 0	2 14 9	
Postal Charges, Telegrams, and Telephones ..	5 4 4	12 0 0	..	6 15 8
Printing	3 3 0	3 0 0	0 3 0	
	439 11 0	465 0 0	2 17 9	28 6 9
<i>Miscellaneous.</i>				
Crown Witnesses' Expenses, Prisoners' Witnesses' Expenses on Criminal Trials, and Jurors' Expenses in Civil and Criminal cases	959 16 4	1200 0 0	..	240 3 8
Incidental Expenses of Jurors	7 1 0	15 0 0	..	7 19 0
Expenses in connection with Coroners' Inquests	663 7 4	600 0 0	63 7 4	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—continued.</i>				
Stationery and Stores for Bailiffs, Courts of Requests, and General Sessions	4 1 9	10 0 0	..	5 18 3
Printing for Bailiffs, Courts of Requests, and General Sessions	2 15 9	10 0 0	..	7 4 3
Supplying Courthouses with Sessional Parts of Acts of Parliament and Stops' Statutes	7 19 5	25 0 0	..	17 0 7
Grant in Aid Children Protection Society, Launceston	150 0 0	..	150 0 0	
	1795 1 7	1860 0 0	213 7 4	278 5 9
<i>Police Department.</i>				
Salaries	31,873 15 7	32,164 11 8		290 16 1
Allowances	2595 2 10	2640 0 0	..	44 17 2
Contingencies—				
Stationery and Stores	80 9 6	90 0 0	..	9 10 6
Uniforms	1349 17 0	1350 0 0	..	0 3 0
Rent of Buildings	67 8 6	70 0 0	..	2 11 6
Fuel and Light, Head Office and Stations	111 14 6	125 0 0	..	13 5 6
Travelling Expenses, Expenses of Inspection, and conveyance of Police on Railways and Tramways and Ferry (Mersey)	1742 6 8	1700 0 0	42 6 8	
Construction and Repair of Buildings and Furniture	655 7 1	600 0 0	55 7 1	
Provisions, Bedding, Utensils, &c., for Prisoners	131 19 1	150 0 0	..	18 0 11
Contribution to Reward Branch of the Police Provident Fund	500 0 0	500 0 0		
Printing	241 11 7	250 0 0	..	8 8 5
Miscellaneous Expenses, including Medical Officer and Medicine, extra Constables, Purchase, &c., Boats, Acts, Newspapers, and Books, pay of Female Searcher, Office Cleaner, Drill Instructor, and Sanitary Service and Water Service	312 19 11	300 0 0	12 19 11	
Postal Charges, Telegrams, Telephones	539 14 1	550 0 0	..	10 5 11
Infant Life Protection	106 8 4	300 0 0	..	193 11 8
Purchase of Samples of Liquor for Analysis	16 15 11	50 0 0	..	33 4 1
	40,925 10 7	40,839 11 8	110 13 8	624 14 9
<i>Gaol, Hobart.</i>				
Salaries	2968 16 3	3046 10 0	..	77 13 9
Contingencies—				
Clothing, Bedding, Stores, and Stationery, Uniforms, Provisions, Medical Comforts, Fuel and Light, Miscellaneous	1453 7 11	1500 0 0	..	46 12 1
Postage, Telegrams, and Telephones	18 5 0	18 0 0	0 5 0	
Printing	4 18 9	5 0 0	..	0 1 3
Repairs and Alterations	104 13 0	200 0 0	..	95 7 0
	4550 0 11	4769 10 0	0 5 0	219 14 1
<i>Gaol, Launceston.</i>				
Salaries	349 17 9	350 10 0	..	0 12 3
Contingencies—				
Provisions, Medical Comforts, Stores, Clothing, Bedding, Stationery, Miscellaneous, Medical Attendance and Medicines, Conveyance of Stores, Fuel, Light, and Water	272 5 8	280 0 0	..	7 14 4
Postal Charges, Telegrams, and Telephones	9 7 8	9 0 0	0 7 8	
Printing	3 1 0	3 0 0	0 1 0	
	634 12 1	642 10 0	0 8 8	8 6 7
<i>Gaols—General Service.</i>				
Escort of Prisoners and transport of discharged Prisoners, Earnings of Prisoners, Expenses in connection with Finger-print System	289 4 9	300 0 0	..	10 15 3
<i>Education Department.</i>				
Salaries	2288 7 9	2318 10 0	..	30 2 3
Board of Examiners	50 0 0	50 0 0		
Salaries of Inspectors of Schools, 5 at £400 each	2000 0 0	2000 0 0		
Salaries, Principal Training College, and 3 Assistants	855 0 0	860 0 0	..	5 0 0

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Education Department—continued.</i>				
Salaries and Travelling Allowances, Medical Inspectors and 2 Nurses	505 18 3	720 0 0	..	214 1 9
Salaries and Allowances to Teachers (including Allowances to Students in Training), Teachers in State Schools and Provisional Schools to be paid in accordance with the scales of staffing and salaries in the Regulations under the Education Act of 1885, and in no case shall the Teacher be paid salary exceeding the maximum in his or her class...	60,790 0 2	62,561 0 0	..	1770 19 10
Rents, Transfer Allowances, School Furniture and Fittings, and School Books and Requisites	2563 7 0	1800 0 0	763 7 0	..
Miscellaneous	446 19 7	460 0 0	..	13 0 5
Repairs and Improvements to State Schools ..	4429 7 9	4000 0 0	429 7 9	..
Contingencies—				
Expenditure, Boards of Advice, Petty Repairs, and General Expenses	467 7 10	450 0 0	17 7 10	..
Boards of Advice—Postal Charges, Stationery, and Sundries	35 2 0	50 0 0	..	14 18 0
School Cleaning and General Maintenance, including Cleansing Out-offices, and Fuel ...	4159 13 4	3700 0 0	459 13 4	..
Stationery and Stores	89 6 0	70 0 0	19 6 0	..
Travelling Expenses of Minister, Director, Inspectors, and Officers of Department	966 9 8	1200 0 0	..	233 10 4
Printing	375 5 8	350 0 0	25 5 8	..
Railway Tickets and Coach Fares for Scholars, and Railway Tickets and Coach Fares for Teachers attending Classes and Schools of Instruction	385 7 1	350 0 0	35 7 1	..
Postal Charges, Telegrams, and Telephones ...	335 18 5	450 0 0	..	114 1 7
Free Stock, Books, and Material, including free supplies to Scholars whose parents are unable to purchase such	94 3 6	150 0 0	..	55 16 6
Education of Deaf Mutes and the Blind	273 8 4	300 0 0	..	26 11 8
Expenses incurred by Dr. Isabel Orniston in removing from Brisbane, Queensland, to take up the position of Medical Inspector in the Education Department	10 0 0	...	10 0 0	..
Gratuity to Clerk for services rendered by him during the absence of the Accountant	5 0 0	...	5 0 0	..
Retiring Allowances under Section 128 Education Department Regulations:—				
Head Teacher, Dunalley State School	52 10 0	...	52 10 0	..
Head Teacher, Bellerive State School	75 0 0	...	75 0 0	..
Assistant Teacher, Bellerive State School...	24 13 6	...	24 13 6	..
Assistant Teacher, Kindred State School...	4 12 10	...	4 12 10	..
<i>Technical Education.</i>				
Hobart Technical School	850 0 0	850 0 0	..	..
Launceston Technical School	863 3 5	850 0 0	13 3 5	..
School of Mines, Beaconsfield	257 19 10	275 0 0	...	17 0 2
West Devonport Technical School on the £1 for £1 principle	50 0 0	50 0 0	..	..
School of Mines, Zeehan	700 0 0	700 0 0	..	..
	84,004 1 11	84,564 10 0	1934 14 5	2495 2 6
<i>Tasmanian University.</i>				
Contribution in terms of Section 22 of Act 53 Vict. No. 41	4000 0 0	4000 0 0	..	..
Additional grant	500 0 0	500 0 0	..	..
	4500 0 0	4500 0 0	..	..
<i>Department of Mines.</i>				
Salaries	4488 4 7	4850 0 0	..	361 15 5
Allowances	25 0 0	25 0 0	..	..
Contingencies—				
Travelling Expenses (including Wages of Field Assistants to Geologists, &c.)	479 17 0	450 0 0	29 17 0	..
Miscellaneous Expenses, Stationery, &c., and Law Expenses	309 8 11	120 0 0	189 8 11	..
Printing	534 18 9	300 0 0	234 18 9	..
Postal Charges, Telegraphs, and Telephones ..	211 11 0	210 0 0	1 11 0	..
Geological Instruments, Books, &c.	32 0 8	50 0 0	..	17 19 4

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Department of Mines.—continued.</i>				
Assisting Prospectors in further developing their discoveries £1 for £1, not exceeding in any case £50	45 13 3	200 0 0	..	154 6 9
Remuneration to Members Mining Board	100 0 0	100 0 0		
Salary of Secretary	10 0 0	10 0 0	..	
	6236 14 2	6315 0 0	455 15 8	534 1 6
<i>Department of Lands and Surveys.</i>				
Salaries	6023 10 1	6151 10 0	...	127 19 11
Contingencies—				
Travelling Expenses, Surveyor-General, Forest Officer, and Inspector of Timber	96 17 8	75 0 0	21 17 8	
Incidental Expenses, Crown Bailiffs, &c., Commission for selling Public Lands, Collecting Residence, &c., Licences, Inspection of Timber, Miscellaneous Expenses, Stationery, Stores, and Advertising	1326 1 1	800 0 0	526 1 1	
Printing	815 4 10	700 0 0	115 4 10	
Expenses in connection with Examination of Surveyors	10 0 0	15 0 0	...	5 0 0
Postal Charges, Telegrams, and Telephones	323 1 7	300 0 0	23 1 7	
Gratuity to Officers for work performed after office hours in connection with bringing up to date of the working plans, Launceston office	22 16 6	...	22 16 6	
Allowance to Crown Lands Bailiff, South Bruni, from 1st April, 1911, to 30th June, 1911	1 5 0	...	1 5 0	
To compensate Clerk for loss of salary sustained through his transfer from Stores Department, at £65 per annum, to that of Draftsman, Department of Lands and Surveys, at £60 per annum, from 1st November, 1910, to 30th June, 1911, at £5 per annum	3 6 8	...	3 6 8	
	8622 3 5	8041 10 0	713 13 4	132 19 11
<i>Department of Public Works.</i>				
Salaries	1690 16 8	1921 5 0	..	230 8 4
Contingencies—				
Stationery, Stores, Incidental Expenses, including Stamps on Receipts for Deposits, and Advertising	98 4 10	100 0 0	..	1 15 2
Printing	200 0 0	200 0 0		
Postal Charges, Telegrams, Telephones	354 11 4	325 0 0	29 11 4	
Payment to officers for additional and more responsible duties performed by them from April, 1910, to 31st December, 1910, during the temporary absence of the Cashier	20 0 0	..	20 0 0	
	2363 12 10	2546 5 0	49 11 4	232 3 6
<i>Agricultural and Stock Department.</i>				
Salaries	3281 0 0	3291 0 0	..	10 0 0
Allowances	33 10 0	33 10 0		
Contingencies—				
Classes for Instruction; Farmer's Experiments; Printing, including "Agricultural Gazette"; Chemical Laboratory, and assistance of Agricultural Chemist; Destruction of Rabbits and Californian Thistles on Crown Lands; Expenses for Inspection of Transferred Stock and Vegetable Products; Botanist; Travelling Expenses and Railway Fares, Stationery, Advertising, and Clerical Assistance	1981 19 7	2600 0 0	..	618 0 5
Eradication San José Scale	38 9 11	100 0 0	..	61 10 1
Nursery for Afforestation	219 2 1	200 0 0	19 2 1	
Postal Charges, Telegrams, and Telephones	156 1 8	160 0 0	..	3 18 4
Agistment of Dairy Cattle while in Quarantine .....	..	150 0 0	..	150 0 0
Miscellaneous	224 0 1	..	224 0 1	
Gratuity to Temporary Clerk for special services in preparing Dairy Certificate	5 5 0	..	5 5 0	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Agricultural and Stock Department—continued.</i>				
Quarantining of approved imported Female Dairy Cattle	149 19 6	..	149 19 6	
Gratuity to Temporary Clerk for special services rendered by him in connection with the Office of Dairy Expert	7 0 0	..	7 0 0	
Scheme of Immigration	20 2 9	..	20 2 9	
	6116 10 7	6534 10 0	425 9 5	843 8 10
<i>Department of Railways.</i>				
Salaries	31,154 13 5	32,131 10 0	...	976 16 7
Wages, also Guards' and Drivers' Night Expenses, Clerical Assistance, &c.	118,202 9 5	118,000 0 0	202 9 5	
Contingencies—				
Stores—Coal, Oil, Timber, Sleepers, Rails and Fastenings, Rolling Stock, Machinery, &c.	60,258 18 11	66,000 0 0	...	5741 1 1
Miscellaneous—Uniforms, Advertising, Printing, Travelling, Incidental Expenses, Lodging Allowances, Contribution to Railway Bureau, Stamps, Telegrams, Telephones, &c.	4636 18 11	4600 0 0	36 18 11	
Gratuity to Executors under the Will of the late A. Hall, Fitter	53 9 6	...	53 9 6	
Compensation Allowance to J. Lyons to purchase an Artificial Leg	25 0 0	...	25 0 0	
Gratuity to widow of the late W. H. McVilley, Stationmaster	87 6 1	...	87 6 1	
Gratuity to Legal Representatives of the late A. T. Sutton	36 16 0	...	36 16 0	
Leave of absence on full pay to J. Kelly, Storeman	59 7 6	...	59 7 6	
Leave of absence on full pay to H. Butterworth, Blacksmith's Stoker	53 11 0	...	53 11 0	
Leave of absence on full pay to T. Wyman, Night Watchman	40 5 6	...	40 5 6	
Leave of absence on full pay to A. M. Davis, Goods' Storeman	30 11 3	...	30 11 3	
Leave of absence on full pay to W. J. Lillcrapp, Fitter Improver	14 1 9	..	14 1 9	
Leave of absence on full pay to H. J. Fielding, Stationmaster	119 11 8	...	119 11 8	
Leave of absence on full pay to S. Craze, Waggon Builder	79 2 6	...	79 2 6	
Leave of absence on full pay to T. Wilkinson, Driver	117 18 0	...	117 18 0	
Leave of absence on full pay to E. Sullivan, Ganger	36 18 0	...	36 18 0	
Leave of absence on full pay to W. Couch, Storeman	96 3 9	...	96 3 9	
Leave of absence on full pay to A. T. Sutton, Ganger	39 4 0	...	39 4 0	
Leave of absence on full pay to George Jones, Shedman, Locomotive Branch	96 1 6	...	96 1 6	
Compensation for loss and injury to Horses and vehicles in Railway Accident at Andover, in February, 1910	291 12 0	...	291 12 0	
	215,530 0 8	220,731 10 0	1516 8 4	6717 17 8
<i>Roads, Bridges, Surveys, Tracks, Buildings, Ferries, &c.</i>				
Reserve for Expenditure in connection with Residence Areas and Mining Settlement	485 6 2	485 6 2		
Survey of Lands for Sale, for Lease, or for public purposes	14,940 7 2	12,000 0 0	2940 7 2	
Aid to Road Rates	15,992 0 9	16,000 0 0	..	7 19 3
Bridges and Jetties generally	2498 0 2	2500 0 0	..	1 19 10
Repairs to Tracks generally	170 15 8	200 0 0	..	29 4 4
Repairs, Alterations, and Miscellaneous Expenses in connection with Public Buildings, including Country Buildings	744 9 11	600 0 0	144 9 11	
Launceston General Hospital—Repairs	200 0 0	200 0 0		
Hobart General Hospital—Repairs	200 0 0	200 0 0		
Repairs and Alterations, Public Buildings, Launceston	277 15 7	400 0 0	..	122 4 5

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>Roads, Bridges, Surveys, Tracks, Buildings, Ferries, &c.—continued.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Furniture and General Repairs, Parliamentary Buildings	109 16 9	125 0 0	..	15 3 3
Furniture, Public Offices generally	250 0 0	250 0 0		
Repairs to Roads and Fences, and improving and maintaining Franklin Square, Queen's Domain, Barrack Reserve, Hobart, and Parliament House Reserve	334 4 0	340 0 0	..	5 16 0
Rates on Government Property	231 4 10	200 0 0	31 4 10	
Aid to Ferry, Hobart to Bellerive	300 0 0	300 0 0		
Ditto, Risdon	100 0 0	100 0 0		
Ditto Ferries, Arthur and Pieman Rivers ..	75 0 0	75 0 0		
Ditto, Austin's Ferry	15 0 0	15 0 0		
Maintenance Denison Canal	173 2 2	200 0 0	..	26 17 10
In aid of Surveys of Roads, &c.	483 19 1	500 0 0	..	16 0 11
To make good to Survey Advance Account balances of Survey Fees due by selectors who have defaulted in their payments	300 15 1	305 0 0	...	4 4 11
Alterations and Improvements, Domain Shipyards	190 17 10	..	190 17 10	
	38,072 15 2	34,995 6 2	3306 19 9	229 10 9
<i>Miscellaneous—Minister of Lands and Works.</i>				
Inspection of Private Railways.....	25 0 0	25 0 0		
Investigating and obtaining Reports upon the Water Supply of Tasmania for power and irrigation purposes.....	328 3 3	500 0 0	...	171 16 9
Expenditure incurred by the Tasmanian Surveyors' Board in connection with the Conference of Surveyors of representatives from the Surveyors' Boards of Australia and New Zealand, held at Hobart	25 0 0	...	25 0 0	
Compassionate Allowance to Joseph Spaulding for injury sustained while assisting in the construction of a Bridge at Nubeena	20 0 0	..	20 0 0	
Compassionate Allowance to W. Simpson to enable him to obtain medical advice for injury sustained whilst working at the Currie Harbour works, King Island	5 0 0	...	5 0 0	
Compassionate Allowance to J. Gorman for injury sustained in the construction of the Huon Road at Jackson's Point, Franklin	15 0 0	...	15 0 0	
Refund of portion of survey fee on 19a. 2r. 26p., Town of Gordon, surveyed for sale but not sold, the Government having decided to offer the land in two lots	1 1 0	...	1 1 0	
Compensation in respect of the cancellation of the lease of certain timber areas, and refund of rent and application fees paid on leases issued in error for saw-milling purposes	24 2 0	...	24 2 0	
Compensation for surrender of 137½ acres land in Parish of Canning, such land having been found to encroach on land previously sold by the Crown	137 0 0	...	137 0 0	
Refund of survey fee on 345 acres, Parish Glenorchy; after survey was effected it was decided to construct a road to the land and divide it into five blocks	20 0 0	...	20 0 0	
Refund of value of improvements effected on Lot 25, 700 acres, King Island, whilst held under lease	42 9 0	...	42 9 0	
Refund of value of fencing erected on Lots 3 and 4, Section N, New Town, which were sold by auction	4 10 0	...	4 10 0	
Compensation for loss of area on Lot 10, 259, Parish Calstock, sold as 55½ acres, but afterwards found to contain 52a. 0r. 28p.	15 0 0	...	15 0 0	
Compensation to F. F. Ford for grassing and clearing 4½ acres of land, sold to him but afterwards found to belong to the Van Diemen's Land Co.	7 3 0	...	7 3 0	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—continued.</i>				
Refund of survey fee deposited paid on application to purchase 104a. Or. 22p. land, Parish Stockport; after survey was effected the Secretary for Mines reported that gold had been discovered on the block, and it was decided not to proceed with the sale of the land	2 9 6	...	2 9 6	
	671 17 9	525 0 0	318 14 6	171 16 9
<i>Miscellaneous—General.</i>				
Cost of printing <i>Tasmanian Government Gazette</i>	2464 14 9	1750 0 0	714 14 9	
Cost of printing, binding, and distributing Acts of Parliament, &c., for sale to Departments, the public, and free issues	130 14 0	100 0 0	30 14 0	
Railway fares, passes, official train services, not otherwise provided for—For Distinguished visitors, visiting officers of military and naval forces, members of Parliament of other States, State and Commonwealth officials, representatives of the press, &c.	1053 13 2	1000 0 0	53 13 2	
Post and telegraph fees not otherwise provided for, and perforating stamps.....	8 6 3	10 0 0	...	1 13 9
Cost of printing, not otherwise provided for	197 12 0	100 0 0	97 12 0	
To provide for payment of salaries to retiring Civil Servants whilst on leave of absence, in accordance with Resolutions of Parliament.	1786 1 11	1000 0 0	786 1 11	
To provide for Payment of Gratuities to Widows, families, or legal representatives of deceased Civil Servants of the State in accordance with Resolutions of Parliament.....				
To provide for payment of 35 per cent. rebate on Railway freights, Tasmanian Smelting Company (final payment on 21st August, 1911) ...	42 19 6	42 19 6	...	
Museum, rent of cottage, Domain.....	50 0 0	50 0 0	...	
To pay Mr. H. E. Packer difference between £375 per annum and the salary of £250 provided under head of Legislative Council	68 10 11	125 0 0	...	56 9 1
To provide for an actuarial investigation of accounts of Friendly Societies	62 7 7	130 0 0	...	67 12 5
To secure steamship service between Launceston and Furneaux Island	175 0 0	175 0 0	...	
Kindergarten Schools, Hobart and Launceston, on : for £ system	200 0 0	200 0 0	...	
Reprinting and consolidating Tasmanian Statutes, from 1901 to 1909, inclusive .....	...	100 0 0	...	100 0 0
Contribution towards meeting expenses of visit of Scottish Farmers.....	460 3 2	250 0 0	210 3 2	
Payment to Sir John Dodds on account of his costs in connection with the Royal Commission on the Scottsdale-Branxholm Railway Extension	188 11 7	188 11 7		
Contribution to Queen's Domain Committee, an amount equivalent to fees received, but not to exceed.....	50 0 0	50 0 0		
Legal costs incurred by officers of Lands Department in connection with Select Committee's enquiry	33 0 6	33 0 6		
Maintenance of Mount Nelson Road.....	74 10 3	75 0 0	..	0 9 9
Salary of manager of Cape Barren Island Reserve (for the first six months of 1911) .....	...	150 0 0	...	150 0 0
Expenses of manager ditto.....	...	75 0 0	...	75 0 0
To provide for balance of legal expenses in connection with the case of the V.D.L. Co. v. the Marine Board of Table Cape.....	337 1 6	526 19 2	...	189 17 8
To refund Hutton & Co. Proprietary amount of income tax paid in respect of the year 1908 ...	50 0 0	50 0 0		
To reimburse Mr. M. T. Cheek, State School Teacher, for loss of salary from 1 September, 1909, to 31 March, 1910	81 13 4	81 13 4		
Gratuity to the widow of the late W. Norris, Police Trooper, being the monetary value of the balance of leave of absence granted to the latter under Resolution of Parliament, which has lapsed on account of his death	81 11 0	...	81 11 0	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>Miscellaneous—General—continued.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Expenses in connection with the visit to Hobart of the Royal Commission on "Financial Assistance to Tasmania"	5 5 0	...	5 5 0	
Allowance to the Honourable the Premier of Tasmania for expenses in visiting England in connection with the celebrations held on the occasion of the coronation of His Majesty King George V.	747 18 3	...	747 18 3	
Cost of official visit to the Furneaux Group of Islands, Bass Straits.....	158 7 4	...	158 7 4	
Expenses in connection with Royal Commission on Scottsdale-Branxholm Railway	27 6 0	...	27 6 0	
Cost of services of counsel engaged by the Government Printer during the inquiry held by the Public Service Board into the cases of the time-expired apprentices	28 11 0	...	28 11 0	
Payment to M. Hey of amount of forfeited recognisance, &c., of Hey v. Hey	25 0 0	..	25 0 0	
Tasmania's proportion of expenses in connection with the High Court test case, <i>The King v. The Commonwealth Court of Conciliation and Arbitration, ex parte Whybrow & Co.</i> and others	65 16 4	...	65 16 4	
Payment to the widow of the late C. M. Anderson, Machinist, Printing Department, of amount due for overtime for the years 1908-9 and 1909-10, £5 17s. 2d., amount equivalent to pay for 14 days' leave in each of the years 1908-9 and 1909-10, which he was unable to obtain owing to exigencies of office work, £13 1s. 4d.	18 18 6	...	18 18 6	
Entertainment of officers and men of the Netherlands Squadron during their visit to Hobart ...	87 2 5	...	87 2 5	
Tasmania's proportion of expenses in sending Messrs. A. A. Spowers and E. A. Counsel to represent the Australian States and New Zealand at the Conference of Surveyors-General held in London in May, 1911	30 8 0	...	30 8 0	
Expenses in connection with celebrations on the occasion of the Coronation of Their Majesties King George and Queen Mary	482 8 2	...	482 8 2	
Legal costs, &c., and compensation to L. J. Steel for loss sustained by the upsetting of the Scamander punt	52 2 0	...	52 2 0	
<i>Unforeseen Expenses—</i> £ s. d.				
Premium of insurance on Cook's Buildings purchased by the Government to 31st August, 1911	4 4 0			
Steamer and coach fares for members of Parliament during Session.	22 10 0			
Expenses of taking a poll under "The Licensing Act" at Burnie, Wilmot, and Emu Bay	12 5 3			
Cost of collecting gravel tickets at quarry, Queen's Domain	1 13 5			
Remuneration to Clerk, Police Court, Hobart, for services performed in connection with marine enquiries ...	6 6 0			
Tasmania's share of expenditure on population basis incurred in connection with the Conference of State Premiers	6 0 0			
Subscription to Telephone Exchange and calls, Hobart to Naval Pier, Domain... ..	6 19 8			
Purchase of Major Marshall's Paper on Bush Fires and Bush Fire Brigade Boards	1 19 8			
Purchase of Wheat supplied to Dry Farming Congress at Spokane, Washington, U.S.A.	1 9 3			
Compensation to Detective Masters for damage to his private house in Galvin Street, Launceston, evidently done by criminals	2 5 0			

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—General—continued.</i>				
<i>Unforeseen Expenses—</i>				
Expenses in connection with election of member for Public Service Board	0 19 6			
Expenses in visiting Cuckoo Valley and examining body of late A. W. James, who had committed suicide	1 5 0			
Cost of forwarding to the Agent-General samples of wood	2 7 6			
Transport charges on timber to London for the Colonial Institute	7 9 10			
Transport charges on case of shale oil to Agent-General	1 7 6			
Seeds purchased and forwarded to the Government of British Columbia for experimental purposes	0 3 6			
Cost of advertising Tasmania	4 9 1			
Advances to distressed Tasmanians in London	2 14 0			
Cost of packing photographs presented to the Governor of Tasmania by His late Majesty King Edward VII.	9 2 0			
Expenses in connection with Savings Bank Conference at Adelaide	26 3 6			
Expenses, &c., of officer attending Conference of Savings Bank Representatives in Melbourne	20 2 3			
Interest on amount held at deposit by the Treasurer on behalf of the Trustees Guesdon's charitable bequests	12 0 0			
Expenses in connection with inspection of Public Buildings, Launceston.....	1 11 0	481 6 2	600 0 0	...
Expenditure in connection with the visit of Admiral Henderson.....	5 18 4			
Cost of lantern slides of Strait's Islands and views sent to Secretary Royal Society.....	1 10 0			
Expenses in connection with Royal Commission on Customs Leverages. Tasmania's share of the cost of publishing Report of Conference on Foods and Drugs held in Sydney, 1910	7 10 0			
Expenses inspecting and reporting on Georges Bay Bar	9 17 0			
Flags supplied for presentation to the Shakespeare Memorial Society, and for use of State Ministers paying official visits to war ships	1 10 0			
To make good counterfeit coin sent in with deposits on Public Works Tenders which cannot be traced to any particular tenderer	1 0 0			
Freight on forms of collection of statistics under Marine Boards Amendment Act	2 13 9			
Compensation for not being able to enter into possession of Domain slip through an extension of time having been granted to outgoing tenant	10 0 0			
Expenses in entertaining delegates of A. M. E. A. Conference	86 1 8			
Goods supplied to Arthur River Ferry	1 0 0			
Charges in connection with transfer of land in Parish of Ormaston....	2 2 0			
Legal cost in prosecution Rex. v. Francis R. Grubb	6 6 0			
Amount of verdict and costs in case Shirley ats. Willing.....	8 10 0			

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—General—continued.</i>	£ s. d.			
<i>Unforeseen Expenses.</i>				
Cost of adjournment allowed by Judge for breach of Licensing Act, Smith ats. Weston	0 10 6			
Witnesses expenses in connection with case Rex v. Granter, furiously driving motor car	2 17 2			
Prosecution under Licensing Act, Watt ats. Conlon	59 9 1			
Expenses in law suit The King ats. Edward McMullen	116 11 6			
Lands' Titles' Fees on transfer C. A. R. Mackinnon to the King	2 2 3			
	9807 0 7	6863 4 1	3703 13 0	759 16 6
<i>Pensions, Retired Allowances, &c.</i>				
For the purposes of the Public Debts Sinking Fund Acts (56 Vict. No. 24, 58 Vict. No. 23, 59 Vict. No. 40, 60 Vict. No. 25, 61 Vict. No. 12, and 3 Ed. VII. No. 29)	11,947 0 0 1139 14 10	11,947 0 0 1156 8 6	...	16 13 8
For the payment of other Pensions	13,086 14 10	13,103 8 6	...	16 13 8
<i>Interest</i>	388,726 6 2	388,726 6 2		
To recoup the Commonwealth of Australia for loss of seven days' interest at 3½ per cent. on £250,000 of Local Inscribed Stock which it had been agreed to sell to that Government, the agreement not having been carried out owing to other arrangements having been made in London	179 15 10	...	179 15 10	
Interest on overdrawn accounts in Tas- manian banks for half-year, 28/2/11	58 8 2	...	58 8 2	
	388,964 10 2	388,726 6 2	238 4 0	
<i>Sinking Funds.</i>				
Mount Cameron Water-race, moiety of rentals	41 12 6	41 12 6		
Expenses in connection with Public Debts Sinking Fund	50 0 0	50 0 0		
Interest on Sinking Funds under Local Public Works Loans Act, &c.	1670 3 0	1670 3 0		
Contribution to Sinking Fund under Strahan Marine Board Act, 62 Vict. No. 54	4000 0 0	4000 0 0		
Reserves under Crown and Waste Lands Acts to redeem Loans	29,869 13 0	29,869 13 0		
Contribution to be paid to Public Debts Sinking Fund to redeem loans under Local Inscribed Stock Act, 8 Ed. VII. No. 29—				
£15,000 redeemable 1st April, 1929 (Item 3)	513 0 0	513 0 0		
£7900 redeemable 1st January 1940 (Item 4)	141 0 0	141 0 0		
Contribution to be paid to Public Debts Sinking Fund for Redemption of Loans for Public Works—				
Under Act, 1 Ed. 7 No. 49	1180 0 0	1180 0 0		
Ditto, 2 Ed. 7 No. 43	630 0 0	630 0 0		
Ditto, 3 Ed. 7, No. 27	495 0 0	495 0 0		
Ditto, 4 Ed. 7, No. 29	342 0 0	342 0 0		
Ditto, 5 Ed. VII., No. 42 (exclusive of renewal of Bridges)	458 0 0	458 0 0		
Ditto, 5 Ed. VII., No. 42 (Item 330, for renewal of Bridges)	440 0 0	440 0 0		
Ditto, 6 Ed. VII., No. 23	997 0 0	997 0 0		
Ditto, 7 Ed. VII. No. 31	1655 0 0	1655 0 0		
Ditto, 8 Ed. VII. No. 14 (Item 778, for renewal of Bridges)	440 0 0	440 0 0		
Ditto, 8 Ed. VII. No. 14 (exclusive of renewal of Bridges)	1658 0 0	1658 0 0		
Ditto, 9 Ed. VII. No. 51	1791 0 0	1791 0 0		
	46,371 8 6	46,371 8 6		
	1,016,956 10 9	1,015,302 8 5	19,469 8 6	17,815 6 2

N. E. LEWIS, Treasurer,
Treasury, Hobart, 13th October, 1911.

J. E. BENNISON, Auditor-General.
Audit Office, 16th December, 1911.

TASMANIA



R E P O R T

OF THE

A U D I T O R - G E N E R A L

ON

THE TREASURER'S STATEMENTS

OF

THE PUBLIC ACCOUNTS OF THE STATE OF
TASMANIA

FOR THE YEAR ENDING 30TH JUNE, 1911

AND

ON ALL OTHER ACCOUNTS SUBJECT TO
"THE AUDIT ACT, 1901."

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TASMANIA.

REPORT OF THE AUDITOR-GENERAL FOR THE YEAR ENDING 30TH JUNE, 1911.

UPON

THE TREASURER'S STATEMENT OF THE RECEIPTS AND EXPENDITURE OF THE CONSOLIDATED REVENUE FUND AND OTHER MONEYS; AND UPON ALL OTHER ACCOUNTS SUBJECT TO EXAMINATION, TO THE 30TH JUNE, 1911, UNDER "THE AUDIT ACT, 1901."

Audit Department, Hobart,
30th December, 1911.

SIR,

THE several statements setting forth the transactions of the Treasury for the year ending 30th June, 1911, were received at the Audit Department for examination between the 30th October and 2nd December, 1911, and were examined and passed on the 16th December, 1911. The accounts were well and carefully kept. They are now returned, accompanied by my report, as directed by the provisions of Section 26 of "The Audit Act, 1901."

CONSOLIDATED REVENUE FUND. REVENUE.

1. The following statement shows the revenue received from all sources during the year 1910-11, as compared with the estimate of the Honourable the Treasurer made in October, 1910 :—

Head of Revenue.	Estimated at			Actual Receipts.			Increase.			Decrease		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Surplus Commonwealth Revenue returned to State.....	227,031	0	0	228,118	0	0	1087	0	0	..		
Land Tax	63,500	0	0	64,931	10	2	1431	10	2	...		
Income Tax and Taxation Act	126,000	0	0	115,835	14	10	...			10,164	5	2
From other Taxation	102,890	0	0	104,197	13	10	1307	13	10	...		
Special Public Services	46,995	0	0	50,128	18	11	3133	18	11	...		
Railways	286,000	0	0	276,912	7	1	...			9157	12	11
Buildings, Lands, and Public Investments	126,800	0	0	127,286	11	7	486	11	7	..		
Other Sources	1200	0	0	2651	7	9	1451	7	9	...		
Totals	£980,416	0	0	970,092	4	2	8898	2	3	19,221	18	1

CROWN LANDS INSTALMENTS AND RENTS OUTSTANDING.

2. The detailed returns of outstanding arrears of Instalments and Rents at 31st December, 1910, supplied by the Secretary for Lands, have been examined. The following amounts appear as due under the various headings :—

	£	s.	d.
Ordinary selections and purchases	25,105	14	2
Occupation Licences, yearly and half-yearly rents	1919	5	1
	£27,024	19	3

The total outstanding at the end of 1910 shows an increase, compared with that at 31st December, 1909, of £2563 8s. 4d.

The amount outstanding on account of interest charged on overdue instalments was £566 18s. 7d., an increase over the previous year of £36 7s. 10d.

RECEIPTS FROM COMMONWEALTH.

3. The contribution to the revenue of the State for the last financial year was made under "The Surplus Revenue Act, 1910." This Act provides for the payment by monthly instalments of a contribution at the rate of 25s. per head of population, as ascertained by the Commonwealth Statistician, as at the 31st December in each year, subject, however, to the following deductions:—In aid of Federal deficit at 30th June, 1910, £13,505; and contribution to special grant to Western Australia, £5477. The first item will, of course, not recur; and the second will fluctuate, owing to two causes—one being the decline of the special grant by £10,000 per annum; the other due to the rise or fall in our population at the close of each year.

Among the deductions made in paying to the State the revenue due for June, 1911, was an amount of £5000, which represented an advance which had been held since 1901 as "till money" for money order purposes. As this money was not expenditure, it has all along been regarded by the State as its property, and has been standing to the debit of the Commonwealth in a Suspense Account, until the closing of the bookkeeping period would justify the State in claiming it.

When the provisions of "The Surplus Revenue Act" began to operate, the State Treasurer, on having his attention drawn to the circumstances, made a claim on the Deputy Postmaster-General for a refund of the advance, and repayment was duly made; but the Commonwealth Treasurer objected, and, as before stated, deducted £5000 from the balance, which would otherwise have been paid to this State on account of the June contribution.

During the bookkeeping period the State was responsible for the cost of maintaining its transferred departments, including the money order branch of the Post-office, but seeing that the Commonwealth has now assumed the responsibility for the upkeep of all its departments, it is not equitable to require this State to find £5000 "till-money" for all time.

EXPENDITURE.

4. The expenditure chargeable to the Consolidated Revenue for the year ending 30th June, 1911, is made up of:—

	£	s.	d.	£	s.	d.
Appropriation by Acts 1, 2, and 25 of 1910	544,906	7	7			
Expenditure under Special Acts	470,396	0	10			
				1,015,302	8	5
Add excesses on appropriations .....	...			19,469	8	6
				1,034,771	16	11
Deduct unexpended balances .....	...			17,815	6	2
				1,016,956	10	9
Total expenditure from revenue ...	...				

The particulars of the items in excess of, and less than, the amounts authorised by Parliament are shown in the Treasurer's Comparative Statement No. 3.

EXPENDITURE ON ROADS UNDER "WASTE LANDS ACTS" AND "CROWN LANDS ACTS."

5. The Public Works Department has furnished the usual statement, showing the amounts available, appropriated, and expended on road work in the various Crown lands districts and parishes at 30th June, 1911. This statement, on examination, shows that in certain districts the sums appropriated are in excess of available amounts by £11,919. The total excess expenditure amounted to £11,390 at 30th June, 1911, as compared with £11,484 at 30th June, 1910, but against this there are a number of unappropriated and unexpended balances to the credit of other districts, which, at 30th June, 1911, totalled over £178,000. There are 13 Crown lands districts showing excesses at 30th June, 1911,

REVENUE AND EXPENDITURE.

6. The Consolidated Revenue for year ending 30th June, 1911, amounted to £970,092 4s. 2d.; and the Debit Balance remaining at the end of the year was £98,134 16s. 10d., made up as follows :—

	£	s.	d.	£	s.	d.
Debit Balance on 30th June, 1910 .....	...	...	...	51,270	10	3
Revenue, year to 30th June, 1911	970,092	4	2			
Expenditure, ditto	1,016,956	10	9			
				46,864	6	7
Debit Balance at 30th June, 1911 ...	...	...	...	98,134	16	10

DEBT OF THE STATE.

7. The amount of the Permanent Debt of the State at the 30th June, 1911, was £11,008,179 3s. 1d.; in addition to which £69,610 8s. 6d. has been raised by Treasury Bills issued in aid of Revenue.

The following table shows the particulars connected with the Debt :—

	£	s.	d.
Amount as per Treasury Accounts, 30th June, 1910...	10,511,752	3	8
Local Inscribed Stock raised during Twelve months ending 30th June, 1911	688,473	18	9
	£11,200,226	2	5
Local Inscribed Stock redeemed during the same period	192,046	19	4
	£11,008,179	3	1
Debt at 30th June, 1911, as per Treasury Balance-sheet, exclusive of Treasury Bills (£69,610 8s. 6d.) issued in aid of Revenue	£11,008,179	3	1

A loan of £1,000,000, raised by debentures under authority of Act 49 Vict. No. 54, matured on the 1st July, 1911, in London.

As the money market was not considered favourable at that time, the flotation of a renewal loan was postponed. Arrangements were made with the London, County, and Westminster Bank (the State's bankers) for an advance of £900 000. to bear interest at $3\frac{1}{2}$ per cent. per annum, the difference being made up by a sum of £100,000 which the State had available for the purpose in that bank. At the time of writing the loan had not been placed on the market.

SUMMARY OF TREASURY BALANCES.

8. The usual summary of these balances is published to show the position of the Treasurer, as in account with the State for the year ending 30th June, 1911, the accounts in connection with the Public Debt and Invested Trust Funds being excluded :—

The Treasurer DR. to :—

	£	s.	d.
Sinking Fund—Town Board of Burnie for Water-supply	924	17	4
Treasury Bills in aid of Revenue	69,610	8	6
Contagious Diseases (Cattle) Act Fund	260	6	10
Debentures and Treasury Bills, &c., matured, but not paid off	900	0	0
Expenditure in 1911-12, charged to 1910-11	26,784	2	11
Lighthouse Dues in hand	783	1	8
Trust Funds—Cash in hand uninvested	3	10	6
Contractors' Deposit Accounts	3155	16	5
Girvin's Estate	30	10	0
Balance of Guesdon's Charitable Bequest	400	0	0
Unallotted Stock issued to Tasmanian Main Line Railway Company	422	8	8

	£	s.	d.
"Daily Mail" and other Donations from England for War Fund ...	489	15	5
Codlin Moth Accounts	37	1	1
Sinking Funds under "The Local Public Works Loans Act, 1890"	48,860	5	9
Reserves payable to Public Debts Sinking Fund	29,344	17	2
Reserves under Waste and Crown Lands Acts	2194	18	7
Reserves from sale of Residence Areas	4741	18	8
State Savings Bank	8925	16	11
Pensions, &c., Fund	1176	19	2
Sundry Public Works and Road Trust Suspense Accounts	477	12	5
The Testamentary and Trust Fund	25	18	0
Local Government Act (Tramways)	195	0	0
Debenture and Treasury Bills Redemption Account	790	0	0
Loans and Public Works Acts : Unexpended Balances—			
Ulverstone-Burnie Railway (55 Vict. No. 60)	138	7	10
Loans to Local Bodies under "The Local Public Works Loans Act"	222,214	2	10
Surplus Revenue, 1906-7, Trust Fund	2405	3	10
Loan under "Burnie Water Act" (1 Ed. VII. No. 45)	10,000	0	0
Works under Sundry Public Works Acts	142,033	4	2
Cemeteries Amendment Act (64 Vict. No. 33)	412	8	11
Railton-Wilmot Railway (64 Vict. No. 62)	8451	5	0
Leven Harbour Trust Acts	800	0	0
Burnie-Flowerdale Railway Survey Act	353	15	2
Scottsdale-Bransholm Railway	13,939	12	2
Burnie-Flowerdale Railway (1 Geo. No. 58)	62,161	14	11
Local Government Act (Tramways), (7 Ed. No. 49)	80,000	0	0
Hobart Corporation Loan Act (9 Ed. No. 20)	20,000	0	0
Glenorchy Loan Act (9 Ed. No. 24)	800	0	0
Hobart Fire Brigade Act (1 Geo. No. 33)	2007	10	0
Apple Trophy at Festival of Empire	56	17	4
	£766,309	8	2

The Treasurer CR. by :—

	£	s.	d.
Revenue Deficiency	98,134	16	10
Receipts in 1911-12 credited to 1910-11	401	1	9
Advances to Heads of Departments	18,257	19	1
Advances to Fire Brigade Boards	571	15	9
Stores on hand—Railway, Military, Stationery, &c.	88,545	11	5
Balances due by other Governments	963	2	6
Balances of Sundry Suspense Accounts	5281	2	3
Agent-General, London, Public Account	1909	1	7
Cash in London County and Westminster Bank, London	345,125	12	8
Cash in Banks and Treasury, Tasmania	72,918	4	0
Expenditure on Roads under Crown Lands and Waste Lands Acts in excess of Loans raised	22,531	17	1
Commonwealth of Australia Suspense Account	319	1	2
Loan to Marine Board of Strahan	46,037	11	3
Loan to Town Board of Beaconsfield	150	0	0
Survey of Roads Suspense Account	719	18	4
Discount and Expenses of Floating Loan, under Acts 8 Ed. VII. Nos. 25 and 29	11,740	1	9
Closer Settlements Fund	12,219	14	4
State Advances Trust Account	13,597	5	4
State Teachers' Superannuation Fund	2000	0	0
Public Works Execution Act (1 Geo. 51)	23,829	6	1
Board of Trade, London	26	5	0
Lucy Atkins Fund	30	0	0
Public Service Superannuation Fund	1000	0	0
	£766,309	8	2

TRUST FUNDS INVESTMENT ACCOUNT.

9. The amount to the debit of this account is shown by the Treasury Balance sheet to be £57,786 9s. 9d., which is accounted for by the following investments :—

	£	s.	d.
Tasmanian Permanent Executors and Trustees Association, Limited	5000	0	0
Perpetual Trustees, Executors, and Agency Company, Limited ...	5000	0	0
Citizens' Life Assurance Company of New South Wales	7000	0	0
Australasia Temperance and General Mutual Life Assurance Company	5000	0	0
Mutual Life Assurance Company of New York	5000	0	0
Tattersall's	10,000	0	0
Deposit on contracts	150	0	0
Assurance Fund, "Real Property Act"	14,784	5	7
Sinking Funds under Local Bodies Loans Acts, &c.	3313	13	9
The Testamentary and Trust Fund	413	14	10
Moonah Town Board Loan (2 Ed. VII. No. 40)	74	15	7
Complex Ores Company	2000	0	0
Launceston Fire Brigade Board	50	0	0
	<u>£57,786</u>	<u>9</u>	<u>9</u>

PUBLIC DEBTS SINKING FUND.

10. The transactions in connection with the Public Debts Sinking Fund for the year ending 30th June, 1911, are summarised thus :—

Receipts.

	£	s.	d.	£	s.	d.
Balance to credit, 30th June, 1910 .....	...			374,806	5	9
Reserves	27,752	1	6			
Receipts under Pensions Acts	11,947	0	0			
Moiety of Rentals, Mt. Cameron Water-race	117	9	2			
Contribution on account of loan to Launceston Fire Brigade Board	50	0	0			
Contribution on account of loan to Tarleton Road Trust	20	0	0			
Interest on Investments	13,624	0	11			
Contribution for Redemption of Loans for Public Works	10,740	0	0			
Credits to Survey Advance Account ...	4867	11	8			
				<u>69,118</u>	<u>3</u>	<u>3</u>
				<u>£443,924</u>	<u>9</u>	<u>0</u>

Expenditure.

	£	s.	d.			
Advances for Payment of Pensions	7600	0	0			
On account of Debits to Survey Advance Account	1483	15	4			
Adjustment of advances to Treasury on account of Pensions, 1910-11	239	8	1			
Redemption of Local Inscribed Stock	20,000	0	0			
				<u>29,323</u>	<u>3</u>	<u>5</u>
				<u>£414,601</u>	<u>5</u>	<u>7</u>

£412,859 1s. 1d. were invested in Government Securities, and the balance, £1742 4s. 6d., remained in the Treasury.

The Securities have been examined and the account audited.

ASSURANCE FUND UNDER "REAL PROPERTY ACT."

11. The position of this Fund at 30th June, 1911, as duly audited, is shown as follows :—

	£	s.	d.	£	s.	d.
Balance to credit on 30th June, 1910 ...	...			14,087	15	2
<i>Receipts.</i>						
Assurance fees	256	19	1			
Interest on Investments	525	13	6			
				782	12	7
				£14,870	7	9
<i>Expenditure.</i>						
Fees refunded	£2	11	8			
Compensation paid	80	0	0			
				82	11	8
				£14,787	16	1

The sum of £14,784 5s. 7d. was invested in Government Securities, and £3 10s. 6d. was uninvested.

MOUNT CAMERON WATER-RACE.

12. The accounts of the Board of Management under "The Mount Cameron Water-race Act, 1887," have been examined and passed for the year ended 30th June, 1911.

The transactions for the year were :—

	£	s.	d.
Receipts from sale of water	1422	6	10
Cost of management, repairs, &c.	999	17	2
Balance paid to Public Debts Sinking Fund	£422	9	8

The moiety of rents of mineral lands served by the race, £41 12s. 6d., has been paid over to the Commissioners of the Public Debts Sinking Fund, as directed by the Act.

No. 2 Account.—£5000 has been drawn from the Treasury on account of vote of £8000, 9 Ed. VII. No. 51, Item 731, and the expenditure to 30th June, 1910, amounted to £4703 16s. 4d.

POLICE PROVIDENT FUND.

13. The accounts of the Board under the provisions of "The Police Regulation Act, 1898," for the year ending 31st December, 1910, have been duly examined and passed.

The following were the transactions :—

Superannuation Branch.

	£	s.	d.
<i>Receipts.</i>			
Deductions of pay credited to Branch	1515	10	0
Transfer from Reward Branch, under Section 2 of Act 64 Vict. No. 18	469	1	1
Interest on Investments	775	4	5
Sundry Receipts—arising from amounts paid by the Government and Local Bodies in recognition of extra services, &c.	1127	1	3
	£3886	16	9
<i>Expenditure.</i>			
Compensation Allowances paid	1081	19	0
Increase of Fund during year	2804	17	9

The aggregate transactions of this Branch were—

Deductions from pay (including contributions, £442 5s. 6d.)	£	s.	d.
Interest earned (less charges)	22,950	17	11
Transfer from Reward Branch	7764	0	2
	5253	13	3

Sundry Receipts—

From Customs Department, Local Bodies, and Shipping Companies, &c., for extra service; and from Commonwealth Government for extra service in connection with preparation of the Electoral Rolls	3401	3	11
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£39,369 15 3

Compensation Allowances paid	14,461	19	6
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Balance to Credit, 31st December, 1910	£24,907	15	9
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The securities which have been inspected consisted of £22,330 5s. 9d. in Local Inscribed Stock, £200 in Government Debentures, and Loans on Mortgage £1050, and there were £327 10s. in Commercial Bank, Hobart.

Reward Branch.

<i>Receipts.</i>	£	s.	d.
Interest on Investments	7	14	4
Refund of Overpayment	4	16	9
Government Contribution	500	0	0
	£512	11	1

Expenditure.

	£	s.	d.
Rewards paid for Diligence	43	10	0
Transfer to Superannuation Fund under Section 2 of Act 64 Vict. No. 18	469	1	1
	£512	11	1

The aggregate transactions of this Branch were—

	£	s.	d.
Moieties of fines, penalties, and contributions received	7942	18	9
Interest earned	727	17	10
Sundry receipts	40	2	7

£8710 19 2

Rewards paid	£3212	2	8
Transfer to Superannuation Branch	5248	16	6
	8460	19	2

Balance to Credit, 31st December, 1910	£250	0	0
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The securities consisted of £206 in Local Inscribed Stock; and £44 remained on current account in the Commercial Bank, Hobart.

In accordance with the provisions of Section 2 of "The Police Regulation Amendment Act, 1900" (64 Vict. No. 18), the sum of £469 1s. 1d. was transferred during the year 1910 from the Reward Branch to the Superannuation Branch, as

shown above, resulting, with the addition of sundry receipts and forfeitures (£1414 2s. 9d.), in the addition of £1 6s. 0⁴⁸d. per pound contributed during the year by the members then remaining in the Fund. From interest earned a sum at the rate of 8⁹⁴d. in the pound was added to the amounts standing to the credit of members at the end of the year 1909. There were 220 members of the Force who thus participated. During the year 26 members retired from the Fund. Compensation allowances were paid in twelve instances. Of these, four resigned on account of ill-health, and received their amounts in full (£354 10s.). One retired with over

20 years' service, and drew the whole amount to his credit (£164 3s. 4d.). Of three others who resigned, one received 60 per cent. of the amount to his credit (£40 17s. 6d.), one 50 per cent. of his contributions (£12 4s. 3d.), and one 40 per cent. of his contributions (£8 10s.). One member reached the retiring age and drew his full credit (£112 8s. 4d.). Three were discharged, and received £389 5s. 7d., and there still remains £8 12s. 2d. in the Fund due to one of those ex-members. Fourteen were not entitled to receive any allowance. The amount forfeited (£287 1s. 6d.) was, in accordance with the regulations, credited to the accounts of the remaining members.

RAILWAY REWARD FUND.

14. The accounts of this Fund, which is managed by Commissioners appointed under Section 62 of "The Railway Management Act, 1891" (55 Vict. No. 40), have been examined and passed to the 30th June, 1911. The transactions were:—

	£	s.	d.
Balance, 30th June, 1910	213	4	6
Fines received	14	1	10
Bank Interest	6	3	7
	£233	9	11
Rewards paid	5	0	0
Balance	£228	9	11

The funds are deposited in the State Savings Bank.

FOX AND DEXTER BEQUESTS.

15. The accounts in connection with these bequests were received from the Chief Secretary's Office, and examined to 31st December, 1910, and found correct.

The interest earned on the investments was—Fox's Bequest, £27 1s. 6d., and Dexter's, £15 17s. 1d. These sums were duly paid over to the Institutions entitled to them, viz. :—

	£	s.	d.
Boys' Home	10	14	0
Girls' Industrial School, Launceston	10	13	11
Ditto, Hobart	10	14	0
Boarded-out Children	5	8	4
St. Joseph's Orphanage	5	8	4
	£42	18	7

The capital of the Fox Bequest, £800, and of the Dexter Bequest, £447 4s. 11d., is invested in Local Inscribed Stock.

LOANS TO LOCAL BODIES AND SINKING FUNDS.

The position of the Loans to the various Local Bodies on 30th June, 1911, and the Sinking Funds connected therewith, are shown in the following tables:—

16. UNDER LOCAL BODIES LOANS ACT, 45 VICT. NO. 16.

Local Body.	Loans.	Sinking Fund.
	£	£ s. d.
1. Latrobe Road Trust	800	706 1 2
2. Glebe Town Town Board	1500	1135 9 9
3. Kentish Municipality	200	60 11 11
4. Queenborough Town Board	500	38 3 5
5. Queenborough Municipality	1200	109 3 0
6. Queenborough Municipality	1500	92 6 3
7. Queenborough Municipality	1450	29 0 0
8. Westbury Municipality	320	89 0 11
9. New Town Municipality	700	50 0 0
	£8170	2309 16 5

17. UNDER ACT 1 ED VII. No. 45.

	Loan.	Sinking Fund.
Town Board of Burnie (Water-supply)	£10,000	£924 17s. 4d.

18. UNDER ACT 2 ED. VII. No. 17.

	Loan.	Sinking Fund.
Leven Harbour Trust	£18,700	£54 17s. 4d.

19. UNDER ACT 4 ED. VII. No. 2.

	Loan.	Sinking Fund.
Launceston Marine Board (Land Reclamation Act)	£20,000	£629 9s. 2d.

20. UNDER ACT 8 ED. VII. No. 31.

	Loan.	Sinking Fund.
Launceston Marine Board (Survey of River Tamar, &c.)...	£5000	£50 11 0

21. UNDER "THE LOCAL PUBLIC WORKS LOANS ACT, 1890," 54 VICT. No. 30.

Local Body.	Loans.	Sinking Funds.
	£ s. d.	£ s. d.
1. Longford Water Trust	5400 0 0	839 7 3
2. Latrobe Water Trust	7800 0 0	1476 15 4
3. Glenorchy Water Trust	12,650 0 0	888 4 10
4. Westbury and Hagley Water Trust	4000 0 0	433 18 5
5. Cressy Water Trust	1300 0 0	249 9 10
6. Evandale Water Trust	1700 0 0	331 8 10
7. St. Helens Water Trust	100 0 0	2 14 5
8. Ross Municipality	1300 0 0	265 18 6
9. Bothwell Municipality	1000 0 0	105 11 3
10. Richmond Municipality	236 15 0	25 12 11
11. Hobart Marine Board... ..	21,638 12 3	3771 4 1
12. Launceston Marine Board	12,500 0 0	1575 0 9
13. Mersey Marine Board	38,000 0 0	5740 11 9
14. Table Cape Marine Board	10,000 0 0	1189 17 0
15. Devonport Town Board (Water)	31,000 0 0	5294 6 11
16. Devonport Town Board (Debentures Redemption)	3100 0 0	420 15 10
17. Gormanston Town Board (63/19)... ..	2000 0 0	244 2 9
18. " " " (64/65)... ..	4750 0 0	502 2 3
19. Queenstown Town Board (62/53)... ..	3000 0 0	431 18 7
20. " " " (64/53)... ..	4000 0 0	397 11 11
21. Strahan Town Board (61/18)	1000 0 0	151 19 10
22. " " " (1/5)	750 0 0	79 0 7
23. Zeehan Town Board	9000 0 0	1539 19 7
24. Lindisfarne Town Board	1000 0 0	92 14 3
25. Devonport Town Board (2/40)	11,000 0 0	798 13 10
26. New Town Town Board	3000 0 0	211 5 4
27. Burnie Town Board	3000 0 0	230 6 0
28. Moonah Town Board	925 4 5	...
29. Launceston Corporation	35,000 0 0	7712 6 11
30. Metropolitan Drainage Board	165,500 0 0	7120 11 1
31. Queenstown Town Board	2200 0 0	150 16 3
32. Deloraine Water District	4500 0 0	312 14 11
33. Beaconsfield Town Board ... ..	...	21 1 7
34. Perth Water Trust	1900 0 0	121 9 7
35. Swansea Water Trust	1000 0 0	63 4 2
36. Fingal " "	1200 0 0	76 3 9
37. Mount Stuart Town Board	2000 0 0	103 19 6
38. Ulverstone Water Trust	9850 0 0	411 10 11
39. Scottsdale Town Board	3000 0 0	117 3 1
40. Hobart Corporation	26,400 0 0	776 9 2
41. Bracknell Water Trust	650 0 0	24 5 1
42. Deloraine Light Trust	5750 0 0	183 4 7
43. Bothwell Water District	1400 0 0	120 18 5
44. Zeehan Town Board (Light)	8500 0 0	312 14 4
45. Ross Water Trust	1400 0 0	58 12 8
46. Metropolitan Drainage Board	29,500 0 0	568 1 0

Local Body.	Loans.			Sinking Funds.		
	£	s.	d.	£	s.	d.
47. Emu Bay Municipality	12,000	0	0	269	11	2
48. Marine Board of Strahan	12,000	0	0	535	2	11
49. Marine Board Hobart	3000	0	0	2052	19	3
50. Hobart Corporation	17,000	0	0	256	17	3
51. Campbell Town Municipality	3400	0	0	55	17	0
52. Penguin Municipality	2000	0	0	25	12	8
53. St. Leonards Municipality	1100	0	0	8	4	1
54. Emu Bay Municipality	2000	0	0	12	2	5
55. Longford Lighting District	3000	0	0	15	0	0
56. Leven Municipality	5000	0	0	1	8	2
57. Leven Harbour Trust	2000	0	0	...		
58. Glenorchy Municipality (Water)	5750	0	0	18	1	0
Total	£563,210	11	8	48,860	5	9

Loans were authorised to be made to the undermentioned bodies by the Governor in Council under the provisions of Special Acts, and "The Local Public Works Loans Act," during the year ending 30th June, 1911. The amounts borrowed are included in the above statement :—

	£	s.	d.
Deloraine Municipality—Electric Light	750	0	0
Queenstown Municipality—Renewal of Loan	500	0	0
Metropolitan Drainage Board—Sewerage	10,000	0	0
Leven Municipality—To redeem Loan	400	0	0
Leven Harbour Trust—Dredging	3000	0	0
Glenorchy Municipality—Water	7000	0	0
Ditto—Streets	1600	0	0

22. LOANS UNDER "THE CEMETERIES AMENDMENT ACT, 1900."

Public Cemetery Trust.	Loans.			Annual Instalments in Repayments.
	Original.	Reduced by Repayments.		
	£	£	s. d.	£
Carr Villa	2500	2350	4 5	1 %.
Fingal	50	35	0 0	5
Gormanston	80	50	0 0	5
Queenstown	100	60	0 0	10
St. Marys	50	33	11 8	5
Wilmot	30	13	15 0	3
Zeehan	150	45	0 0	15

Arrears at 30th June, 1911.

	Overdue Instalments	Interest	Total.
	£ s. d.	£ s. d.	£ s. d.
Fingal	15 0 0	11 15 11	26 15 11
Gormanston	5 0 0	2 11 8	7 11 8
St. Marys	16 8 4	...	16 8 4
Wilmot	13 15 0	0 11 7	14 6 7
Zeehan	30 0 0	1 16 0	31 16 0

PUBLIC SERVICE SUPERANNUATION FUND.

(5 Edward VII. No. 26, Section 24.)

23 The Accounts of the above Fund for the year ending 31st December, 1910, have been examined and passed.

The following statement shows the Receipts and Expenditure for the year and the state of the Fund on 31st December, 1910.

Investments have been made in Government Securities and Loans on Mortgage, which have been examined :—

<i>Receipts.</i>	£	s.	d.
Cash balance on 31st December, 1909	9	11	8
Subscriptions and status payments	1342	16	0
Interest	163	11	9
Balance	106	5	4
	£1622	4	9

<i>Expenditure.</i>	£	s.	d.
Investments in Local Inscribed Stock	880	0	0
Investments on Mortgage, Real Estate	640	0	0
Surrender values to retiring Subscribers	55	2	8
Annuity to Widow of Subscriber	20	0	0
Annuity to Orphan Children of Subscriber	6	13	4
Purchase of Iron Safe, &c.	18	7	6
Printing and Advertising	2	1	3
	£1622	4	9

The state of the Fund on 31st December was as follows :—	£	s.	d.
Government Stock	5180	10	7
Loans on Mortgage	640	0	0
Interest accrued due (31st December, 1910)	46	8	1
Outstanding Subscriptions and Status Payments	7	7	10
	£5874	6	6
Less overdrawn at Commercial Bank	106	5	4
	£5768	1	2

In addition, the Fund has an office safe valued at £17 10s., charged to expenses.

STATE TEACHERS' SUPERANNUATION FUND.

(4 Ed. VII. No. 13, Section 24.)

24. The Accounts of the above Fund for the year ending 31st December, 1910, have been examined and passed.

The following is a statement of the Receipts and Expenditure for that year, and the state of the Fund on the 31st December, 1910.

The Securities have been inspected.

<i>Receipts.</i>	£	s.	d.	£	s.	d.
Cash balance, 31/12/1909 .....	...			448	8	8
Subscriptions and Status Payments ...	2634	5	7			
Less refunded	3	17	5			
				2630	8	2
Interest on investments .....	...			511	6	7
Sales of Regulations .....	...			0	3	0
Refund of overpayment .....	...			0	8	4
Treasury Bill sold .....	...			99	10	0
Balance (overdraft at Commercial Bank, 31/12/1910) .....	...			92	0	10
				£3782	5	7

Expenditure.

	£	s.	d.
Surrender values to retiring subscribers	1604	14	4
Mortgages on freehold (£2110, less £55 6s. 6d. refunds of Instalments by Mortgagors)	2054	13	6
Expenses, including Bank charges	122	17	9
	<u>£3782</u>	<u>5</u>	<u>7</u>

STATE OF THE FUND, DECEMBER 31, 1910.

	£	s.	d.	£	s.	d.
First Mortgages on freeholds .....	...			11,882	13	3
Corporation Bonds .....	...			500	0	0
Government Stock	4195	0	0			
Less Treasury Deposit Account...	3000	0	0			
				<u>1195</u>	<u>0</u>	<u>0</u>
Balance of interest accrued due Account	...			204	18	11
				<u>£13,782</u>	<u>12</u>	<u>2</u>
Less debit balance at Bank .....	...			92	0	10
				<u>£13,690</u>	<u>11</u>	<u>4</u>

In addition the Fund has safes, &c., valued at £25, which were charged to expenses when purchased.

CLOSER SETTLEMENT FUND.

(6 Edward VII. No. 33, Section 52 (11).)

25. The Accounts of the above Fund were examined to the 30th June, 1911, and passed.

The following statement shows the Receipts and Expenditure for the financial year ended 30th June, 1911 :—

Receipts.

	£	s.	d.
Rents and fees for preparation of leases	3439	16	4
Instalments and interest on value of buildings, under Section 33	148	0	5
On allotments sold by auction	309	7	7
Instalments and interest on account of advances under Section 29	208	17	3
Miscellaneous	5	10	6
Local Inscribed Stock issued	1317	5	3
Interest on deferred rent and on overdue payments under Section 33	57	19	2
Balance	12,215	14	4
	<u>£17,702</u>	<u>10</u>	<u>10</u>

Expenditure.

	£	s.	d.
Balance, 30th June, 1910	10,093	2	2
Interest on advances under Section 23, and on unpaid purchase-money	473	16	2
Interest under Section 14	3680	12	8
Allowances and travelling expenses to members of Board and salary of Secretary for five months	356	17	10
Surveys	595	12	8
Fencing	261	2	10
Miscellaneous	366	15	5
Advertising	66	6	0
Advances to lessees under Section 29	579	10	0
Public Works expenditure, draining, metalling, scrubbing, &c.	1228	15	1
	<u>£17,702</u>	<u>10</u>	<u>10</u>

Amounts overdue and outstanding at 30th June, 1911 :—

	£	s.	d.
For rentals	2670	16	2
Instalments of advances made under Section 29	157	18	11
	<u>£2828</u>	<u>15</u>	<u>1</u>

“STATE ADVANCES ACT, 1907.”

(7 Ed. VII. No. 20.)

THE AGRICULTURAL BANK OF TASMANIA.

26. The Accounts of the Agricultural Bank have been examined to the 30th June, 1911, and passed.

The statement of Receipts and Expenditure for the financial year ended 30th June, 1911, Profit and Loss Account, and Balance-sheet, are as follow.

New loans amounting to £5448 were approved by the trustees during the year, and of that amount £5423 were advanced.

The securities of the Bank have been examined, and found to be in order.

Receipts.

	£	s.	d.
Valuation fees	136	8	6
Repayment of loans	383	0	0
Interest on loans	580	1	8
Balance	13,597	6	4
	<u>£14,696</u>	<u>16</u>	<u>6</u>

Expenditure.

	£	s.	d.
Balance from last Account	8608	7	2
Loans	5423	0	0
Valuation fees	133	17	6
Salaries	77	8	5
Interest charged by Treasury on advances	418	8	5
Printing and sundries	35	15	0
	<u>£14,696</u>	<u>16</u>	<u>6</u>

PROFIT AND LOSS ACCOUNT.

	£	s.	d.
Balance from last Account	98	9	2
To Salaries	77	8	5
„ Interest on advances by Treasury	418	8	5
„ Printing and sundries	35	15	0
	<hr/> £630 1 0 <hr/>		
	£	s.	d.
By Interest received from borrowers	580	1	8
„ Balance	49	19	4
	<hr/> £630 1 0 <hr/>		

BALANCE-SHEET, 30TH JUNE, 1911.

Liabilities.

	£	s.	d.
Advanced by Treasury	13,597	5	4
Outstanding Accounts	13	14	0
	<hr/> £13,610 19 4 <hr/>		

Assets.

	£	s.	d.
Mortgages	13,561	0	0
Profit and loss	49	19	4
	<hr/> £13,610 19 4 <hr/>		

THE STATE SCHOLARSHIP BOARD.

(Under 7 Ed. VII. No. 26.)

27. The accounts of the above Board to the 30th June, 1911, were examined.
The following are the particulars of receipts and expenditure:—

GENERAL ACCOUNT.

Receipts.

	£	s.	d.
Balance from last Account	92	12	11
Rents from property vested in the Board under Section 17	274	0	0
Government grant	75	0	0
Balance to next Account	6	4	11
	<hr/> £447 17 10 <hr/>		

Expenditure.

	£	s.	d.
Scholarships, including boarding and travelling expenses	377	5	0
Interest on loan	18	13	7
Other expenses	48	13	7
Balance transferred from Loan Account	3	5	8
	<hr/> £447 17 10 <hr/>		

LOAN ACCOUNT.

Receipts.

	£	s.	d.
Loan from Government	575	0	0
Balance transferred to Revenue Account	3	5	8
	<u>£578</u>	<u>5</u>	<u>8</u>

Expenditure.

	£	s.	d.
Cost of erection of shops	578	5	8

LAUNCESTON SAILORS' HOME.

28. The Accounts of the Managers of this Home were examined and passed to 31st December, 1910.

The following were the transactions for the year 1910 :—

Receipts.

	£	s.	d.
Balance from last Account	873	3	1
Interest on investments	30	0	0
Savings Bank interest	4	8	11
	<u>£907</u>	<u>12</u>	<u>0</u>

Expenditure.

	£	s.	d.
Balance to next Account	907	12	0
Balance consists of—			
Savings Bank Balance	157	12	0
Launceston Corporation Debentures	750	0	0
	<u>£907</u>	<u>12</u>	<u>0</u>

STATE SAVINGS BANK.

29. The transactions for the year ending 30th June, 1911, are thus briefly shown :—

	£	s.	d.
Deposits received	360,881	1	4
Interest added to deposits	18,239	18	4
	<u>£379,120</u>	<u>19</u>	<u>8</u>
Withdrawals, including interest	323,357	18	4
Increased amount credited during year	55,763	1	4

The aggregate account and the balance at the end of the year were :—

	£	s.	d.
Deposits received since the opening of the Bank	4,314,905	7	2
Interest added to deposits	199,031	10	1
	<u>£4,513,936</u>	<u>17</u>	<u>3</u>
Withdrawals, including interest	£3,815,371	3	5
Less due by Inwards Transfers ...	356	7	1
	<u>3,815,014</u>	<u>16</u>	<u>4</u>
Balance to credit of depositors, 30th June, 1911	698,922	0	11

	£	s.	d.
The assets of the Bank were:—			
Investments	674,461	8	11
Interest accrued and due	6369	6	4
Credit balance, Treasury	8925	16	11
Cash on hand and at credit, Bank	14,720	11	10
Due by Postal Department	6	0	0
Due by Inwards Transfers	356	7	1
	<u>£704,839</u>	<u>11</u>	<u>1</u>

The liabilities were:—

	£	s.	d.
Balance due to Depositors	698,922	0	11
Profit (not including expenses of management) paid to Treasury	4782	18	11
Due to Outwards Transfers	1133	12	8
Due to Central Exchange	0	18	7
	<u>£704,839</u>	<u>11</u>	<u>1</u>

TATTERSALL'S CONSULTATIONS.

30. The undistributed prize money at 30th June, 1911, stood as follows:—

	Consultations held.					
	Prior to 30th June, 1910.			During 1910-11.		
	£	s.	d.	£	s.	d.
Undistributed at 30th June, 1910	5921	16	11	...		
Distributed during 1910-11	1822	13	7	...		
Undistributed at 30th June, 1911 .....	...			821	8	4
	<u>£4099</u>	<u>3</u>	<u>4</u>	<u>821</u>	<u>8</u>	<u>4</u>
	<u>£4920 11 8</u>					

ACCOUNTS OF LOCAL AUTHORITIES.

31. The annual accounts of 49 municipalities, 33 cemetery trusts, 7 water trusts, 7 marine boards, 1 lighthouse fund, 2 harbour trusts, Hobart and Launceston Corporations, Metropolitan Drainage Board, and 14 miscellaneous bodies have been examined and published in the "Gazette." The accounts of 7 fruit boards have also been examined.

DEFICIENCIES, IRREGULARITIES, &c.

32. *Beaconsfield Municipality*.—An examination of the accounts was made on 5th October, 1911, and the cash was found deficient to the extent of £3 11s. 1d. The matter has been reported to the Warden.

33. *Fingal Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows:—"Examined and certified to be correct, with the exception that one depasturage licence book was not produced, the amount stated to have been received for licences issued from that book (£1 14s. 8d.) could not therefore be verified."

34. *Glamorgan Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows:—"Examined and certified to be correct, with the exception that no voucher was seen for expenditure amounting to 18s." (This voucher has been sighted since the publication of the statement of accounts.)

35. *Glenorchy Municipality*.—During the year proceedings were instituted against two defaulting ratepayers, when the justices, in giving their decision, reduced the indebtedness of the ratepayers to the council. It was stated that the action of the justices had been brought under the notice of the Hon. the Attorney-General.

36. *Kingborough Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, except that Section 181 of ' The Local Government Act ' has not been enforced."

37. *King Island Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, with the exception of two items of expenditure amounting to £11 3s. 7d., which are disallowed." This amount has since been repaid.

38. *Penguin Municipality*.—The late Council Clerk's accounts were examined on the 4th September, 1911, when it was ascertained that there was a deficiency of £15 5s. 10d. The accounts were again examined on 13th October, and a further deficiency was discovered of £26 13s. 6d.; this latter was due to the suppression of court documents at the time of the inspector's first visit. At an examination on 8th December, 1911, another deficiency of £2 3s. was discovered. The shortages, with the exception of the last £2 3s., have been made good. The Council Clerk was prosecuted, and sentenced. During the examination on 4th September attention was called to the municipal fund being overdrawn in excess of the limit set by Section 5 of 8 Ed. No. 35 to a bank overdraft. It was promised that steps would be taken to reduce the overdrawn balance.

39. *Portland Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, except that the provisions of Section 181 of ' The Local Government Act ' were not enforced."

40. *Queenborough Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, except that the provisions of Section 181 of ' The Local Government Act ' were not fully enforced."

41. *Richmond Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, with the exception of a refund of a fine of £5 to A. Wagner, which was made by the council illegally." This amount has since been repaid to the municipal fund.

42. *Ringarooma Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, except that Section 181 of ' The Local Government Act ' has not been enforced."

At an examination of these accounts on the 26th September, 1911, a deficiency of £1 11s. 3d. was ascertained in the cash of the Assistant Council Clerk. The Registrar's cash was also deficient to the extent of 9s. 9d. The deficiency in each case was immediately adjusted by the officers concerned. Attention was called to a councillor residing in Derby receiving travelling expenses for attending council meetings. As this councillor resides within a short distance of the Council Chambers, the payment is not considered a proper charge against the municipal fund.

43. *Scottsdale Municipality*.—A payment of £20, voted to the North-Eastern Harbour League, was objected to, and it was stated that the amount would be refunded.

44. *Table Cape Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—" Examined and certified to be correct, except that no acquittance was produced for a payment of £10 to an acting council clerk, who has left the State, and that the cash was found to be short to the extent of £62 0s. 1d."

At an inspection of the accounts in December, 1911, the deficiency was then ascertained to be £78 1s. 10d., including the £62 0s. 1d. above referred to, and which was reported on last year. The particulars are as follow :—

Late Acting Council Clerk Drummond, short accounted for	£17	12	11
Late Council Clerk King, short accounted for	5	9	5
Errors in repaying deposits to contractors	8	0	0
Library receipts, short accounted for	0	6	0
Cash said to have been stolen from safe in office	46	13	6
	<hr/>		
	£78	1	10

Drummond left the State, and a warrant was issued for his arrest. King has recently died,

45. *Westbury Municipality*.—The certificate to the statement of accounts for 1910 was qualified as follows :—"Examined and certified to be correct, except that Section 181 of 'The Local Government Act' has not been enforced."

46. *Zeehan Municipality*.—This Council levied rates as under for 1911 :—General, 9d. in £ Montagu Ward, 6d. in £ for East and West Wards; road rates, 1s. 3d. in £ Montagu Ward, and 1s. in £ for East and West Wards. On request for information as to the authority for making these discriminations, it was verbally explained by the Warden that a Bill would be introduced into Parliament for the purpose of legalising the council's action.

47. *Cressy Water Trust*.—During the examination of these accounts for year 1910-11 a payment of £1 7s. to Police Trooper Fleming for services as inspector for year 1909 was questioned, and it transpired that the cheque was returned by the trooper in payment of rates. It was further ascertained that rates on this property for subsequent years were not demanded. The trust was informed that the rates must be collected, as they had no power to remit rates in consideration of services rendered. The full amount of the salary paid to the trooper (£4 1s.) has now been forwarded by that officer to the Commissioner of Police, to be credited to the Police Provident Fund in accordance with the police regulations.

48. *Hobart Corporation*.—The certificate to the Statement of Accounts for 1910 was qualified as follows :—"Examined with the books and vouchers of the Hobart Corporation, and certified to be correct, with the exception of the following expenditure, for which there is no statutory authority :—Tasmanian Tourist Association, £75; retiring allowance to G. Leaman, £80 11s. 6d.; retiring allowance to S. Rheuben, £275; retiring allowance to W. Lyons, £50; purchase of land, Long Beach, £180." The foregoing expenditure has since been validated by Parliament.

At the examination of these accounts the cash was found deficient to the extent of 15s. 11d. The amount was paid in by the official at fault.

49. *Mersey Marine Board*.—The certificate to the Statement of Accounts for 1910 was qualified as follows :—"Examined and certified to be correct, with the exception of an item of expenditure of £1, which is disallowed."

50. *Hobart Marine Board*.—The certificate to the Statement of Accounts for 1910 was qualified as follows :—"Examined with the books and vouchers, and certified to be correct, with the exception of three items of expenditure, amounting to £66 10s. 9d., which are disallowed, as not being authorised by law."

The Board referred the correspondence to its solicitors for an opinion, which was given as follows :—

Hobart, 3rd August, 1911.

Dear Sir,—We have considered the three objections taken by the Auditor-General to the Board's accounts for last year.

It is not easy to find specific words in the Marine Board's Acts which directly authorise expenditure such as that on two of the items, or the refund, which is the third item questioned; but we are satisfied that they are well within the spirit and intention of the Act, and we incline to think there are even words in the Act wide enough to cover them.

First—As to the rockery. The Board has (under Section 69) to maintain "sufficient" roadways; the character and cost of the roadways are left solely to the discretion of the Board. It would be absurd to contend that, while the Board can lay down (if it think fit) the most expensive kind of pavement known at the present day, it cannot spend a few pounds in planting trees for the comfort and convenience of persons resorting to the wharves. And if trees, why not a rockery? It may fairly be argued that whatever makes the very port itself and the wharves more pleasant to the eye distinctly tends to encourage the tourist traffic, which is so important to Hobart, and so to increase the Board's revenue.

Second—As to the expense of a steamer for Admiral Henderson. While at first sight this would seem to be a matter for the Federal Government, it is usual, however, for public bodies to meet the requirements, within their several jurisdictions, of visitors who are on such special and important public missions.

The Admiral was making investigations, with a view to the protection and safety of the port and shipping; and this is certainly a matter of great interest to the Board (see Section 130, *sub finem*). If the Board had possessed a suitable steamer for the purpose, would the Auditor contend that it could not have been used to convey the Admiral on his inspection of waters within the Board's jurisdiction, on the ground that such use would involve wear and tear, payment of wages, and outlay on coal? And if a steamer belonging to the Board could have been used for such a purpose, why should not the Board hire a steamer for it at a reasonable cost?

Third—As to the refund of dues paid by s.s. "Karori." In this case we understand the "Karori" left the port to look for another vessel belonging to the same company, about which some anxiety was felt, and returned to port without having entered any other port or traded in any way. It seems to us that it would be most improper to charge port dues against any vessel engaged in rescue work or work of a similar character, not undertaken for profit, though we find no express provision in the Act as to such cases. We incline to think that, under Section 130, the Board could make a by-law (which would be for the "safety" of shipping) waiving all port and other charges

in this and similar cases; and though there is no such by-law, we think the item should never have been questioned. We should be sorry to see vessels discouraged from going to the assistance of others believed to be in distress, and would rather go the other way, and defend an expenditure by the Board out of its own funds, in a proper case, for the purpose of providing assistance to a vessel in distress.

Fourth.—As to the Auditor's powers. Under Section 34 of "The Audit Act, 1901" (1 Ed. VII. No. 15), when there has been irregular expenditure by any local authority, and such authority has not "acted in good faith and under legal advice," then the members responsible for the expenditure become jointly and severally liable to make good the amount. The section says that in such a case the Auditor shall report to the Attorney-General, who shall cause the necessary steps to be taken for recovering the amount; but if the Attorney-General does not think fit to comply with this provision, we do not know what the Auditor can do, except apply to the Court for a mandamus to compel him; and we certainly do not anticipate the Auditor taking any such step in this case, nor if taken that the mandamus would be granted. We therefore advise that you should do nothing at present, but wait; and that you should interview the Honourable the Treasurer on his return to Tasmania. If the Government consider there is any doubt to these three items, or any one of them, a Bill will have to be introduced. But the Board should be slow to take any step tending to limit the proper exercise of the fairly wide discretion, which we believe it has under the Act, and which will be naturally exercised by wardens regarding each question as it arises from the standpoint of business men, only anxious to keep fairly within the statute from which their authority is derived, and not with the narrow scrutiny of the professed accountant.

Yours faithfully,

ROBERTS & ALLPORT.

The Master Warden, Marine Board of Hobart.

The whole question was then submitted to the Solicitor-General, and he advised as follows:—

Solicitor-General's Chambers, Hobart, 5th January, 1912.

MARINE BOARDS ACTS—EXPENDITURE OF MARINE BOARD, HOBART, OBJECTED TO BY AUDITOR-GENERAL.

OPINION.

The Auditor-General has objected to three items in the accounts of the Hobart Marine Board for the year 1910, as follows:—

1. Refund of coastal dues and port charges, amounting to £7 9s. 3d., s.s. "Karori."
2. Charter of s.s. "Marana" for Admiral Henderson and party inspecting Huon River and D'Entrecasteaux Channel, £15.
3. Rockery near Market Wharf, £44 1s. 6d.

The Wardens, while admitting that the expenditure may have no direct legislative sanction, contended that it was reasonable, and *not inconsistent with the functions of the Board*.

The Auditor-General thereupon disallowed the expenditure.

The Marine Board subsequently took the advice of its solicitors (Messrs. Roberts and Allports), who advised as follows:—

"It is not easy to find specific words in the Marine Boards Acts which directly authorise expenditure such as that on two of the items, or the refund, which is the third item questioned. But we are satisfied that they are well within the spirit and intention of the Act, and we incline to think there are even words in the Act wide enough to cover them."

The question now arises, "Is the Auditor-General justified in passing the accounts in deference to the opinion of the solicitors to the Marine Board?" I am inclined to think that he is.

All the items are unobjectionable in this—they are not unconnected with the Board's ordinary activities. One of the sums, I observe, was expended at the request of the Government. The Marine Board clearly acted in good faith, and if not in the first instance under legal advice, they are now fortified by the advice of their solicitors. And while I am not prepared to say that I agree with the opinion which has been given, the fact that an opinion has been obtained to the effect stated very materially alters the situation.

EDW. D. DOBBIE, Solicitor-General.

GOVERNMENT DEPARTMENTS.

51. *Commissioner of Stamp Duties.*—Stock of stamps was taken on 23rd June, 1911, and a deficiency of £5 5s. 5d. was ascertained to exist. The deficiency was written off on Ministerial authority.

52. *Hobart Technical School.*—The annual examination of these accounts was made on 24th July, 1911, and the cash was found to be deficient to the extent of £2 4s. 9½d. The explanation given was that petty cash had been taken by the Secretary in substitution for his cheque at the end of the month.

53. *Tasmanian Government Railways.*—The Commissioner of Railways has reported that a deficiency of £21 14s. 7d. has been found in the accounts of Mr. E. O. Huxtable, Goods Agent, Launceston. The shortage is stated to be covered by a cheque deposited by Mr. Huxtable prior to his arrest. Mr. Huxtable is now on his trial.

MISCELLANEOUS.

54. *Temporary Assistants, Department of Agriculture.*—In its report to Parliament in 1908, the Public Service Board published correspondence which had taken place between the Chairman and the Chief Secretary on the subject of the employment of a temporary assistant (Mr. Honey) in the Department of Agriculture, on the authority of the Minister for Agriculture, without reference to the Public Service Board, it being contended by the Board that this was an evasion of the spirit and meaning of "The Public Service Act."

Briefly, the reply of the Chief Secretary was to the effect that Ministers were satisfied that the appointment had been properly made, under the provisions of "The Contagious Diseases (Cattle) Act." This decision was apparently based upon the erroneous view that because payment for the service was made from a special fund, and not from the Consolidated Revenue, the provisions of Section 40 of "The Public Service Act" did not apply.

As the result of recent correspondence between this Department and the Department of Agriculture on the continued employment of Mr. Honey, the opinion of the Attorney-General was sought as to its legality, and was given, to the effect that the appointment should have been made in accordance with "The Public Service Act." As the result of this opinion, Mr. Honey, who has been continuously employed in the Service beyond the limit prescribed by Section 40, retired on the 31st December, 1911.

An appointment was made by the Minister for one year, from 1st January, 1911, of a caretaker and clerical assistant at the Government Laboratory at Campbell Town, at the rate of £52 per annum, the expenditure being defrayed from "The Contagious Diseases (Cattle) Act" Fund. The appointment was made without reference to the Public Service Board.

The appointee ceased to draw salary after the 31st August, 1911.

55. *Balfour-Temma Tramway.*—Arrangements for working have been made by the Circular Head Municipal Council, with the approval of the Minister of Lands and Works.

The Council has accepted for one year, from 10th July, 1911, the tender of Messrs. Murray Bros., of £100, for working the tram, in accordance with conditions recommended by the Engineer-in-Chief. At the expiration of that period the matter will be reviewed, and such further arrangements made as may be decided on. Necessary expenditure on maintenance is to be defrayed by the lessees.

56. *Sale of Tramway Rails and Fastenings to Sandfly Coal Company.*—In January, 1905, authority was given for the sale to the Sandfly Coal Company of 8 miles of rails and fastenings, which had been imported for the Mt. Farrell tramway, for the sum of £2250, on the following terms:—A deposit of £50 to be paid on signing the agreement; an instalment of £200 to be paid one year after the tramway was in working order, but not later than 18 months from the date of the authority for the company to take possession of the rails, &c.; and thereafter £500 annually until liquidation of the debt. The deposit was paid by the company.

In November, 1906, a new arrangement was made, that the company should pay £200 on the 30th September, 1907, and £500 on the 30th September in each subsequent year up to and including the 30th September, 1911.

Nothing beyond the deposit was paid, and the company went into liquidation.

The solicitors to the Official Liquidator, in February, 1908, obtained the further concession that the annual instalments would be reduced from £500 to £250, the £200 due 30th September, 1907, to be paid, as agreed. This latter amount, however, was not paid until June, 1909.

On representations made to the Government by the Wallsend Colliery Company, to whom the business of the Sandfly Coal Company had passed, it was agreed, in September, 1909, to allow the two instalments then due, amounting to £500, to stand over for 12 months, on payment of interest thereon at 4 per cent. per annum.

The interest (£20) was paid on the 15th October, 1910, and a further extension of time to 30th September, 1911, was allowed on £750, the amount of three overdue instalments, on payment of interest at the same rate.

The company, on the 12th October, 1911, paid £250 as a second instalment, and £30 interest.

The present position is therefore as follows :—

Purchase-money of rails and fastenings	£2250
Less deposit and instalments paid on account—	
17th January, 1905	£50
17th June, 1909	200
12th October, 1911	250
	<hr/> 500
Balance due	<hr/> £1750

Interest paid to date, £50.

57.

QUERIES UNSATISFIED.

To whom Addressed.	Date.	Subject.
Secretary, Department Public Health	5 . 7 . 10	Asking for subvoucher in support of 12s. 6d. advanced to pay subscription to "The Survey" to September, 1910.
Chief Health Officer	1 . 2 . 11	Asking for subvoucher in support of 12s. 6d. advanced to pay subscription to "The Survey" to September, 1911.
Chief Health Officer	1 . 2 . 11	Asking for subvoucher in support of £1 0s. 10d. advanced to pay subscription to "The Journal of Infectious Diseases."
Director of Agriculture	13 . 6 . 11	Expenditure by Dr. Willmot upon Postage, Firewood, &c., in connection with Government Laboratory at Campbell Town.
Under Treasurer	26 . 7 . 11	Payment to Dr. G. Sprott in respect of distance travelled to an inquest.
Under Secretary	15 . 8 . 11	Asking for subvouchers in support of £50 advanced to enable Mr. Barry to meet Clerical Expenses in connection with Actuarial Investigation of Accounts of Friendly Societies.

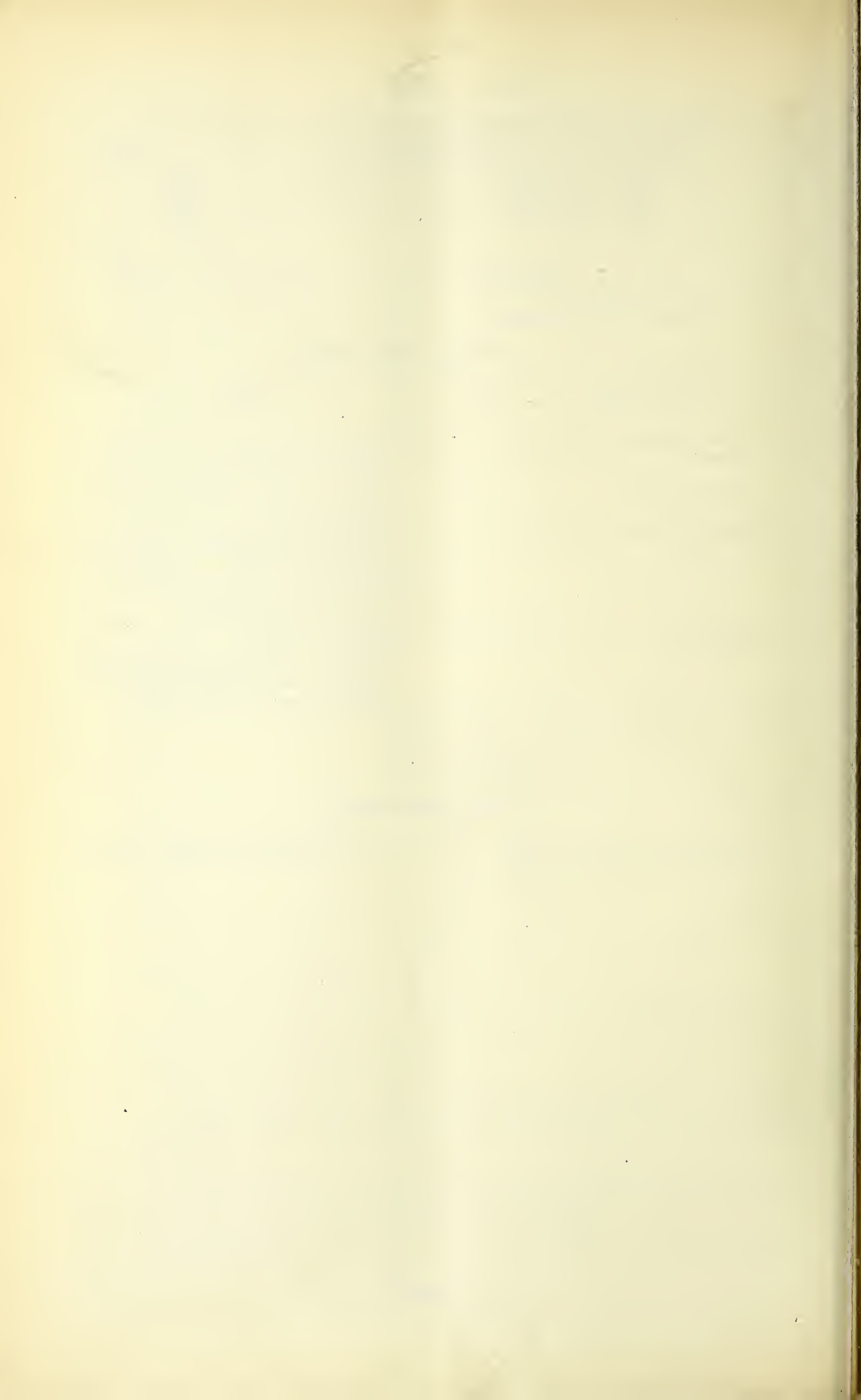
I have the honour to be,

Sir,

Your most obedient Servant,

J. E. BENNISON, Auditor-General.

The Honourable the Treasurer.



TASMANIA

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R E P O R T

OF THE

SECRETARY FOR MINES

FOR

YEAR ENDING DECEMBER 31

1911

INCLUDING REPORTS OF THE INSPECTORS OF MINES,
GOVERNMENT GEOLOGIST, MOUNT CAMERON
WATER-RACE BOARD, &c.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£35 7s.]



Tasmania:

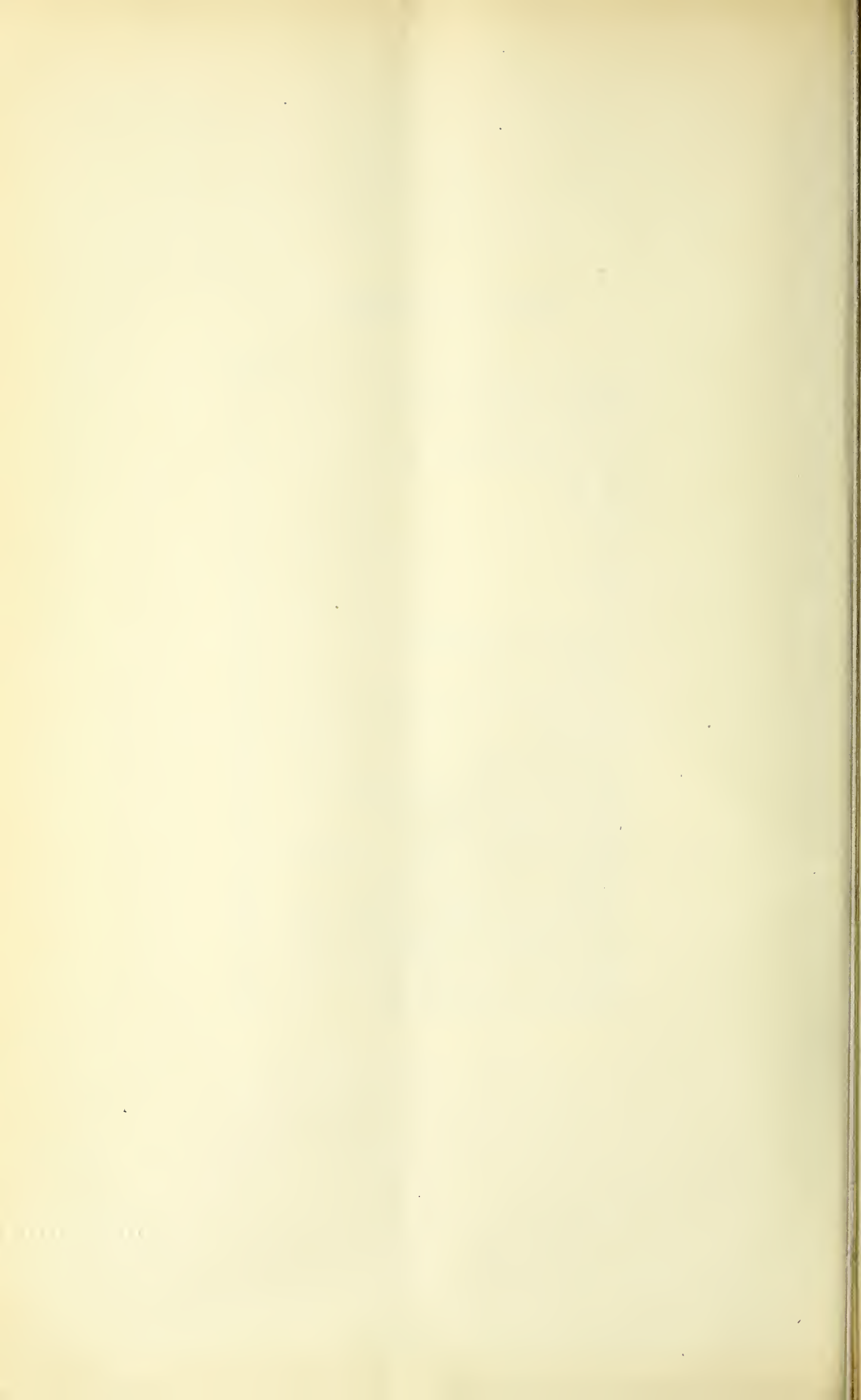
JOHN VAIL, GOVERNMENT PRINTER, HOBART

1912



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REPORT OF THE SECRETARY FOR MINES.

Mines Department,
Hobart, 25th April, 1912.

SIR,

I HAVE the honour to submit my report upon the Mines Department and the Mining Industry for the year ending 31st December, 1911.

GENERAL REMARKS.

The aggregate value of the minerals raised during the year was £1,349,497, being a decrease of £82,696 on the value of the output of the preceding year.

The value of the gold won was £25,262 less than the previous year, while the output of silver-lead ores was increased by 10,274·285 tons, and the value by £5785.

The average price of tin was £193 1s. 2d., as compared with £155 12s. 2d. for the previous year. It started at £180 5s., and reached its highest (£231) in June.

The average price of fine silver for the year was 2s. 2·549d. per oz., as against 2s. 2·610d. last year. The highest monthly average was in November, when it reached 2s. 3·719d.

The average price of copper was £56 1s. 9·267d. per ton, as against £57 3s. 2·387d. last year.

ASSISTANCE TO PROSPECTORS.

A sum of £1000 was placed upon the estimates for the year 1911-12 for the purpose of assisting prospectors to further develop their discoveries. "The Appropriation Act" did not receive the Royal Assent until the 21st of December, 1911, and there was only one applicant for assistance under the vote prior to the end of the year, and a sum of £50 was granted. The whole of the amount has since been applied for and allotted.

REWARD FOR THE DISCOVERY OF A VALUABLE DEPOSIT.

A sum of £100 was paid to Mr. A. V. Chester, the applicant for a monetary reward under Section 158 of "The Mining Act, 1905," for the discovery of a valuable mineral deposit at Mt. Balfour, a sum of £201 having been received for the first two years' rent on land applied for under mineral leases and retained by the Crown. The total area of the land at present held under lease is 1245 acres. In addition there are applications for 364 acres, and an area of 420 acres was also applied for but was subsequently abandoned.

Mr. L. K. Ward, Assistant Government Geologist, when requested to report upon the claims set forth by the applicant, said:—"The discovery of copper ore on Lease 2699-M by Mr. Chester has materially assisted in the development of the Mt. Balfour Mining Field. The credit of opening up this new field is in the main due to Messrs. W. W. F. and T. C. Murray, who first proved the existence of payable copper ore, and whose success has

doubtless been of no little assistance to Mr. Chester. The latter, however, made an important discovery of ore on Section 2699-M, at a time when little work had been done by Messrs. Murray Bros. The lode has been traced continuously for a considerable distance, and at the point where it has been prospected by the Balfour Copper Mines, No Liability, has a width of approximately 70 feet. This property is certainly one of the most valuable of those located within the limits of the whole field, and merits the attention which it is receiving. A brief statement of the prospects of the Mt. Balfour Copper Mines has been published in the Geological Survey Report No. 1, pp. 20-21. Mr. Chester's discovery of copper ore on Section 2699-M has led to the pegging-out of practically all the area enclosed by that portion of the Mt. Balfour chart which lies to the northward of Tin Creek, and it is due primarily to his efforts that the Stanley-Balfour railway project has been carried into execution."

Mr. Chester is the first person to receive a reward under the Act.

APPENDICES.

Appended will be found the following reports:—

- The Annual Report of the Mt. Cameron Water-race Board.
- Report of the Government Geologist.
- Report of the Chief Inspector of Mines.
- Reports of the Inspectors of Mines.

GOLD-MINING.

The total quantity of fine gold won during the year was 31,100·873 oz., valued at £132,108; as against 37,048·053 oz., valued at £157,370; being a decrease in the value of £25,262 on the previous year.

Beaconsfield.—The yield from this district was 21,474 oz. of gold. The Tasmania Gold Mine, Limited, was the chief producer. The company's battery crushed 50,294 tons of quartz, producing 21,326 oz. of fine gold, which, together with money obtained from the sale of wood ashes from the old concrete flooring, gave a total value of £92,478 sterling. Included in the above were 6840 fine ounces obtained from treating 11,525 tons of concentrates and old chlorination tailings in the roasting and grinding plants, and 662 fine ounces obtained from treating 22,000 tons of battery sands in the cyanide plant. During the year the average number of men employed was 479.

Developmental work on the lode during the year has been the extension of the 1370-foot level east and west, and the cutting of the lode at the 1500-foot level. Where cut the lode was better than at the 1370-foot level, but it is as yet impossible to say whether this improvement will be maintained. Work carried out at the 1370-foot level during the year has been disappointing.

The pumping plant has been extended in Hart's shaft to the 1370-foot level.

Grubb's shaft has been extended to the 1500-foot level, and one unit of the pumping plant has been installed at that level; the chamber to contain the second unit is being cut out. The plat, crosscut, and the necessary floodgate have been completed at that level.

The work during the year has been carried out at a loss.

A portion of the North Tasmania Mine has been let to a party of miners. Six men have been employed on that work, who raised and crushed 102 tons, yielding 333½ oz. of fine gold; value, £1412 sterling. The lode from which this stone was obtained consists of a hanging-wall leader of an average width of about 3 inches.

The total quantity of gold won by the company is 787,200 oz., from 929,504 tons of quartz. The total amount paid in dividends up to 1905 was £772,671 15s., since which date no dividends have been paid.

Apart from this mine there is not much doing on the field. The King George Company commenced developing some alluvial ground at the old West Extended Tasmania Mine. A tunnel was driven and gutter-wash cut. Work was suspended towards the close of the year pending the raising of further capital. The Coronation Gold Mining Company commenced shaft-sinking on ground to the north-west of, and adjoining, the North Tasmania. A lode, distinct from that of the latter mine, is known to exist on the property. At Salisbury some prospecting has been done, and an attempt at development made on a mine called "The Duchess," but work was soon suspended.

Lefroy.—The total quantity of gold won from this field was as follows:—

	oz.
New Pinafore Gold Mine	60·25
Creek Cyanide... ..	30
Total	90·25

A good deal of prospecting has been done, but so far no discovery of a payable nature has been made. The New Pinafore Company was working at the old Industry Mine (Laird's), about 5 miles east of Lefroy, but did not obtain payable results. The Pointon Prospecting Syndicate, prospecting in the same locality, failed to get to a payable lode.

Pearce's Gold Reef, at Lower Turner's Marsh, about 12 miles east by road from Lefroy, was opened up at the surface, and a shaft was commenced and sunk 25 feet, but the show was abandoned. The lode is a strong one, and carries fair prospects of gold, and it seems a pity it was not tested at a depth.

The Pinafore Company is working on alluvial ground at Back Creek.

The Coronation Prospecting Syndicate made a discovery about 1½ mile west of Lefroy, and close to George Town-road. Some sinking was done to test the lode. The New Pinafore Company is now working this claim.

Lisle and Golconda.—The total quantity of gold won was 167·5 oz., an average of 18 men being employed,

The New Wyengatta Gold Mine ceased operations altogether during the year. The New Panama Gold Mining Company worked intermittently for some few months, but is now idle. At the Pyramid Mine, Mr. Parsons is still engaged in trying to discover the lode, but so far has not been successful. The Lebrina Gold Mining Company did a good deal of work in prospecting a gold reef, but is now idle.

Alluvial and Gold-dredging Companies.

Gold was obtained by the following companies in stream-ing their tin drifts:—

	oz.
South Mt. Cameron Tin Mining Company . .	51·25
Briseis Tin and General Mining Company ...	38·11
South Mt. Cameron Dredge	9·75
Total	99·11

Mathinna.—The total quantity of gold won was as fol-lows:—

	oz.
New Golden Gate Company	1238·65
Golden Horseshoe Company	16
Others	46·5
Total	1301·15

The New Golden Gate Company employed an average of 20 men, crushed 1225 tons of quartz, treated 1785 tons of sand, and obtained 1238·65 oz. of gold. The total quantity of quartz now obtained from this mine is 279,873 tons, which has yielded 234,266·65 oz. of gold.

An attempt was made in London to get capital for deep-sinking. There still remain between the 600 and 900 feet levels large bodies of stone worth about 7 dwt. to the ton. It was demonstrated that this could, with the aid of up-to-date machinery, crushing, and concentrat-ing appliances, be made to yield a profit that would cover the cost of sinking to a further depth below the 1800-foot level. No business eventuated, and the old mine is now closed down, probably for all time.

A good deal of sinking and driving was done by this company at O'Brien's section, 8 or 9 miles to the north of Mathinna; but the lode did not prove to be payable below the old adit-level.

Davies Gold Mining Company.—An attempt was made to prove the value of what is known as the "Old North City of Hobart Reef," from a shaft sunk to a depth of 105 feet by the Tasmania Consols Company. At this depth, driving in a northerly direction on the lode was carried on for some time, but since November no work has been done, and it is not likely that this mine will start again.

The Golden Horseshoe persevered for a long time, but failed to get on to payable gold. The Miner's Dream Syndicate (the only mine on the field at present) has done some adit prospecting, and is still at work, but has not as yet got any stone as good as that taken from its old underlay shaft.

Alberton.—Nothing has been done on this field during the year.

At South Mt. Victoria the Golden Cloud Mining Syndicate had some work done on a lode said to be well worth prospecting, but nothing of a payable nature was discovered.

At the New River, east of Alberton, the Wyniford Company is sluicing for alluvial gold, but with only moderate success.

Warrentinna Field.—This old mining field, after being practically abandoned for a number of years, has been revived by the Golden Mara Mining Company, whose mining operations are on what was known as Bayley's Lease, on which there is an old shaft and tunnel, and on the old East Volunteer ground, where there is also a shaft and tunnel. The new company commenced operations during the last half of the year. Driving north on the lode—or more correctly, continuing the old lode drive left by the previous owners—was the first work undertaken. From this several tons were sent to the Mt. Lyell Company for treatment, and the result is so satisfactory in gold and silver contents that the company has decided to raise sufficient capital to thoroughly open up the mine and erect a battery and concentrating plant. The cause of failure by the previous owners of this property was probably because they had no suitable concentrating plant; crushing and amalgamating was the process, and probably not more than one-fourth of the gold contents of the ore was recovered.

West Coast.—The quantity of gold won from alluvial workings was 85·08 oz.

A little prospecting has been done at Woody Hills, Howard's Plains, Princess and King Rivers, Mt. Huxley, Linda, and Harvey's Creek, from all of which stone carrying gold has been found; but none have up to the present established anything payable.

Messrs. J. Burrows, E. Dardus, W. Stewart, and J. Cocking report the discovery of gold on the east side of Frenchman's Cap.

SILVER-LEAD MINING.

The quantity of silver-lead ore produced was 61,501·195 tons, valued at £253,361, being an increase in quantity of 10,274·285 tons, and an increase in value of £5785.

The principal producers were:—

	Tons.	Value. £
<i>Zeehan Mines.</i>		
Zeehan-Montana	2232·88	37,857
Zeehan Western	553·7	7021
Zeehan Queen	293·15	731
Oonah	3738	2894
Mt. Zeehan (Tas.)	1184	4070
South Comstock, Block 10	501·75	1184
Tasmanian Smelting Company's Sections... .. .	10·575	234
T.L.E.	13·92	115
<i>Dundas Mines.</i>		
Anderson's	100	400
Adelaide	341·27	4161
Hercules	19,260·36	60,502
Mt. Zeehan (Tas.), Dundas Sections	1303	23,774
Ring Valley	470	3760
Mariposa	94	128
Comet	8614·45	6789
Kapi	17·85	135

	Tons.	Value. £
<i>Mt. Farrell Mines.</i>		
North Mt. Farrell	2598·74	24,517
Mt. Farrell	14·5	239
Mackintosh	3	48

<i>Roselery Mines</i>		
Primrose	5156	17,346

<i>No th Pieman Mines.</i>		
Chester Mine... .. .	9112·05	3595

Zeehan District.—Zeehan-Montana Mine, Limited.—The work carried out at this mine has been confined to No. 2 lode and its branches north of the shaft at Nos. 2, 3, 4, 5, and 6 levels.

No. 2 level has been driven 800 feet north from the shaft, and has just intersected No. 3 slide. Several small shoots of ore have been met with in this drive, and stoping is being carried on with varying results.

No. 3 Level.—After passing through No. 3 slide, a small shoot of ore about 40 feet long was driven through, but for the last 80 feet there is only what appears to be the wall or track of the lode visible. The end of this drive is 987 feet north from the shaft. This level is 130 feet below the bottom level of the old Tasmania Crown Mine workings, and is well under the bottom level driven. The water from the Tasmania Crown Mine is gradually draining through these workings, and it is probable that during the summer this end will be connected with the Tasmania Crown Mine, and thus extend the workings into that part of the property.

No. 4 Level.—This drive is in 1400 feet north from the shaft, and has been driven about 300 feet north of the slide. Small bunches of ore were met with on driving the last 300 feet, but the lode did not pay. Stopes are being carried along over the drive for a length of 400 feet. A portion of these stopes is in the slide itself, and on the whole is producing fair quantities of ore.

No. 5 Level.—The main drive is in 1250 feet north of the shaft. The last 60 feet has been driven on a lode north of No. 4 slide, and is now approaching the lode-matter at present being worked at No. 4 level. The lode at this level is in very hard ground, and so far is very poor.

No. 3 Slide, No. 5 Level.—Recent exploratory work carried out in this slide some distance west from the main track of No. 2 lode has developed a new make of lode-matter which, although not as yet payable, looks encouraging.

It is characteristic of the mine that the principal and most valuable of the ore-bodies have been found in and near the principal slides. Considerable difficulty is sometimes experienced in locating the ore-shoots, owing to the many faults which dislocate the many leaders and veins.

The following summary gives a detail of the work done during the year:—

	Lineal Feet.
Stopes	12,599
Main drives	1919
Crosscuts	192
Rises	415
Wiuzes	63
	15,188

2·876 miles, or 531,580 cubic feet, of excavation.

Output.—13,408 tons of lode-stuff have been raised, which produced 2307·69 tons of galena ore, containing 146,034 units of lead and 194,236 oz. of silver, or 63·3 per cent. lead and 84·2 oz. of silver per ton.

Men Employed.—The average number of men employed during the year was 180.

Zeehan-Western, Limited.—Main Shaft: During the year mining operations at this point have been confined to the 78-foot level, No. 3 branch lode. The company has driven 82 feet north on this lode, and is now stoping over the level. There is a fair reserve of stoping ground remaining above this level. The vein is small, but pays fairly well.

South Boundary Shaft.—This is an incline shaft sunk on what is known as No. 1 lode. This shaft has been sunk a further depth of 107 feet, making the total depth below surface of 180 feet.

There are two levels here, one at 78 feet, the other at 178 feet.

No. 1 Lode, No. 1 Level.—The north drive on this lode has been driven a total distance of 180 feet. Stoping is now being carried on over this level with fair results.

No. 1 Lode, No. 2 Level.—The main drive has been driven along the lode for a length of 180 feet. The lode is at present very poor, but is producing a little ore in the stopes. Two rises have been put up on the lode from No. 2 to No. 1 level, affording excellent ventilation.

No. 1 Level.—A crosscut has been driven east from the shaft a total distance of 195 feet. This crosscut has passed through three small veins of galena ore. The first vein was cut at a point 35 feet from the shaft, the second vein at 90 feet, and the third at 160 feet; these have been numbered 2, 3, and 4 lodes respectively.

No. 2 Lode, No. 1 Level.—The north drive on this lode has been driven a distance of 80 feet. The ore-vein is from 2 to 3 inches wide, mostly clean ore. The end is still being continued.

No. 3 Lode, No. 1 Level.—The north drive on this lode has been driven 90 feet. The vein is fairly continuous, but small.

No. 4 Lode, No. 1 Level.—The south drive on this lode has been driven 60 feet. The vein is rather small, but produces sufficient ore to about pay cost of driving.

No. 2 Level.—A crosscut is being driven east from the shaft at this level to cut No. 2 lode.

Summary of Mining.—The work carried out during the year is as follows:—

	Feet.
Main shaft	107
Winzes	132
Rises	115
Crosscuts	61
Drives	868
Stopes	4165
	5448

or 196,128 cubic feet.

The work has produced 599 tons of galena ore; net value at the mine, £8651 14s. 11d.

The company has employed an average of 30 men, and 10 tributers have also been employed.

South Boundary Shaft (Surface).—A new head-gear has been erected on this shaft during the year, together with winding engine and boiler.

Hoisting is being carried out with two cages running on the incline. Ore-sheds, blacksmith's shop, and general buildings complete the equipment at this shaft.

Zeehan-Queen, Limited.—The work done on this company's mine during the year ending 31st of December, 1911, was confined to the operations of tributers. A good deal of surface trenching and prospecting was done, together with a little tunnelling, but unfortunately without discovering anything of value.

The average number of men employed was six.

The average output was:—Ore, 35½ tons, containing 1996 oz. silver and 21½ tons lead, value £306; flux, 257 tons, containing 1483 oz. silver and 4 tons lead, value £69; total, 292¾ tons, containing 3479 oz. silver and 25½ tons lead, value £375.

The Mt. Zeehan (Tasmania) Silver-Lead Mines.—A considerable amount of driving and sinking was done without obtaining any profitable results.

The ore raised, as given below, was obtained by tribute parties.

	Tons.	Silver. oz.	Lead. tons.	Net Value. £	No. Men.
Ore	301	19,018	123·5	2475	22
Flux	991	7178	8·5	179	—
Pyrites	833	...	...	425	—
Total	2125	26,196	132·0	3079	22

On the company's Dundas Blocks section, at the Five-mile, crosscuts east and west from the main shaft at No. 1 level have been driven a total distance of 535 feet.

The lodes intersected have been numbered 1 to 7. Nos. 3, 4, 6, and 7 lodes are of little value. Nos. 1, 2, and 5 lodes showed payable ore-bodies, which have been profitably worked from No. 1 level upwards, and show very fair prospects for profitable development in depth. A total of 1700 feet has been driven on the several lodes.

One thousand nine hundred and thirty-seven tons 11 cwt. of ore, containing 93,541 oz. silver and 849¾ tons lead, have been mined, realising £16,519 10s.

A pumping plant is being installed in preparation for deepening the main shaft.

Kynance Prospecting Syndicate.—Work has been confined principally to prospecting about the surface. A little stoping has been done in the mine, and about 2 tons of galena were sent to the local smelters. A good deal of seconds has been stacked at the mine. During the early part of the year a branch of good ore was discovered at the 80-foot level, between 3 and 4 feet wide.

Lyell District.—The Tasman and Crown Lyell Company has continued operations on the silver-lead-zinc deposit. A concentrating plant has been erected, and a 10-head stamp-battery is being erected.

Dundas District.—An output of about 80 tons of low-grade ore suitable for fluxing is sent to the Tasmanian Smelting Company's works daily.

During the last few months the Adelaide Mine has been unwatered, and the ore left by the previous company is being mined, and prospecting by means of crosscutting is being carried on.

Operations at the Ring Valley Mine were twice interrupted by outbreaks of fire in the mine, causing a considerable amount of damage and the stoppage of all developmental work from August until the end of the year. However, the mine is now in good order, and work will probably be resumed at an early date.

The shaft has been sunk a further depth of 40 feet, the total depth of same below the adit-level being 137 feet. At 130 feet a station was made, and a drive was extended 90 feet north. A drive was also put in 30 feet south. The total quantity of ore obtained was 273 tons, valued at £2440.

The average number of men employed was 18.

Mt. Read District.—The Hercules Gold and Silver Mining Company employed an average of 93 men.

The following is a report of the work done:—
Ore broken and sold.—

Ore.	Tonnage	Gross Value.	Net Value.	Metal Contents.			
				Gold.	Silver.	Lead.	Zinc.
		£	£	s. d.	oz.	tons.	tons.
Silver Lead Sulphide ..	13,021	44,454	12,422	68 3	19 1	2384	1107
Zinc Blendr...	6239	51,263	16,276	164 4	52 2	925	452
Total	19,260	95,717	24,698	...	...	3309	1559
							6993

Underground.—The main works accomplished were in Nos. 3A, 3, 4, and 5B levels, and consisted of—

Drives	Feet. 723
Crosscuts	373
Rises and winzes	192
Total... ..	1288

Ore Production.—The output has been obtained from the block of ground between Nos. 3 and 4 levels and from Dawson's "B" and "E" ore bodies; the latter has been the chief producer. The stopes being operated upon are now of some magnitude, as the following table will show:—

Level.	Ore-body.	Stope.	Length.	Breadth.	Height	Cubic Measurement
			feet.	feet.	feet.	feet.
3	"E"	Main	77	39	8	24,024
4	"Dawson's"	2nd	59	18	7	7434
4	do	3rd	37	24	7	6216
4	"B"	1st	120	31	7	26,040
4	do	3rd	110	31	7	23,870
4	do	4th	95	23	7	15,295
4	do	5th	70	22	7	10,780
4	do	6th	22	14	7	2156
4	"E"	Main	233	48	7½	83,880
4	do	1st	202	47	7½	71,205
4	do	2nd	200	33	7½	49,500
4	do	3rd	145	34	7½	36,975
4	do	4th	145	29	7½	31,537
4	do	5th	145	22	7½	23,925
4	do	6th	60	24	7½	10,800

Development Work.—This work has not been gone on with as much as was desirable, chiefly owing to the difficulty in obtaining competent miners; however, wherever attempted the results have been fairly satisfactory. In the 3A level the ruby silver ore has been exploited, and proved to be a vein of some length and width; and at 5B level the main "E" ore body was intersected, risen on, and proved to have an increased vertical depth of over 50 feet. This is of importance, as it definitely proves the ore body to live down, and also, of course, adds very considerably to the known ore reserves. In the No. 4 level the "E" ore body has been crosscutted and found to have an extreme maximum width of about 90 feet; in addition, the ore bodies have been further opened up by a series of small crosscuts, longitudinal drives, main rises, and ore-passes.

Surface.—During the year a new manager's house, officers' quarters, and offices have been erected, and all the other mine buildings have been repaired and maintained in order. The haulage tramway has been in constant operation, and the whole plant has been working without one stoppage for repairs. The crushing, sorting, and classifying mill at Williamsford has also been in continuous operation, and has worked very satisfactorily.

General.—For the 12 months it may be said that all the various works have been successfully conducted, and without accident of any kind; and providing the labour supplies keep good it should be in future of no difficulty to comply with contracts and maintain a regular monthly tonnage of 2500 tons of lead ore and 500 tons of zinc ore; or 3000 tons per month.

Mt. Read Mine.—The south drive in the 300-foot level has been extended 36 feet. The total distance from the entrance is 989 feet. The lode was very poor, being composed of iron pyrites, with a few blebs of sulphide ore mixed with it. Work was also discontinued here in March, 1911.

On the 1st of April a crosscut was started on the east side of the drive for a distance of 35 feet, but as nothing of value was met with work was suspended. A crosscut was started on the west side of the south drive for a distance of 63 feet. The country-rock passed through is mineralised schist. This crosscut is still being extended west, in the hope of striking Williams' lode.

Rosebery District.—The Tasmanian Metals Extraction Company is still proceeding with the erection of its extensive works.

The Tasmanian Copper Company is waiting the completion of the above works, and is in a position to supply ore for treatment when called upon to do so.

The Primrose Company sends about 20 tons of sulphide ore daily to the Tasmanian Smelting Company's works at Zeehan.

Mt. Farrell District.—The North Mt. Farrell Company mined and treated over 12,000 tons of crude ore, from which 2598·75 tons of marketable ore were obtained, valued at £24,517. This ore is sent out of the State for treatment.

A little prospecting is being done on the Mt. Farrell and Mackintosh Mines.

The Sterling Valley Company has obtained permission from the Government to lay down a wooden tramline on the road recently constructed. When the work is done machinery will be brought in to properly develop the mine.

North-Western Division.—The usual stoping has been carried out at the Magnet Silver Mine, and some developmental work has been done in the southern part of the mine in No. 6 tunnel, where another make of ore is being opened up. Preparations are now being made to sink 130 feet.

The company has had an average of 195 men employed, and handled 43,517 tons of lode-matter, from which 5844 tons of ore were obtained, the metal contents of which were 1162 tons of lead and 348,224 oz. of silver, of a gross value of £53,601.

Mr. L. K. Ward, Assistant Government Geologist, who visited the Waratah district in December, reports:—

"On the western side of Mt. Bischoff, between the mountain and the Arthur River, lies a group of five mineral sections, upon which active mining operations have now been in progress for two years. This work has been carried out by the Bischoff Balfour Prospecting Association, which was formed in the first place to work a section lying to the north-west of the Silver Cliffs Mine. The latter mine has also been acquired by the association, and there, too, during the past year some prospecting work has been done beyond the sites of the old workings of the former company.

"Upon Section 4613-M, of 80 acres, charted in the name of R. C. Lewis, there are three well-defined lodes. One of these, known as Chaffey's lode, is marked by a strong outcrop of gossan, which follows an east and west course across a ridge traversing the central part of the section in a meridional direction. A tunnel driven on the course of the lode from the eastern slope of the ridge has not been carried sufficiently far to afford definite information as to the nature of the ore body which has given rise to the gossan.

"Another tunnel driven from the western side of the ridge lies to the north of the lode, and a crosscut needs to be driven southwards to prove it at that point. The nature of the lode which has produced the gossan cannot be decided from available data, and the eastern drive on the lode (known as the 'magazine tunnel') should be continued under the crest of the ridge.

"A much more valuable ore body, as far as may be judged from present indications, runs through the central part of the section on a bearing N. 30° E., and has been exposed along its length for 250 feet by a low-level tunnel crosscut and drive.

"The ore body has a complex structure, consisting of a number of connected fractures rather than of a single fissure. The workings show it to be poor where first cut, but to improve materially where followed southwards. A shoot of milling ore was encountered at a distance of 70 feet from the adit crosscut, and has been already proved to be about 100 feet in length. Short crosscuts from the drive on the course of the lode show the width of the shoot to be at one point at least 16 feet, but the limits of width have not been reached. This shoot carries bunches and strong veins of very clean galena, which has a high silver tenor, over an ounce to the unit of lead.

"The face of the drive is in poor lode-matter, but may possibly lie a little to the east of the main portion of the shoot. A short crosscut or, better, a deviation of the main drive, is needed to determine this point.

"This shoot is most promising, and every endeavour should be made to attack it at a lower level by another adit, for the topography of the country is favourable.

"The prospecting of the lode can only properly be carried out in the manner which is now being adopted by the management, viz., driving on the course of the lode and putting out short crosscuts at frequent intervals to prove the width.

"Another lode in the same section, with a north and south strike, has been prospected at the surface and underground. At the surface the gossan carries galena at more than one point, but the underground developments are not encouraging.

"The new work done south of the Silver Cliffs Mine, in Section 5061-M, has proved the continuation of the No. 2 lode of that mine, but the results obtained are not so satisfactory as those obtained on the Section 4613-M, mentioned above.

"There are two places within Section 4733-M at which work should be continued. In the first place no attempt has been made to trace the lode exposed on the cliff-face in a southerly direction. Again, on the northern boundary of the section it is advisable to prospect for the northerly extension of the same lode at a point where some gossan is showing above the creek level.

"A more detailed discussion of the lodes, together with an account of the geology of the district, will shortly be published by the Geological Survey of Tasmania."

Northern and Southern Division.—The Round Hill Mine produced 44 tons of ore, valued at £260; eight men being employed.

The mine is now being worked by a tribute party; about 12 men are employed, and the results obtained since they

commenced sending out ore, during the last quarter of the year, appear to be satisfactory. The concentrating plant is operated by water-power. Want of sufficient water is a drawback during the summer months.

The Devon Mine, after being idle for a long time, resumed operations about the middle of the year; a party of tributors worked for a couple of months, but gave it up. The mine has since then been idle.

COPPER-MINING.

The quantity of blister copper and copper ore produced was 8308 tons, valued at £408,649; being a decrease of 556·27 tons on the previous year.

The Mt. Lyell Mining and Railway Company, Limited.—The ores and metal-bearing fluxes treated by the company were as follows:—

	Dry Weight.			
	tons.	cwt.	qr.	lb.
Mt. Lyell Mine ore... ..	165,334	11	2	18
North Lyell Mine ore	95,556	5	0	25
Purchased ore	255	15	2	9
Metal-bearing flux from North Lyell Mine... ..	415	0	2	20
Total	261,561	13	0	16

Quantity and value of metal produced:—

Blister copper, 6022 tons, containing—

	£	s.	d.
Copper, 5951 tons, valued at ...	342,966	1	11
Silver, fine, 388,848 oz., valued at	42,830	14	3
Gold, fine, 7888 oz., valued at ...	33,536	15	0
Total	419,333	11	2

Renovations at the reduction works, including the railways, have been attended to; also the completion of a second dam of increased capacity; in addition to which attention has been directed towards installing a hydro-electric scheme at Lake Margaret, which, it is understood, will materially reduce generating costs.

The well-equipped main shaft at the Lyell Blocks Copper Mine has been sunk 330 feet below their deepest adit, bringing it to the same depth or zone of the 850-foot level of the North Lyell Mine, which has proved so prolific; while on the southern boundary of this last-mentioned mine a series of deep holes have been bored by the Lyell Consols, without intersecting anything of importance.

At the Lyell Comstock the mine has been resampled for experimental purposes, which, it is stated, may lead to the erection of a separating plant suitable for treating the ore on this property.

The syndicate at Darwin under the supervision of Mr. James Souter continues prospecting, but beyond this no other work in this direction has been done in that locality.

Mt. Balfour Field.—The quantity and value of copper ore produced from this field was as follows:—

Murray's Reward, 2083 tons, value	£21,367.
Central Balfour, 197 tons, value	£1473.
Total, 2280 tons, value	£22,840.

Very little mining is being done on this field. On the Reward Mine the Murray Bros. keep up a good output of high-grade copper ore. A little mining is being done at the Central Balfour and at the Chester sections on the north end of the field, but it is chiefly tin-mining which is keeping the place going, about 70 men being engaged in the industry at present.

East Coast.—The Scamander Copper Mine sunk a shaft 80 feet and crosscut for the lode at 75 feet. The result was apparently not satisfactory, as operations were discontinued before the close of the year.

Heazlewood.—The Jasper Copper Mine has been closed down pending a decision as to the most suitable method of treating the ore won.

TIN-MINING.

The quantity of tin ore raised was 3953·05 tons, valued at £513,500; an average value of £129 18s. per ton.

This shows an increase of 252·04 tons on the previous year.

The statistics for the year are:—

	Ore Won. Tons.	Miners Employed.	
		Europeans.	Chinese.
Northern and Southern Division	43·73	188	—
North-Eastern Division ...	1893·63	2472	285
Eastern Division	414·15	1246	153
North-Western Division ...	1306·63	1874	—
Western Division	294·91	802	—
Total	3953·05	6482	438

Northern and Southern Division.—The Shepherd and Murphy Syndicate, at Middlesex, obtained 43·73 tons of tin ore, employing an average of 44 men.

Lodes Nos. 4, 5, and 6 have been worked on from the bottom on No. 3 adit crosscut, which is 1200 feet in length. A rise was put up at 104 feet east from this level, on No. 4 lode, and connected with a winze coming down from the creek-level adit. The distance between the two levels is 150 feet. Stopping at the east end on Lodes Nos. 4 and 5, above the creek adit, is about finished. Hitherto the ore from this adit had to be sent down to the mill by means of an aerial ropeway; in future, however, all the ore broken above the No. 3 or bottom level will come out to the mill at that level.

Mill.—Further improvements have been made, and the result is a very complete and efficient plant.

The capacity of the magnetic separator department has been doubled by the erection of a second separator.

North-Eastern Division.—The Briseis Tin and General Mining Company, Limited.—The output of tin ore was 547 tons, an average of 111 men being employed.

The overburden has been removed on the northern side of the river and tin drifts worked on the southern side. Thirty thousand pounds were paid in dividends.

The chief work of interest has been the working of ground immediately to the south of the Ringarooma River previously worked to a shallow depth by the Krushka Bros. As the lead runs northward under the river it has been decided to divert the river northward to admit of the

extension of the faces already opened out. This necessitates the diversion of the Moorina main-road for about 60 chains to the southward to cross the worked-out portion of the lead, and the erection of a new bridge over the river, which are now in progress.

The only new plant of interest used was a 24-inch belt conveyor, raising hopperings 50 feet on a 1 in 2½ grade.

A new turbine-driven gravel pump to lift 90 to 100 feet is being erected.

The pump-thrust bearings are of the roller type, and the turbine thrust is that patented by Mr. A. G. M. Michell, of Melbourne, the designer of the turbine.

The turbine will run drowned, the water passing from it with sufficient pressure for the face nozzle; 250 feet head is being used for power, and about the remaining 120 feet for nozzle.

The Arba Tin Mining Company, No Liability.—The following work was carried out at the mine:—

Sluicing out cut for No. 3 inclined haulage, which necessitated taking out 209,273 cubic yards.

Construction of Haulage.—This is now completed, and includes the following works:—

Erection of poppet legs 52 feet high. Excavating and grading incline, laying rails and sleepers (40-lb. rails) on sleepers (6 ft. by 8 inches by 5 inches), and ballasting same.

Construction of settling-bin at tunnel level, with the necessary delivery and overflow races, also top bin on surface and tail-race from same.

Erection of Babcock boiler and winding engine, with shed over same. To complete this haulage another bin will be put in 50 feet below the drainage tunnel, and this work will be carried out during the next three months, in readiness for the coming wet season.

The total quantity of drift and overburden removed from all faces was 242,935 cubic yards, and the total output of black tin for the 12 months was 116 tons 12 cwt., equal to 1'07 lb. per cubic yard of drift and overburden sluiced, the working cost being 6'32d. per cubic yard. Fully 90 per cent. of the ground sluiced was raised 132 feet to the surface by means of pumping and hauling.

The average number of men employed was 44, and in addition 20 men were employed cutting and carting firewood for six months of the year.

The total quantity of water coming into the mine was 47 sluiceheads. Tailings are now being dumped in the worked-out part of the mine south of No. 2 haulage.

The Pioneer Tin Mining Company, Limited.—The company obtained 573 tons of tin ore and paid £43,309 in dividends; an average of 96 men being employed. This company has shown very satisfactory results by increased output, greater efficiency in handling the drift, and reduced costs. The Frome dam has been raised and the storage capacity of the reservoir has been nearly doubled. Conveyors and machinery for distributing the tailings on the dump are being installed.

Garibaldi Tin Mining Company.—This company obtained 15½ tons of tin ore, employing an average of 15 men. The company is working on the Wyniford River flat—a rough place—and has to contend with timber on the surface and boulder wash below.

The Aberroe Tin Mining Company, working at Aberfoyle, obtained a regular, if rather small, output during the year.

Steam gravel pumps are being introduced into the district, and promise to be a success for elevating the tin gravels to a suitable height for sluicing.

Mr. George Watt, late mine manager of the Purdue Tin Mine, commenced by installing a portable engine and pump to work on Amber Creek. The area was small—a rock-bound flat—probably not exceeding 1 acre in extent, but from which about 25 tons of tin were won in a comparatively short time. The plant has been removed, and is now working on the flats and terrace of the old Doon Tin Mine, on the north bank of Ringarooma River, down stream from Gladstone, owned by Messrs. Watt and Shields. A barge is being built to carry the pump and engine. A similar plant is about to be installed by C. Daw and party to work ground on the east bank of the Old Chum Creek, half a mile above its junction with the Mussel Roe River.

The Purdue Mine and plant was purchased during the year by C. A. McDonald, Limited. A patch of tin ground left by the old company has been worked out. It is understood that the pumping-plant will now be removed, probably to the owner's property at South Mt. Cameron.

The smaller mines, as also single claims round about Gladstone, have been doing fairly well during the year.

There was a better supply of water than in previous corresponding periods. A dry time was experienced for about eight weeks from the 1st of October.

The South Mt. Cameron Tin Mining Company has done fairly well, the output being 88½ tons of tin for the year. A very large area of ground has been worked. Operations are now being carried on a good distance back from the river. The fall and get away for the tailings is therefore diminished, and although the pumping-plant always supplies sufficient water for sluicing, there are times when the low state of the river causes an accumulation and block of tailings at the outlet of the tail-races.

The South Cameron Dredging Company has been working the "Dorset" dredge, but is not meeting with much success. There is no doubt a payable run of tin in those extensive flats, but this should be located by boring before the dredge is started. Four tons 13 cwt. of tin ore, and 7 oz. 2 dwt. of gold, were obtained.

Clifton Creek Tin Mine (McDonald, Ltd.).—This mine was started in the early part of the year. The plant comprises a steam-engine and gravel-pump mounted on a barge. The ground being worked is about 12 feet in depth. The wash is elevated to a height of 30 feet into a large sluice. The water-supply is limited. The sludge-water from the sluice is run off into settling dams, from whence it is gravitated back to the working face and used over again. Forty-five tons 7 cwt. of tin ore were obtained, valued at £5790; 26 men being employed.

The New Banca Company, at South Boobyalla, has not done much during the year. Some fairly good tin-drift was discovered in a run beside the worked-out ground of the Wilberforce Creek. A long column of pipes is laid, and this ground will be opened up when the rainy season sets in.

Weld River Tin Mining Company.—The proprietor of this (Mr. James Thomson) has purchased the leases and water rights of the Moorina Tin Mining Company. A column of pipes has been laid directly across the river from the water-race on the south, to the mine on the north side.

The Imperial Tin Mining Syndicate is prospecting a tin lode. Some shaft-sinking and tunnel-driving has been done.

Other Claims.—The Clyde, Waverly, Abbotsford, Federal, and Bell's Hill Companies are working, but call for no particular mention.

Mr. B. V. Smith is opening up a tin lode at Branhholm, near Ruby Flat. A "Pencroft" dry crusher, driven by a small steam-engine, is in use for reducing the stone. The lode is well defined, and about 5 feet in width. Values are said to be over 1 per cent.

The Weld Tin Mining Company.—The Company has taken over the old Moorina Mine, and the two mines are being worked conjointly. Work has been chiefly confined to the old Weld Mine. Twenty-four and a quarter tons of tin ore, valued at £2700, has been won, 17 men being employed. A good deal of work has been done. Machinery and pipe-line have been erected, at a cost of £600.

The Rio Grande Tin Mining Company started during the year. Prospecting results before flotation were reported to be very good. Work up to the end of the year, however, did not disclose anything encouraging. The Fancy Creek Tin Mining Company, employing about 13 men, obtained 14 tons 13 cwt. of tin ore, valued at £1788. The amount expended in wages was £1350. During the early part of the year sluicing operations were greatly retarded on all the faces, owing to the damage done to the water-races by the heavy rains in March, 18 inches of rain falling in one week. The dry weather set in early in September, and owing to the shortage of water work at the Waverly face was stopped. Three, and at times four, faces have been working. Sluicing has been carried on in two lode-formation faces, with an average depth of 50 feet, which have given a fair margin of profit.

The two alluvial faces on the terraces of Elliott's and Wintle's Creeks have also been worked profitably.

Eastern Mining Division.—The Anchor Tin Mine, Limited.—A good deal of time was lost on account of shortage of water due to the generally dry season, for in spite of the March rainfall (24 inches) the year, on the whole, was a dry one. For six months a little more than half the battery was crushing on this account, the number of stamps operating during that time being frequently under 50 per cent., and seldom reaching 70 per cent. When water was plentiful, work was hampered by the scarcity of suitable labour. In March the greater part of the 24 inches recorded fell in two days, causing floods and serious damage. The rain-gauge is kept at the mine, and in the ranges (1000 to 1500 feet higher) there was evidence of much more rain than that recorded at the mine. Though temporary repairs allowed work to be restarted within two days, it was some months before all damaged works were reinstated.

The aerial ropeway, between the Australian Mine and the Anchor battery, started running at the end of February, and has continued running without a hitch ever since. This line is in two sections, of a total length of $1\frac{3}{4}$ miles to a fall of 1200 feet.

There is an intermediate crusher station where the stone is broken to a suitable gauge for the battery.

From the Anchor Mine 91,916 tons of stone were crushed, and from the Australian Mine 26,395 tons, for a return from both of 194 tons 9 cwt. tin oxide. There were from 120 to 150 men employed at the two mines. The tin returns were satisfactory, and improved towards the end of the year.

The prevailing scarcity of labour materially affected the Company's operations. It delayed the construction and seriously increased the cost of the aerial ropeway, and retarded the output when water was plentiful, and also renewals and improvements in the battery and elsewhere.

The stone treated from the Anchor Mine came principally from the eastern side, where upwards of 50 feet of overburden had to be removed. The difficulty of getting water on to this, and the amount of hard rock in it, made its removal a slow and costly business. The ore at the Australian Mine has been taken from the ground at first prospected, but arrangements are being made to connect other deposits with the aerial tramway.

New Roy's Hill Company.—The company completed the erection of its plant and started crushing about the end of July. Three thousand five hundred and fifty-three tons of stone crushed produced 24 tons of tin ore, valued at £2800.

At Gipp's and Story's Creeks a number of men are at work on tin and wolfram, and are reported to be doing fairly well.

The South Esk Tin Mining Company.—The quantity of gravel removed by hydraulic sluicing was about 55,623 cubic yards, from which $14\frac{1}{2}$ tons of tin ore were obtained: six men being employed.

Western Mining Division.—Renison Bell Tin Mining Company.—20,888 tons of ore have been mined and milled, and 129.85 tons of tin produced, which realised £15,122.

A good deal of prospecting and developmental work has been done. The results on the whole have been satisfactory. This is particularly the case on the northern portion of the property, where a payable ore-body has been discovered. At the end of the year this ore-body had been proved to contain high tin contents in a trench 60 feet in length across the ore-body, which averages 2.1 per cent. metallic tin. The tramway to the southern ore-bodies has been completed, and is working very satisfactorily. The large dam has also been completed, and has supplied sufficient water for power and dressing purposes, excepting during a few days in the dry season. The enlargement of the dam is under construction.

The mill and various tramways are all in first-class order, and are working well.

Boulder Tin Mining Company.—About 6500 tons of ore have been treated for a return of 54 tons of tin oxide, assaying up to 70 per cent. tin, valued at £6244. The amount paid in wages was £5683. In addition contracts were let which absorbed £1129 in labour.

The company has vigorously pushed forward with the erection of the new mill and plant. About three miles of tramway have been constructed to work the faces and connect with the Emu Bay Railway line.

The Montana Tin Prospecting Syndicate.—About 7000 cubic yards of detrital matter has been sluiced for a return of $35\frac{1}{4}$ tons of tin ore, valued at £3886, 22 men being employed. The tailings are being stacked for future treatment.

Penzance Company.—The erection of a stamp mill is nearing completion, and will be ready for work by the time the rainy season sets in.

Central Renison Bell Company.—The company holding this property under offer of purchase is steadily prospecting the various lodes with satisfactory results.

X River Mines.—The mines in this district, although only in the prospecting stage, are opening up well, and give every promise of adding considerably to the output of tin in the near future. The district has recently been inspected and reported upon by Mr. L. K. Ward, Assistant Government Geologist.

North Pieman River.—A good deal of prospecting is being done between the Huskisson and Wilson Rivers, with very satisfactory results.

Stanley River.—This district is quiet at present. The deep alluvial deposits appear to be well worthy of systematic treatment.

The Assistant Government Geologist was instructed to report upon the mines in the district, but while on the way he received notice of his appointment as Government Geologist in South Australia, and had to return. His successor will probably be directed to visit the field shortly after his appointment.

Mount Heemskirk.—The Federation Tin Mine is carrying on prospecting operations, and is also working to advantage some of the tin lodes on its property.

North-Western Mining Division.—The Mt. Bischoff Tin Mining Company.—The output of dirt from the mine, both surface and underground, which was delivered to the mills for crushing and concentration totalled 204,722 tons. From the material treated, 1100 tons of concentrates were obtained, of an estimated value of £143,000. The average number of men employed was 407.

Developmental as well as productive work has been systematically carried on, and many things done with a view of improving the economical winning of the ore. During the year additions to the milling plant, in the shape of a new 10-head battery, with the attendant concentrating machines have been erected, the installation of an aerial ropeway, and the erection of a central rock-breaking station. A new dam at the Waratah River has been constructed, and it is anticipated that it will conserve, together with the other dams in existence, a sufficient body of water to enable the company to carry on operations during the driest season. Underground, the work accomplished has been very satisfactory. Developmental and prospecting work on the Queen lode has been carried on, and all necessary work done to keep the faces well in advance of the ordinary operations for winning crushdirt, and as far as possible in such a condition that the ore could be won at the lowest possible cost.

Stoping was carried on between all the levels of the Queen lode, and some very fair-grade ore obtained.

During the year, 579 feet of levels were driven, and 347 feet of rises were accomplished.

A lode was discovered on the northern slope of the mount, and a level was driven along it for a distance of 192 feet, and a very fair ore-body opened up.

The milling and concentrating plant has been running uninterruptedly, and the grade of the concentrates and the ore recoveries has been maintained at the usual high standard.

The electric locomotive on the main line between the mine and the mills, and those hauling underground have been in constant use.

The quantity of material transported over the main line has been greatly diminished since the installation of the aerial ropeway.

The working cost for the year averaged 4s. 2·869d. per ton of crude ore treated.

The company paid £52,500 in dividends. The total quantity of tin ore raised by the company is 70,698 tons, and the total amount paid in dividends is £2,287,500.

Mt. Bischoff Extended Tin Mining Company, No Liability.—No. 2 Level.—Stoping has been continued above this level in payable ground north of Hammond's shaft. A rise has been put through to the surface.

No. 3 Intermediate Level.—Stopes above this level have been worked out, with the exception of pyritic stopes south.

The B Level has been driven south to 110 feet, and is in payable formation.

No. 3 Level.—The hanging-wall drive was continued south and holed to the footwall level at 428 feet; average value is 1 per cent. metallic tin over a width of 3 feet, which is very payable.

No. 5 Intermediate Level.—Stopes above this level show payable ore. A rise from the end of the drive has since been holed to No. 3 H.W. level.

No. 5 Level.—The south drive has been continued to 397 feet, and a rise from the end has been holed to No. 5 intermediate level.

No. 6 Intermediate.—The drives north and south have been extended 67 feet and 65 feet respectively. Stopes above this level have given payable ore.

The winze below this level is down 120 feet in a poor formation at present, with occasional patches of payable tin.

The mill treated 13,767 tons, for a yield of 181 tons 9 cwt. calcined tin oxide. A large amount of trenching has been done on the leases to determine the value of the detrital deposits.

Weir's Bischoff Surprise Company.—Three thousand tons of detrital matter have been treated, for a return of $15\frac{3}{4}$ tons of tin oxide, valued at £1247 16s. 2d.; five men employed.

COAL-MINING.

The total quantity of coal raised amounted to 57,067 tons, valued at £26,214; being a decrease of 25,378 tons on the previous year.

The raisings at the different collieries were:—

Colliery.	Tons Raised.	Men Employed.
Cornwall	24,060	70
Mt. Nicholas	30,058	79
Spreyton	1496	7
Mt. Cygnet... ..	210	2
York Plains	539	2
Ida Bay	60	4
Enterprise	30	3
Illamatha	128	2
Jubilee	20	3
Tasma	96	4
Catamaran	370	4
Total	57,067	180

Cornwall Colliery.—Work has been successfully carried on, and the workings of the No. 1 Mine, where a good deal of the output has been produced, have been advanced a considerable distance into the very settled country on the western sections of the leasehold; while the main heading of No. 3 Mine has been advanced a distance of 876 feet into good country, working a total distance of 1796 feet from the entrance. This mine is worked under the bord and pillar system, and a good face of coal exists. Towards the end of the year a new mine (or No. 4) was opened up on the western side of the No. 1 Mine, but on the same seam, and is now in a distance of 217 feet, the coal from which is proving very satisfactory.

The quantity of coal raised for the year was 24,060 tons, valued at £11,428, and the number of men employed was 70.

Mt. Nicholas Colliery.—The ventilation of the mine has been improved by the reconstruction of the furnace at the up-cast shaft. Other improvements, such as straightening and enlarging air-courses, timbering, &c., have been carried out. The colliery is now in good working order, with a long-wall face of over 500 yards in length, and is capable of an output of 200 tons per day. Unfortunately, however, there is not trade for more than half the quantity, or even less in the summer time.

The Enterprise Colliery has been working intermittently with a few men, and selling coal locally. It is reported that this property has now passed into new hands, and that the mine will soon be working on an extensive scale.

Spreyton Colliery has worked steadily during the year, for an output of 1496 tons of coal; seven men employed.

York Plains Colliery.—The proprietor (Mr. J. C. Griggs) keeps a couple of men getting out coal. The output is not large, but is increasing year by year. This anthracite coal is only used by brewers, malsterers, and for kiln-drying, &c.

Mt. Cygnet Colliery.—Some work was done in the old mine for a short time. It is the intention of the owners to drive a new dip heading to the east of the old one, which is now no longer convenient to work from.

WOLFRAM.

The output of wolfram ore was as follows:—

	Tons.	Value.
Shepherd and Murphy Mine, at Middlesex	22.49	£2473
Avoca Mines	38.15	4249
Lady Barron Mine	9.32	1047
Total	69.96	£7769

BISMUTH.

The Shepherd and Murphy Mine, at Middlesex, obtained from its tin ore 14.37 tons of bismuth, valued at £5748.

The Lady Barron Mine obtained .025 tons, valued at £10.

TASMANITE SHALE.

The Government Geologist (Mr. W. H. Twelvetrees) spent some months during the latter part of the year in making a thorough examination of the country between Railton and Latrobe. His report will shortly be published, and will be very interesting. Immense beds of shale are known to exist, and will probably be worked to advantage in the near future.

The Tasmanian Shale and Oil Company started operations near Latrobe early in the year, but shortly afterwards closed down for want of capital.

The Railton Shale Oil Company's property is situated on the west bank of the Mersey River, near Railton, and comprises 1045 acres held under mining lease. This proposition is now being placed on the market. Previous optionees have expended a considerable sum of money in carrying out boring tests with a view of determining the limits of the shale seam on the property, and their manager (Mr. R. W. Powell, Jun.) reports that he estimates the possible tonnage of tasmanite shale as disclosed by the bores at 1,963,197 tons.

The present vendor has had a dozen men at work on the leases near the point selected for the first mining operations. Surveys have been carried out and about 80,000 bricks for retorts and other buildings have been made from the clay derived from the shale capping, and things are in a forward state for starting mine work as soon as the new company is floated. Some shallow excavations have shown the shale at this spot to be of the usual quality, and the seam to have the same characteristics as prevail throughout the shale area. The market products are intended to embrace fuel oil, petrol, and turps substitute; and it is anticipated that the shale residue after retorting will be disposable as manure, &c. Firewood and mine timber are plentiful on the property. Adit mining will be adopted, and the retorts will be erected within about 2 miles of the Railton Railway-station.

LIMESTONE.

Reporting on his visit to Clothier's limestone quarry, near Claremont, which he inspected on account of a discovery of copper ore there, the Government Geologist (Mr. W. H. Twelvetrees) says:—"The quarry, a couple of miles

west of Claremont station, is being actively worked, and a regular output of lime established. The quality of the product ensures a good demand for it by the city builders. A north and south face has been opened along the base of Mt. Faulkner, and is now being worked at a height of about 25 feet, in stone which is dipping west into the hill-side at a gentle angle. The face is separated into two quarries by a fault which has displaced the beds on either side for a vertical distance of about 40 feet. The beds which were first worked in the lower and northern quarry are now being worked in the upper and southern one. The available face will increase in height as the workings are carried into the hill, when the successive benches will be opened up. The underlay of the strata into the hill is a slight disadvantage, but it is not anticipated that there will be a troublesome accumulation of water. A band about 3 feet thick, consisting of waste stone of a clayey nature, runs horizontally through the entire quarry, and narrower bands of similar material occur along the horizontal joints which separate the different beds or 'tiers,' as they are called. This stuff is rejected in working. Local experience indicates that the stone becomes more argillaceous as it extends into the hill, but the work seems as yet on too limited a scale to enable any safe opinion on this point to be arrived at. None of the lime has been sold yet for manurial purposes, and perhaps the soil in the neighbourhood is already sufficiently calcareous without further additions; but there must be a good deal of land in this part of the country which would benefit by lime dressing. The stone which is being worked makes lime of excellent quality. It is full of fossil shells. The marine remains noticed in the limestone were *Protoretapora ampla*, *Fenestellae* of various species, *Stenopora*, a spinose *Productus*, *Spirifera tasmaniensis*, *Spirifera stokesii*, *Spirifera duodecimeostata*, *Aviculopecten limaeformis*, *Eurydesma cordatum*. Mr. R. M. Johnston (Government Statistician) has assisted in the specific determinations. A little organically precipitated pyrite is noticeable here and there, and in the unworked part of the quarry the infiltration of iron-bearing solutions from the surface, following the course of vertical joints, has resulted in the deposition of limonite. A little mild excitement has been caused by the discovery of some copper ore (bornite) in the lower quarry, and hopes were entertained that a metaliferous vein might be found. After close examination of the site of the discovery I could come to no other conclusion than that the ore found was an included boulder. The matrix in which it occurred is the Lower Marine limestone of the Permo-Carboniferous system. This limestone is known to characteristically contain stones foreign to the immediate locality, assumed to have been transported by ice; and, as a matter of fact, at Clothier's quarry it frequently carries stones of quartz, porphyry, and granite. Stones of copper ore, therefore (a mineral known to occur at the Humboldt Mine, beyond Tyenna) may also very well exist in the rock without, however, giving any value to it as a source of copper."

PYRITES MINING.

Iron pyrites for the manufacture of sulphuric acid and in connection with artificial manures continues to be produced on the West Coast. The Mt. Lyell Company

exploits its deposit of this mineral at the Chester Mine for this purpose, and a steady output is kept up and exported. 9112·05 tons, valued at £3595, were produced.

OSMIRIDIUM.

Although this mineral has for many years been known to exist in the bed of the Savage River on the West Coast, and in the rivulets and creeks heading from the Serpentine country, it was not until early in the year that any effort was made to obtain the mineral, owing probably to there being so little demand for it, the difficulties and hardships encountered in searching for it, the low price offering for it, and to the fact that there was no ready local market for disposing of it. However, a demand has been created, and the mineral is readily disposed of locally; consequently, about 100 men are employed in searching for this mineral, which at present is more valuable than gold.

During the wet season the miners have to confine their operations to the rivulets and streams, as the Savage River is in flood, and can only be worked to advantage in the summer months.

The mines are scattered over a large area, leading from the head of the 19-mile Creek down to the Rio Tinto section, a distance of over 6 miles, of very rough precipitous country.

The principal drawback the miners have to contend with is getting stores on to the ground. There is a splendid road as far as the turn-off, but from there to the river it is very bad indeed.

The quantity obtained was 271·88 oz., valued at £1888, an average of £6·914 per oz. The present price is £7 10s. per oz., and there are two buyers at that figure. This price may be regarded as very satisfactory.

No quotation is given in any of the leading American, English, or Australian mining journals for osmiridium, but pure iridium is quoted at £13 per troy oz. The former contains iridium and osmium in different proportions, as will be seen from the following analyses, made of osmiridium from the Ural Mountains, which district furnishes most of the native alloy. The yearly production amounts there to about 200 oz.

Iridium.	Rhodium.	Platinum.	Ruthenium.	Osmium.	Copper	Iron.
77·20	0·50	1·10	0·20	21·00	...	=100
43·94	1·65	0·14	4·68	48·85	0·11	0·63=100

Owing to its unique qualities iridium finds an extensive use. Most of the metal produced is probably used for hardening steel.

Thus far little use has been found for osmium, except for certain kinds of incandescent lamps.

Osmiridium, as well as iridium, is used to a considerable extent for manufacturing purposes. The native alloy serves, on account of its extreme hardness, infusibility, and indifference to reagents, for watch and compass bearings and the pointing of fountain pens. Of the native osmiridium only 10 per cent., however, is available for pen points, as it occurs in very small grains.

As there is a greater demand for iridium than either osmium or osmiridium (341 lb. of iridium were imported into the United States of America during 1909, and only

4 lb. of osmium for the same period), and considering that iridium is obtained principally from the native alloy after chemical separation, it would appear that £7 per oz. is a very reasonable price for the latter metal (osmiridium).

The price of 1 oz. of osmiridium, on the basis of the first analysis given above, would, for the total metals present, be approximately £12 to £13 per oz. This amount would be reduced on allowance being made for the returning charge. The price ruling for pure osmium in 1909 was about £7 per troy oz.

About three months ago the Hon. the Premier received a letter from one of the miners residing on the field complaining that the local buyers were only giving about £7 per oz. for osmiridium and were selling it in London at about £20 per oz. The Premier immediately cabled to the Agent-General (Sir John McCall), who applied to the Director of the Imperial Institute of the United Kingdom, the Colonies, and India, and the following information was received by him in reply, which will doubtless be of interest to those concerned in the industry:—

“ 17th February, 1912.

“ I have communicated with the principal firm in London who deal in this material, and they have replied as follows:—

“ ‘ We regret to say that it is utterly impossible for such a quotation to be given without extreme risk of being entirely misleading. There is probably no other mineral which varies more in its composition, even in a highly-concentrated state, than osmiridium, and transactions in this mineral are invariably based upon each parcel *per se*. Even a sample affords no reliable basis for negotiation, and inasmuch as physical properties (size of grains, &c.) enter as a factor into the calculation of value, you will readily comprehend how it is that we say that no ‘ market price ’ for osmiridium can be given, for variations of 50 per cent. and more are not uncommon.

“ ‘ If, and when, however, any sample of actual production may come before you, we should be happy to examine same and endeavour to assist you.’

“ I am, however, making further enquiries on the Continent, and will inform you of the results in due course.”

“ 1st March, 1912.

“ In continuation of my letter, No. 658/1912, dated the 17th of February, 1912, on the subject of osmiridium, I beg to inform you that the following replies have been received from the Continental firms of whom enquiry was made:—

“ ‘ 1. The value of osmiridium depends upon the current demand for its constituent metals. The offer of one of the constituent metals on the market in any quantity immediately lowers its price to an unprofitable degree, and as a result refiners are left with stocks for which it is difficult to find purchasers. Further, this ore can only be valued after analysis of each consignment, as the metals of the platinum series which it contains are present in very variable proportions. It cannot find a ready market similar to that for platinum ore, which is purchased according to its richness in platinum (a metal in regular use), in the same way as is done in the case of gold ores.

“ ‘ 2. Osmiridium is of higher value if the shape of the grains is such that they can be used for pen-points. In Europe osmiridium is generally bought in order to extract the metals of the platinum series, but we may mention that the amounts of osmium and iridium present vary very much. As there is hardly any fixed market price for the metals of this group the price of osmiridium also varies greatly; but we may say that the price is between marks 3·50 and marks 5·50 per gram (February, 1912).’

“ You will gather from the above information, and that furnished in my letter of the 17th February, that no definite quotation can be given for osmiridium, as the price depends on many factors, and varies very considerably. Definite valuations could only be given as the result of the examination and analysis of each consignment.”

“ 3rd April, 1912.

“ With reference to your letter, No. 824/1912, dated the 14th March, 1912, on the subject of osmiridium, with enclosure, I beg to point out that the price of £7 per oz. stated to be obtained for the material in Tasmania is very similar to the quotation of 3·50 to 5·50 marks per gram given by a leading continental firm, as stated in my letter of the 1st of March.

“ In view, however, of the statement made by the same firm that osmiridium realises the best prices if it consists of grains suitable in shape for pen-points, enquiries have now been made of the two firms of pen-makers as to the price which they are paying for the material. Both firms have referred the Imperial Institute to the large London dealers quoted in my letter of the 17th of February, but one of them has mentioned that the present price of osmiridium suitable for pen-points is £11 per oz.

“ This price for special material is not a great advance on £7 for the raw osmiridium, from which it has to be selected. It hardly seems worth while, therefore, to make further enquiries, unless Mr. Allen can furnish the names of any firms selling osmiridium at £20 per oz., ‘ or arc buying it at that price.’ ”

POTTERY CLAY.

In my last report I mentioned that I had forwarded a collection of clays from different parts of the State to the Agent-General in London, in the hope that attention might be directed to our clay deposits, if the results obtained proved satisfactory. The following is an extract from his reply, dated October 6, 1911:—

“ I have the honour to inform you that I have obtained from the Director of the Imperial Institute a report on the four specimens which were furnished by Mr. W. H. Wise, of ‘ Glenmont,’ Kingston. This report contains much valuable information as to the quality of the clays and the uses to which they could be put; but it will be seen that although they could probably be utilised locally, they are not considered valuable enough to be exported to Europe. In connection with this matter I desire to state that I have not yet been able to obtain from Mr. T. Lees Field a report on the china clays which were sent from Tasmania for his information, but I hope I shall be successful in doing so very shortly.”

Extract from the letter received from the Director of the Imperial Institute, London, dated 16th September, 1911:—

“ I beg to give the following information regarding the four samples of clay from the Kingston district of Tasmania which you forwarded to the Imperial Institute with letter, No. 703/1911, dated the 16th February last.

“ No. 1.—This sample weighed about 3¼ lbs., and consisted of a greyish-white, homogenous china clay. A little sandy material was present, but it was in a very finely-divided condition. When mixed with water the clay was plastic, and worked well; and when fired at about 1100° C. it yielded a strong pottery of a good white colour. This material would be quite suitable for the manufacture of pottery, and, in admixture with other materials, for making porcelain.

“ No. 2.—This sample weighed about 1 lb., and consisted of a compact ochreous yellow clay, with a few streaks of white material. It was plastic when mixed with water and worked well. When fired at about 1100° C. it produced a strong pottery of a light brick-red colour. It would be suitable for the manufacture of common coloured pottery.

“ No. 3.—Weight about 3 lbs. A fine, white sand, admixed with a little clayey matter. On washing with water, 80 per cent. of siliceous residue was obtained. On account of its lack of plasticity the crude material could not be worked on the wheel. Tiles were made from it and fired at about 1100° C., but they were very friable. On heating to a temperature approaching 1500° C. they became a little stronger, without softening.

“ This material could probably be used in the crude state for the production of refractory bricks, or for admixture with other materials for porcelain manufacture.

“ No. 4.—Weight about 3¼ lbs. An ochreous yellow sandy clay in a powdered condition, and containing some particles of black organic matter, which were removed before technical trials were carried out.

“ A washing test gave 25 per cent. of micaceous and siliceous residue. The clay, freed from the organic matter, but not from the siliceous matter, was fairly plastic when mixed with water, but did not work well on the wheel, and the finished article had a rough appearance.

“ A vessel made from this clay and fired at about 1100° C. gave a fairly strong pottery of light terracotta colour. Tiles made from the same material and fired at the same temperature were strong, but rather porous. When heated to a temperature of about 1410 to 1450° C. the material began to soften, but did not become much more fusible on raising the temperature to about 1500° C. The resulting material was brownish-grey in colour.

“ This clay could probably be utilised for the manufacture of common stoneware or bricks.

“ The results of the examination show that these four clays could probably be utilised locally in the various ways already indicated, but they are not valuable enough to be worth exporting to Europe. A firm of commercial experts who were consulted on this point stated that even No. 1, which is the best of the four materials, appeared to be only of similar value to certain English clays sold at about 10s. per ton f.o.b. English ports.”

PRECIOUS STONES.

Several enquiries have recently been made as to where diamonds are being obtained in the State, owing probably to the appearance of a paragraph in one of the newspapers drawing attention to the manufacture by a local firm of jewellery set with “ Tasmanian diamonds.” These diamonds, so called, are topazes, and when nicely cut and set look well, and make very handsome brooches, pendants, &c. I have recently had a number of topazes, rock crystals, and sapphires cut by Mr. E. H. Becker, of 41 Post-office Chambers, 114A Pitt-street, Sydney, New South Wales, who is also a purchaser of precious stones.

Mr. Charles A. Flynn, Agent for Foreign and Domestic Minerals and Gems, Los Angeles, California, is also a purchaser of gem stones, and is making a special business of placing Australian gems of merit on the market in California.

Sapphires of small size are very common in the tin-drifts of the Ringarooma and Portland districts, but are rarely worth saving; some very large and fine stones have, however, been obtained. with them are associated garnets, spinels, zircons, topazes, and occasionally beryls and chrysobels. Very large but impure beryl crystals have been found at Ben Lomond. Topazes are very common in the tin-drifts, some very large ones having been found. They are often cut and called locally “ Flinders Island diamonds,” this island being one of the best places for collecting them. Rock crystals, amethysts, and other varieties of crystallised quartz are not uncommon, some of the large smoky crystals of the Mt. Cameron district being much prized by the Chinese, who collect them and send them to their own country for sale. Some very large and flawless crystals have been valued at pretty high figures. Wood-opal is common in the tertiary drifts of the South Esk Basin, but no precious opals are yet known to have been found, though some of the recent basalts show a common variety.

The following Return shows the Quantity and Value of Mineral Products for the State of Tasmania during the Year ending 31st December, 1911.

Mineral.	Quantity.	Value.
		£
Gold*	31,100·873	132,108
Silver-lead Ore	61,501·195	253,361
Blister Copper †	6022	385,797
Copper and Copper Ore... ..	2286	22,852
Tin Ore	3953·05	513,500
Coal	57,667	26,214
Shale	500	250
Wolfram	69·96	7769
Bismuth	14·395	5758
Osmiridium.....	271·83	1888
Total.....	...	£1,349,497

* Fine gold, including gold contained in blister copper and silver-lead bullion.
† Value of gold deducted.

GEOLOGICAL SURVEY BRANCH.

The Government Geologist (Mr. W. H. Twelvetees) and the Assistant Government Geologist (Mr. L. K. Ward) have been fully engaged during the year. The report of the Government Geologist is appended.

Mr. Ward left the Department on the 31st of December to take up the appointment of Government Geologist in South Australia.

During his term of office Mr. Ward proved by his work to be a capable and painstaking officer, and gained the confidence and respect of the Department and the mining public.

The services of the Geologists are in great demand, and it is impossible to comply with the many demands made for their services, and the time has arrived when this branch of the Department should be increased by the appointment of at least another assistant geologist.

INSPECTORS OF MINES.

The three inspectors have satisfactorily discharged their duties in the districts allotted to them. Their reports are appended.

MINING MANAGERS' EXAMINATION.

Three candidates presented themselves for examination during the year and succeeded in obtaining second-class certificates. Copies of the papers set at the examination are appended.

DIAMOND-DRILLS.

The drills were not employed during the year.

DEPARTMENTAL STAFF.

The following changes in the staff of the Department have been made during the year:—

Miss A. L. Dickinson, Registrar of Mines, Gladstone, resigned 23rd January, 1911.

A. G. Smith appointed Registrar of Mines, Launceston, *vice* L. R. Sams, from 1st May, 1911.

P. A. Driscoll appointed Clerk, Launceston office, *vice* A. G. Smith, promoted, from 1st July, 1911.

A. B. Haden, Engrossing Clerk, Hobart, retired, from 31st December, 1911.

L. K. Ward, Assistant Government Geologist, resigned 31st December, 1911.

F. S. Grove, on loan to Mt. Cameron Water-race Board.

REVENUE.

The revenue for the year amounted to £20,556 15s. 10d., being a decrease of £1664 2s. 2d. on the previous year. This amount does not include a sum of £2755 19s. 10d deposited as survey fees on applications for leases.

CONCLUSION.

In conclusion, I desire to thank the officers of the Department, and also the officers of the Mines Drafting Branch of the Surveyor-General's Department, for the loyal and efficient manner in which they have performed the duties allotted to them.

I have, &c.,

W. H. WALLACE, Secretary for Mines

The Hon. the Minister for Mines.

DIAMOND-DRILLS.

Statement of Work done to 31st December, 1911.

Year.	Locality.	Direction of Bore.	No. of Bores.	Total Distance Bored.	Average cost per foot, inclusive of Labour and Fuel.
No. 1 DRILL.					
				feet.	£ s. d.
1882-3	Back Creek—For Gold	Vertical	7	1330	0 10 9
1883	Lefroy—For Gold	Ditto	4	1011	0 5 3
1884	Tarleton—For Coal	Ditto	1	401	0 5 6
1886	Longford—For Coal	Ditto	2	1585	0 4 0½
1886-7	Harefield Estate—For Coal	Ditto	1	725	0 6 5
1887	Cardiff Claim, Mount Malcolm—For Coal	Ditto	1	562	0 17 11½
1888	Killymoon Estate—For Coal	Ditto	1	504	0 4 7¾
1883-9	Seymour—For Coal	Ditto	5	2266	0 7 8½
1889 } 1890 }	Beaconsfield (Phoenix G.M. Co.)—For Gold	Ditto	1	781	2 0 2
1890	Beaconsfield (East Tasmania G.M. Co.)—For Gold	Ditto	1	978	0 14 9½
1891	Spring Bay—For Coal	Ditto	4	937	0 6 10
1891	Ravensdale—For Coal	Ditto	1	114	0 11 1½
1891-2	Back River, Prosser's Plains—For Coal	Ditto	2	854	0 6 1¾
1892-3	Lefroy (Deep Lead Syndicate)—For Gold	Ditto	4	979	0 15 9
1893	Lefroy (East Pinafore Co.)—For Gold	Ditto	1	317	0 10 3
1895-6	Sandfly—For Coal	Ditto	4	2130	0 11 5
1898 } 1900 }	Blue Tier (Anchor Co.)—For Tin	Ditto	9	876½	0 9 1¾
1901-2	Llandaff—For Coal	Ditto	3	1944	0 7 4
1902	Recherche (Catamaran Co.)—For Coal	Ditto	2	956	0 9 3
1903	Ditto (Moss Glen Co.)—For Coal	Ditto	2	667	0 7 6
1908	Sorell Creek, New Norfolk—For Coal	Ditto	1	218	Not obtainable
TOTAL			57	20,135½	
No. 2 DRILL.					
1882	Beaconsfield—For Gold	Horizontal, underground	1	68	No record
1883	Mangana—For Gold	Ditto	1	546	0 15 1
1884	Guy Fawkes Gully, near Hobart—For Coal	Vertical	1	612	0 5 6
1885	Malahide Estate, near Fingal—For Gold	Ditto	5	1397	0 5 6
1886	Carr Villa, near Launceston—For Coal	Ditto	1	571	0 5 4
1886-7	Waratah (Mount Bischoff Alluvial T.M. Co.)—For Tin	Ditto	7	1548	0 6 1½
1887	Waratah (Mount Bischoff T.M. Co.)—For Tin	Ditto	7	841	0 11 8
1887	Ditto	Horizontal, underground	1	53	0 7 8
1888	Old Beach—For Coal	Vertical	1	593	Abt. 0 10 9
1888	Campania—For Coal	Ditto	1	600	0 7 7½
1888	Richmond—For Coal	Ditto	1	500	0 5 1¾
1889	Back Creek—For Gold	Ditto	4	787	0 8 5½
1891	Macquarie Plains—For Coal	Ditto	2	989	0 4 5½
1891	Jerusalem—For Coal	Ditto	1	344	0 4 9½
1892	Langlosh Park—For Coal	Ditto	4	1249	0 5 3¼
1893	Southport—For Coal	Ditto	1	612	0 5 3
1894	Zeehan (Tasmania Crown S.M. Co.)—For Silver ...	Horizontal, underground	2	319	1 0 2½
1902	Eden—For Coal	Vertical	2	566	1 0 7½
1902-3	Farm Cove—For Coal	Ditto	1	571	0 5 6
TOTAL			44	12,766	

Aggregate number of bores

101

Total distance bored ..

32,901½ feet

W. H. WALLACE, Secretary for Mines.

Diagram showing Total Quantity & Value of Tin exported from Tasmania during the years 1880-1904 and Tin ore produced during the years 1905-1911

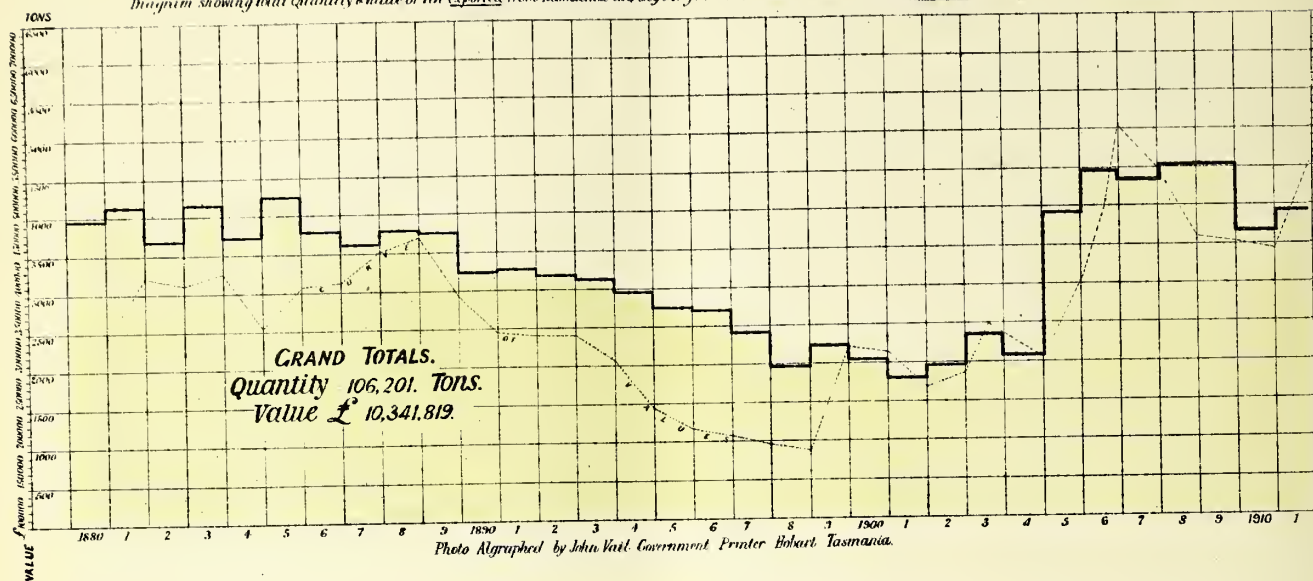
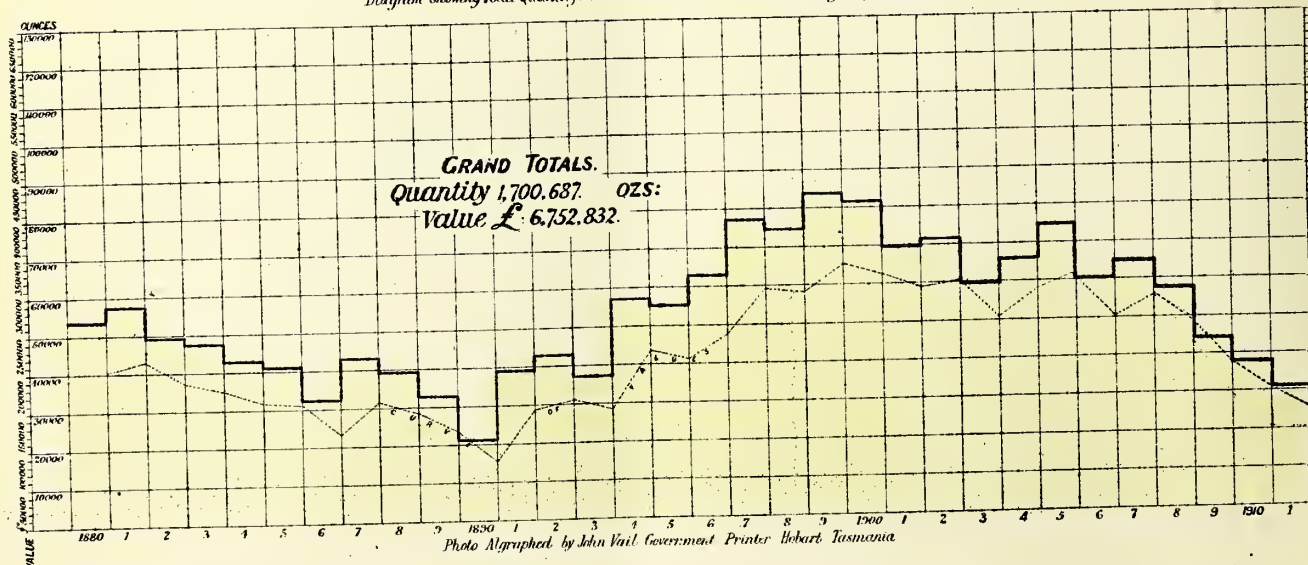


Diagram showing Total Quantity & Value of Gold won in Tasmania during the years 1880-1911



No. 1.

RETURN showing the Quantity and Value of Gold won during the Years 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	ozs.	£
1880.....	52,595	201,297
1881.....	56,693	216,901
1882.....	49,122·3	187,337
1883.....	46,577·5	176,442
1884.....	42,339·95	160,404
1885.....	41,240·95	155,309
1886.....	31,014·5	117,250
1887.....	42,609·15	158,533
1888.....	39,610·95	147,154
1889.....	32,332·65	119,703
1890.....	20,510	75,888
1891.....	38,789	145,459
1892.....	42,378	158,917
1893.....	37,687	141,326
1894.....	57,873	217,024
1895.....	54,964	206,115
1896.....	62,591	237,574
1897.....	77,131	296,660
1898.....	74,233	291,496
1899.....	83,992	327,545
1900.....	81,175	316,220
1901.....	*69,491	295,176
1902.....	*70,996	301,573
1903.....	*59,891	254,403
1904.....	*65,921	280,015
1905.....	*73,540·5	312,380
1906.....	*60,023·4	254,963
1907.....	*65,354·25	277,607
1908.....	*57,085·1	242,482
1909.....	*44,777·366	190,201
1910.....	*37,048·053	157,370
1911.....	*31,100·873	132,108
	1,700,687·492	6,752,832

* Fine Gold.

No. 2.

RETURN showing the Quantity and Value of Coal raised during the Years 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1880.....	12,219	10,998
1881.....	11,163	10,047
1882.....	8803	7923
1883.....	8872	79·5
1884.....	7194	6475
1885.....	6654	5989
1886.....	10,391	9352
1887.....	27,633	24,870
1888.....	41,577	37,420
1889.....	36,700	33,30
1890.....	50,519	45,467
1891.....	43,256	38,930
1892.....	35,008	32,407
1893.....	34,693	27,754
1894.....	30,499	24,399
1895.....	32,698	26,159
1896.....	41,904	33,523
1897.....	42,196	33,757
1898.....	47,678	38,256
1899.....	42,609	38,349
1900.....	50,633	44,227
1901.....	45,438	38,451
1902.....	48,863·5	41,533
1903.....	49,069	41,709
1904.....	61,109	51,942
1905.....	51,993	44,194
1906.....	52,895·75	44,962
1907.....	58,891	50,057
1908.....	61,067·75	51,907
1909.....	66,161·75	56,237
1910.....	82,445	48,609*
1911.....	57,067	26,214*
	1,258,899·75	1,033,132

* Value at pit's mouth.

No. 3.

RETURN showing the Quantity and Value of Tin exported from Tasmania during the Years 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, and 1904, compiled from Customs Returns only, and Tin Ore produced during the Years 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1880.....	3954	341,736
1881.....	4124	375,775
1882.....	9670	361,046
1883.....	4122	376,446
1884.....	3707	301,423
1885.....	4242	357,587
1886.....	3776	363,364
1887.....	3607·5	409,853
1888.....	3775·25	426,321
1889.....	3764	344,941
1890.....	3209·25	296,368
1891.....	3235	291,715
1892.....	3174	290,033
1893.....	3128·5	260,219
1894.....	2934	198,298
1895.....	2726·75	167,461
1896.....	2700	159,036
1897.....	2423·5	149,994
1898.....	1972	142,046
1899.....	2239·25	278,323
1900.....	2029	269,833
1901.....	1789·5	212,542
1902.....	1958·25	237,828
1903.....	2376·15	300,098
1904.....	2171·5	255,228
1905*	3891·5	362,670
1906*	4472·75	557,266
1907*	4342·75	501,681
1908*	4520·8	421,580
1909*	4511·2	418,165
1910*	3701·01	399,393
1911*	3953·05	513,500
	106,201·46	10,341,819

* Tin Ore produced : Customs having ceased to issue Returns.

No. 4.

RETURN showing the Quantity and Value of Silver-Lead Ore produced during the Years 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1888.....	417	5838
1889.....	415	7044
1890.....	2053	26,487
1891.....	4810	52,284
1892.....	9326	45,502
1893.....	14,302	198,610
1894.....	21,064	293,043
1895.....	17,980	175,957
1896.....	21,167	229,660
1897.....	18,364	200,167
1898.....	15,320	188,892
1899.....	31,519·5	250,331
1900.....	26,564	279,372
1901.....	28,774	207,228
1902.....	46,480	218,864
1903.....	42,422	192,492
1904.....	51,138	203,702
1905.....	75,270·5	216,882
1906.....	87,117·7	462,443
1907.....	89,762·5	572,560
1908.....	63,116·9	322,007
1909.....	80,378·35	298,880
1910.....	51,226·91	247,576
1911.....	61,501·195	253,361
	860,489·605	5,179,188

No. 5.

RETURN showing the Quantity and Value of Blister Copper produced during the Years 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1896	41·5	1245
1897	4700	322,500
1898	4955·5	400,668
1899	8598	735,305
1900	9449	907,288
1901	9981	879,625
1902	7745	*462,151
1903	6684	*478,023
1904	8371	*582,540
1905	8610	*704,287
1906	8708	*862,444
1907	8247	*832,691
1908	8833	*603,063
1909	8638	*586,419
1910	8193	*553,822
1911	6022	*385,797
	117,776	9,297,868

* Value of Gold contained deducted.

No. 6.

RETURN showing Quantity and Value of Copper Matte exported during the Years 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1902	2500	50,112
1903	3727	83,624
1904	—	—
1905	—	—
1906	—	—
1907	—	—
1908	—	—
1909	—	—
1910	—	—
1911	—	—
	6227	133,736

No. 7.

RETURN showing the Quantity and Value of Copper Ore produced during the Years 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1896	34	1020
1897	75	2250
1898	394	8128
1899	1695	26,833
1900	4221·5	63,589
1901	11,221	130,412
1902	5994	65,270
1903	102	790
1904	104	1640
1905	1150·75	52,939
1906	2234·5	72,480
1907	788·25	36,975
1908	1185	6588
1909	1587·8	21,619
1910	671·27	13,150
1911	2286	22,852
	33,744·07	526,535

No. 8.

RETURN showing the Quantity and Value of Iron Ore produced during the Years 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1897	894	812
1898	1598	1598
1899	3577	3474
1900	5375	5995
1901	612	417
1902	2386	1075
1903	5980	2905
1904	6840	2975
1905	6300	2600
1906	2600	1100
1907	3000	1150
1908	3600	1600
1909	—	—
1910	—	—
1911	—	—
	42,762	25,701

No. 9.

RETURN showing the Quantity and Value of Asbestos produced during the Years 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1899	200	363
1900	128	113
1901	46·5	45
1902	—	—
1903	—	—
1904	—	—
1905	—	—
1906	—	—
1907	—	—
1908	—	—
1909	—	—
1910	—	—
1911	—	—
	374·5	521

No. 10.

RETURN showing the Quantity and Value of Wolfram produced during the Years 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1899	3·5	99
1900	53·75	2058
1901	—	—
1902	—	—
1903	—	—
1904	15·5	1147
1905	32·25	2371
1906	19·75	1465
1907	40·75	4411
1908	4·5	338
1909	28·35	2494
1910	67·35	7280
1911	69·96	7769
	335·66	29,432

No. 11.

RETURN showing the Quantity and Value of Bismuth produced during the Years 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Quantity.	Value.
	Tons.	£
1904	·3	15
1905	3·5	800
1906	·3	24
1907	·175	27
1908	3·75	462
1909	2·9	980
1910	10·70	4249
1911	14·395	5758
	36·020	12,315

No. 12.

RETURN showing the Quantity and Value of Osmiridium produced during the Years 1910 and 1911.

Year.	Quantity.	Value.
	Ozs.	£
1910	120	530
1911	271·88	1188
	391·88	2418

No. 13.

RETURN showing the Quantity and Value of Shale produced during the Years 1910 and 1911.

Year.	Quantity.	Value.
	Tons.	£
1910	364	214
1911	500	250
	864	464

No. 14.

RETURN showing the Quantity of Silver-Lead and Copper Ore smelted for period 25th June to 31st December, 1896, and 1st January, 1897, to 31st December, 1911.

Year.	Ore Smelted.	Products.			Yield.			
		Silver-Lead Bull'n.	Blister Copper.	Matte.	Copper.	Silver.	Gold.	Lead.
	Tons.	Tons.	Tons.	Tons.	Tons.	Ozs.	Ozs.	Tons.
1896	26,028 $\frac{13}{20}$	—	—	2417 $\frac{6}{20}$	1235 $\frac{1}{20}$	75,951	4707	—
1897	90,773 $\frac{1}{2}$	—	3476 $\frac{12}{20}$	257 $\frac{1}{20}$	3583 $\frac{14}{20}$	334,349	16,485	—
1898	170,933	—	4992	—	4783	606,123	24,418	—
1899	275,239	2295	8463	89 $\frac{8}{20}$	8362	1,089,657	27,617	—
1900	363,113	4817	9449	—	9341	1,215,036	26,255	—
1901	355,528	1839	9982	50	9880	800,317	21,717	—
1902	411,736	6825	7727	2882	8841	1,674,816	24,719	6654
1903	399,032	7560	6683	3413	8094	1,855,158	25,238	7529
1904	433,366	—	8371	—	8265	1,896,134	26,809	7754
1905	466,578	9422	8611	—	8596	2,075,431	26,469	9086
1906	479,775	9380	8768	—	8265	2,150,405	24,986	9300
1907	472,658	10,590	8248	—	8145	2,147,120	24,531	10,060
1908	440,145	7181	8834	—	8723	1,654,350	22,008	6850
1909	429,549	6960	8640	—	8534	1,534,780	18,812	6696
1910	386,679	—	8192	—	8093	656,793	11,851	—

No. 15.

RETURN showing the Average Number of Persons engaged in Mining during the Years 1880 to 1911 inclusive.

Year.	Number.	Year.	Number.
1880.....	1653	1896.....	4350
1881.....	3156	1897.....	4510
1882.....	4098	1898.....	6052
1883.....	3818	1899.....	6622
1884.....	2972	1900.....	7023
1885.....	2783	1901.....	6923
1886.....	2681	1902.....	5934
1887.....	3361	1903.....	6017
1888.....	2989	1904.....	6194
1889.....	3141	1905.....	6581
1890.....	2868	1906.....	7005
1891.....	3219	1907.....	7516
1892.....	3295	1908.....	6466
1893.....	3403	1909.....	6054
1894.....	3433	1910.....	5770
1895.....	4062	1911.....	5247

No. 16.

RETURN showing the total Number and Area of Leases issued during the Year ending 31st December, 1911.

Mineral.	No. of Applications.	No. of Sluiceways.	Area.
			Acres.
Barite	1	...	10
Coal	8	...	2107
Copper	29	...	1041
Gold	60	...	737
Guano	1	...	2
Iron	2	...	76
Limestone	3	...	314
Machinery Sites	7	...	29
Minerals	99	...	6735
Ochre	1	...	80
Pyritic Ore	1	...	20
Shale	39	...	7489
Silver	18	...	761
Tin	189	...	5940
Wolfram	9	...	372
Dredging Claims	23	...	369
Water-rights	70	289	332
Mining Easements	9	...	40
	569	289	26,454

No. 17.

RETURN showing the total Area of Land and Number of Sluiceways or Water applied for during the Year ending 31st December, 1911.

Mineral.	No. of Applications.	No. of Sluiceways.	Area.
			Acres.
Asbestos	9	...	567
Bismuth	1	...	78
Coal	19	...	5433
Copper	18	...	991
Clay	1	...	10
Gold	67	...	765
Machinery Sites	5	...	32
Mineral	109	...	6410
Pyritic Ore	2	...	40
Shale	3	...	860
Silver	18	...	1170
Tin	309	...	8200
Wolfram	4	...	95
Dredging Claims	22	...	489
Water-rights	133	480	674
Mining Easements	13	...	40
TOTAL	733	480	25,854

No. 18.

RETURN showing the Number and Area of Leases held under "The Mining Act," in force on 31st December, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Nature of Lease.	In force on 31st December, 1904.		In force on 31st December, 1905.		In force on 31st December, 1906.		In force on 31st Dec., 1907.		In force on 31st Dec., 1908.		In force on 31st Dec., 1909.		In force on 31st Dec., 1910.		In force on 31st Dec., 1911.	
	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.	No.	Area.
		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.
For Minerals, Silver, Tin, &c.	868	33,824	944	34,325	1307	43,036	1844	65,047	1269	44,099	1143	41,637	1141	44,001	1025	41,311
For Coal, Slate, Shale, &c.	47	7546	45	7185	35	6025	45	7962	45	8745	51	10,590	50	10,608	58	13,049
For Gold	222	2268	195	2087	167	1836	222	2671	111	1344	87	1265	76	1159	73	1220
Dredging	29	469	51	1196	91	2027	79	1494	64	916	47	712	35	441	42	647
Claims																
Mining	39	234	45	282	47	298	75	436	88	453	92	464	84	484	99	606
Easements																
Machinery Sites	—	—	—	—	—	—	—	—	33	133	32	129	33	121	37	145
Water-rights	346	1495	251	1477	391	1606	490	1978	511	1003 & 2000	550	1022 & 2210	511	1094 & 1751	502	1060 & 1845
Mineral and Gold		sluice-heads		sluice-heads		sluice-heads		sluice-heads		sluice-heads		sluice-heads		sluice-heads		sluice-heads

No. 19.

RETURN showing the Total Number of Leases in force on 31st December, 1911.

Mineral.	Number.	Sluiceheads.	Area.
			Acres.
Antimony	3	...	240
Barite	2	...	160
Coal	29	...	7416
Copper	96	...	4575
Gold	73	...	1220
Guano.....	1	...	2
Iron.....	17	...	793
Limestone.....	7	...	627
Lithographic Stone.....	1	...	97
Minerals	137	...	12,589
Manganese	1	...	63
Nickel.....	1	...	20
Ochre	1	...	80
Phosphate Rock	4	...	15
Pyritic Ore	1	...	20
Silver	74	...	4443
Slate.....	1	...	240
Shale.....	28	...	5393
Scheelite.....	1	...	80
Tin.....	665	...	16,974
Wolfram	12	...	496
Zinc-Lead	1	...	40
Machinery Sites	37	...	145
Mining Easements	99	...	606
Dredging Claims	42	...	647
Water Rights	502	1845	1060
	1836	1845	58,038

No. 20.

RETURN showing the Average Number of Miners employed during the Year ending 31st December, 1911.

	Europeans.	Chinese.
Northern and Southern Division	599	...
North-Eastern Division.....	622	71
Eastern Division.....	531	38
North-Western Division	777	...
Western Division	2609	...
	5138	109

No. 21.

RETURN showing the Amounts paid in Dividends by Mining Companies during the Year ending 31st December, 1911.

Mines.	Dividends.		
	£	s.	d.
Copper	53,344	0	0
Gold .....	...	...	...
Tin	135,662	0	0
Silver	10,870	0	0
Coal.....	2718	0	0
TOTAL	£202,594	0	0



Diagram showing Total Quantity & Value of Coal raised in Tasmania during the years 1880-1911

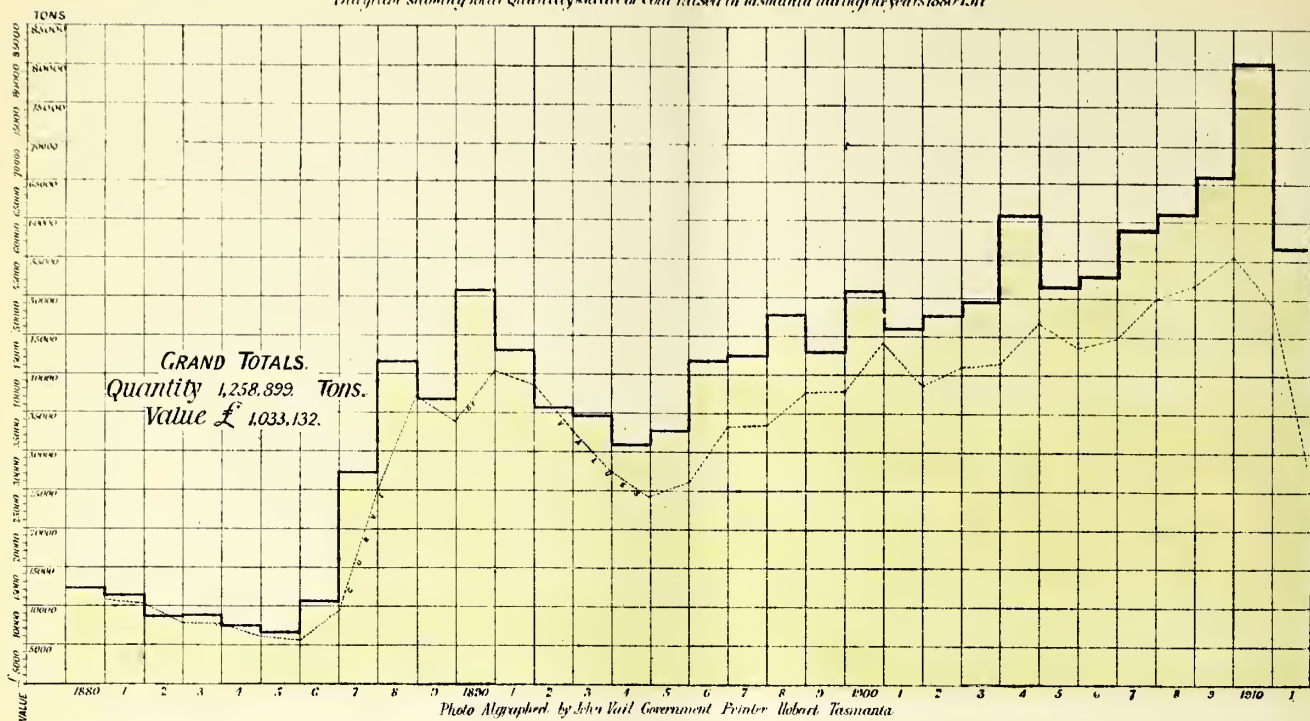
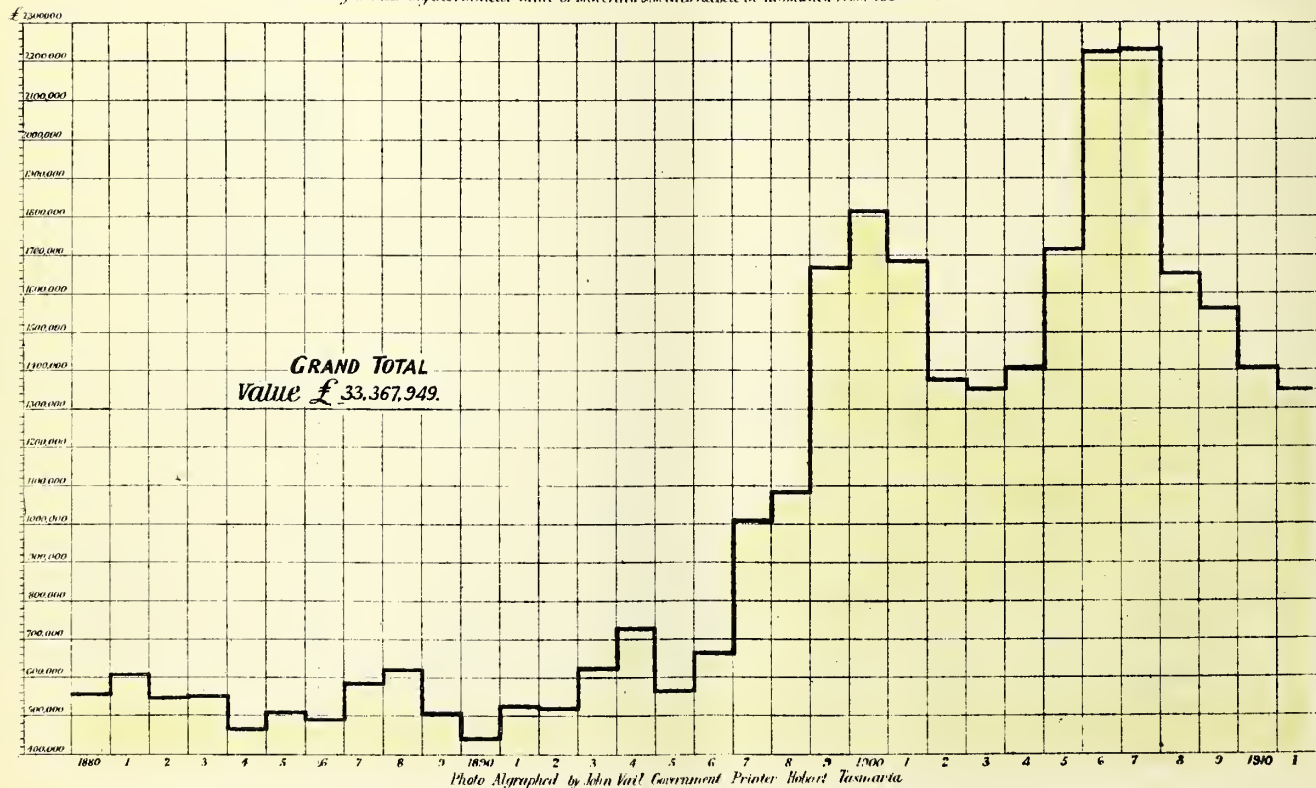


Diagram showing the Annual Value of Minerals & Metals raised in Tasmania from 1880-1911



No. 22.

RETURN showing the total Amount of Rents, Fees &c., received by the Mines Department during the Year ending 31st December, 1911.

Head of Revenue.	Amount.
	£ s. d.
Rent of Auriferous and Mineral Land.....	18,993 8 3
Fees, ditto ditto	1563 7 7
Survey Fees	2755 19 10
TOTAL	£23,312 15 8

No. 23.

RETURN showing the Mining Companies registered during the Year ending 31st December, 1911.

Number of Companies.	Capital.
12	£28,500

In addition to the above, 12 Agents for Foreign Companies, and 7 Syndicates, under 60 Vict. No. 51, were registered.

No. 24.

RETURN showing Quantity and Value of Minerals and Metals raised in Tasmania from 1880 to 1911 inclusive.

Mineral or Metal.	Quantity.	Value.
		£
Gold	1,700,687·492 ozs.	6,752,832
Silver-lead ore	860,489·605 tons.	5,179,188
Blister Copper.....	117,776 "	9,297,868
Copper Matte	6227 "	133,736
Copper and Copper Ore.....	33,744·07 "	526,535
Tin	106,201·46 "	10,341,819
Iron Ore	42,762 "	25,701
Coal	1,258,899·750 "	1,033,132
Wolfram	335·66 "	29,432
Bismuth	36·02 "	12,315
Asbestos	374·50 "	521
Shale	864 "	464
Osmiridium ...	391·88 ozs.	2418
Unenumerated prior to 1894...	...	31,988
Total .....	...	£33,367,949

No. 25.

COMPARATIVE Statement of Revenue from Mines, being Rents, Fees, &c. (exclusive of Survey Fees), paid to the Treasury for the Years ending 30th June, from 1881 to 1903, and for Six months ending 31st December, 1903, and for the Years ending 31st December, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

Year.	Amount.	Year.	Amount.
	£ s. d.		£ s. d.
1881.....	20,936 5 5	1897.....	25,631 0 3
1882.....	23,077 1 9	1898.....	33,661 13 9
1883.....	15,439 14 5	1899.....	24,696 10 5
1884.....	6981 11 10	1900.....	28,380 11 10
1885.....	11,070 5 7	1901.....	21,569 5 2
1886.....	12,523 10 4	1902.....	19,471 0 1
1887.....	14,611 11 5	1903.....	17,776 14 3
1888.....	23,502 8 4	1903, 1 July to 31 Dec.	14,758 17 1
1889.....	17,254 9 0	1904, Jan. to Dec.	16,631 8 2
1890.....	26,955 4 9	1905.....	20,203 17 0
1891.....	37,829 16 5	1906.....	24,136 12 5
1892.....	17,568 18 4	1907.....	24,794 7 7
1893.....	16,971 9 2	1908.....	20,311 3 0
1894.....	16,732 7 7	1909.....	22,804 1 5
1895.....	15,323 1 9	1910.....	22,221 18 0
1896.....	20,901 13 2	1911.....	20,556 15 10

The above Statement does not include Stamp Duties upon Transfer of Leases and Registration of Companies, nor the Tax payable upon Dividends, from which sources large sums are derived.

REPORT OF THE MOUNT CAMERON WATER-RACE BOARD FOR THE YEAR ENDING 31st DECEMBER, 1911.

SIR,

We have the honour to submit the report of the Board for the year ending 31st December, 1911.

Repairs.—The only repairs done have been those made by the Manager and Channel-keepers, and paid for out of the revenue received from the sale of water.

No. 1 Syphon has been replaced by a race cut in the solid 26½ chains long. Ten chains of this was heavy rock-shooting, the remainder being in clay. There was 5 chains of random rubble wall to build, and a clay dam across a gully about 20 feet deep to construct.

No. 2 Syphon has also been replaced by a race 73 chains long. Nine chains of this was solid rock, the remainder, except about 4 chains of hard cement, being clay. Five chains of clay bank had to be constructed, faced with stone on the water-side, and backed by dry stone wall. Three clay dams had to be built over creeks, two of which were about 17 feet deep, and the third about 12 feet.

No. 3 Syphon.—This has been replaced by a new wooden one. The new column is 263 feet long and 20 inches in diameter, and is constructed of machine-banded wooden pipes. The Little Mussel Roe River is crossed on trestle work 113 feet long. The pressure-box is of random rubble masonry, and the discharge-box of wood. About 2 chains of random rubble walling was required. A good deal of rock had to be shot away in grading the pipe-track from the trestling to the discharge box.

Little Mussel Roe Race.—This has been extended for a distance of 4½ chains, most of which has been through rock. A column of 10-inch machine-banded wooden pipes will connect this race with the main one, and the discharge will be into the intake-box of No. 3 syphon.

Old Iron Flume.—This has been replaced by a race cut in the solid about 14½ chains long. About half of the distance was through solid rock, the remainder being clay. Three clay dams had to be built over creeks about 9 feet deep.

No. 6 Syphon has been replaced by a wooden one 2904 feet long and 30 inches in diameter. This column is built on the continuous stave principle, and is buried in a trench. The boxes are of wood. About 4 chains of race was cut for connecting with the old race, and a clay bank about 2 chains long with a channel to carry the water was built at the intake end. The trench in which the pipe-column was buried was 4 feet wide, and for the greater part of its length about 3 feet deep. The last foot in depth was generally through hard red cement, which added materially to the labour and cost of cutting. The total length of race-cutting, inclusive of grading No. 3 syphon and trench for No. 6, was 153 chains; and the length of syphons constructed 3167 feet.

During the whole of the time under review, and more especially the latter half, labour was very scarce, and mostly of inferior quality. The Resident Engineer had to raise the wages from 8s. to 8s. 4d. per day, and then could not get nearly as many men as he wanted.

The scarcity of labour was felt all through the district, and naturally men prefer to accept work near the townships as against that which is so far away as this.

The whole of the renewal works, with the exception of the laying of the wooden pipes for the Little Mussel Roe intake, and the repairs to No. 1 dam have now been completed.

It is the intention of the Board to build a new bank for the dam, if necessary, instead of patching up the old one, and, if possible, increase the storage-capacity either by extending the area or increasing the depth. It is anticipated that the whole of the works will be completed in two months' time.

The total expenditure during the year, inclusive of the amount expended under 9 Edw. VII. No. 51, was £4997 6s.

The revenue amounted to £1368 10s. 6d., being an increase of £235 14s. 9d. as compared with the previous year.

Statistics for the year are as follows:—

Average per week of claims supplied, 13.

Greatest number supplied in any one week, 17.

Total number of heads supplied—

Under fixed or cash scale	2032 ¹ / ₂
Under royalty or credit scale... ..	1033
Total	3065 ¹ / ₂

Tin ore raised for the year:—Royalty scale, 7 tons 13 cwt. 3 qr. 3 lb.; fixed scale, 47 tons 16 cwt. 2 qr. 7 lb. Total, 55 tons 10 cwt. 1 qr. 10 lb.

Average number of men employed per week, 31.

Total receipts for the year:—Water sold, fixed scale, £1122 18s. 11d.; water sold, royalty scale, £243 11s. 7d.; miscellaneous, £2. Total, £1368 10s. 6d.

Expenditure.—Cost of maintenance and management:—

	£	s.	d.
Salary and wages	540	8	4
Travelling expenses	9	15	4
Repairs to syphon-pipes	1	0	0
Repairs to flumings	332	3	10
Repairs to race	36	6	0
Stores and tools	39	11	0
Stationery and printing	2	14	7
Telephone	17	10	8
Making footpath	4	0	0
Insurance	3	6	0
	£986	15	9
Renewals and repairs (9 Edw. VII. No. 51)	£4010	10	3
Total	£4997	6	0

Paid to Public Debts Sinking Fund for the year ending 30th June, 1911 (including moiety of rents of mineral land served by the race, £41 12s. 6d.)	£464	2	2
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W. H. WALLACE, Chairman.
W. H. TWELVETREES,
E. L. HALL,
JOHN SIMPSON,
S. HAWKES,
CHAS. BARNES,

} Members of
the Board.

MINE MANAGER'S EXAMINATION.

MARCH, 1911.

METALLIFEROUS.

SUBJECT—MINING.

- Under what conditions would you prefer an underlay shaft to a vertical one?
- Describe three of the most common methods of stoping out a vertical lode.
- It has been decided to instal in a quartz mine a Cornish pump with 12-inch diameter plungers, and to use underground trucks which will contain 15 cwt. dry weight. What size of shaft would you recommend? What variations in size would you allow, and why?
- What are the relative advantages of skips and cages? What safety appliances would you recommend.
- Describe the uses of compressed air underground and different types of machines or contrivances to which it may be applied.
- Describe what you consider the best means of securing adequate underground ventilation in deep mines under varying circumstances (*e.g.*, only one shaft on the property)
- Given, in flat country, a lode estimated by means of boreholes to contain at least 250,000 tons of ore. The lode is low-grade, of a solid nature, and the valuable mineral is disseminated evenly throughout. Width, 8 feet, with good walls; dip, 70 degrees. State system of stoping you would adopt. Sketch longitudinal elevation showing distances apart of levels and rises, and the position of the stope faces.
- Same as Number 7, except that width of lode is 40 feet and the hanging-wall is inclined to be weak.
- In solid ground you are required to timber a three-compartment shaft 16 by 6. Show by sketches method of timbering and details of all joggles.
- Make a sketch showing ore in a stope 40 feet wide supported by timbering on the square-set system. The hanging-wall is heavy; dip, 70 degrees. Six stopes have been taken out.
- In driving towards old workings which are full of water, what precautions would you take?
- By means of sketches show what precautions you would take to guard against the results of
 - A broken rope;
 - Overwinding.

SUBJECT—ORE DRESSING AND SAMPLING.

- Describe what you consider
 - The best type of hydraulic classifier;
 - The best type of hydraulic separator;
 - The best type of slime settler.
- A heap of coarse sand tailings contains 400,000 tons, and by assay averages $3\frac{1}{2}$ dwt. How would you set about designing a plant to treat same by a cyanide process? Give sketches and particulars of the plant you would recommend as suitable, and fix the rate of wages necessary to make it a remunerative undertaking.
- Give sketches and particulars of a crushing and concentrating plant to deal with 50 tons per day of lead ore consisting of galena in a gangue of carbonate of iron, quartz, and slate. The product to be bagged for shipment.
- You are given a 50-pound sample of ore (copper pyrites in a quartz gangue), which represents the average of the lode, and you are to report on the type of wet gravity concentrating plant required and the probable recovery to be expected. State the experiments you would conduct and your method of conducting them.
- Describe the best ore-dressing plant with which you are acquainted.
- State the principle on which the new "Flotation Processes" work, and describe the main features of any such process with which you are familiar.

SUBJECT—SURFACE WORK.

- (a) Describe a diamond-drilling plant;

or

 (b) Describe a boring plant suitable for testing alluvial flats.
- Give sketches of a vertical self-dumping skip to carry 2 tons.
- Show how to calculate the strength of a rope to lift 2 tons of ore in a skip in a vertical shaft 1000 feet deep.
- Show the arrangement you would adopt for landing trucks at the surface and breaking ore for stamps.

- Give a design for a flume to carry 30 Tasmanian sluice-heads of water; trestling to be 20 feet high.
- What size winding engines would be required to hoist 1200 lb. of ore from a shaft 500 feet deep at a fair working speed? Supply all other particulars, such as size of rope, weight of cages (2), steam-pressure, &c., yourself.
- In a set of 12-inch pumps with 11-inch pole, 200 feet effective depth, the pump-rod, including all straps, bolts, plunger, &c., weighs 4 tons, and the effective weight of the column below the plunger is 4 cwt.; stroke of pump, 3 feet. What weight of balance-box and contents would be required?
- A 100-head battery makes 80 drops per minute, the weight of each stamper complete is 1000 lb., and the lift is 9 inches. What horse-power would be required if 25 per cent. is allowed for loss in friction?
- Two steel plates, each $\frac{3}{4}$ -inch thick, are lap-jointed and riveted together by two rows of $\frac{3}{4}$ -inch steel rivets pitched at 3 inches, the rows being $1\frac{1}{2}$ inch apart. What is the least percentage of strength of the joint?
- In a safety-valve of the lever and ball type, what proportions must exist between the different parts so that the addition of each pound weight on the end of the lever just increases the pressure in the boiler by 1 pound per square inch? Neglect friction and the weight of the lever and valve.

SUBJECTS—ARITHMETIC, MENSURATION, AND MINE ACCOUNTS.

- Extract the square root of $9\frac{1}{4}$.
- Distribute £50 among three miners so that their proportions may be as 5, 11, and 14.
- If a cubic foot of water weighs 62.5 lb., what is the weight of a cubic yard of pyrite with a specific gravity of 4.3?
- Supposing miners to be paid 7s. 6d. per cubic yard for driving a level 6 feet high, 9 feet wide, and 100 yards long, what will be the total sum earned?
- Reduce $\frac{3}{4}$ to a decimal.
- If an anemometer registers 312 revolutions per minute in an airway measuring 7 feet high and 8 feet wide, how many cubic feet of air pass in a minute?
- If a tributer has to pay royalty at $7\frac{1}{2}$ d. per ton of first-class ore and $4\frac{1}{2}$ d. per ton of second-class ore, and the lode yields 23 per cent. of second-class, what would be the average royalty per ton due on the total?
- Give a specimen of
 - Mine wages-sheet;
 - Analysis of mine costs.

SUBJECT—MINING SURVEYING.

- Describe the various methods of chaining over sloping ground.
- A wet drive has to be driven accurately on a flat gradient. Arrange for two lines to be stretched across drive $\frac{1}{2}$ -chain apart and 4 feet above grade for boring through. How would you proceed to set the four pegs necessary?
- Give the principle of the vernier, and show how to construct one to read to $\frac{1}{16}$ part of an inch.
- Describe the adjustments of the transit theodolite.
- Explain the method of reducing and plotting a survey by rectangular co-ordinates. Show how to find the area of an irregular many-sided figure.
- Describe the various methods of laying out circular curves.
- Describe your survey of a winze in a lode of irregular underlie.
- Show how you would estimate the tonnage of ore in a lode and average value in a block developed on four sides.

SUBJECT—MINING GEOLOGY.

- Give an account of the distribution and nature of the rocks with which the occurrence of gold in Tasmania or Australia is associated.
- Describe the distinguishing features of granites in which veins of tin ore are found.
- Mention how you would distinguish
 - Wolframite from cassiterite;
 - Zinc blende from pitch blende;
 - Limonite from manganoiferous iron ore.
- How do faults originate? Describe the different kinds of faults. Explain fully your procedure in attempting to recover the faulted part of a lode. Illustrate your remarks by sketches.

5. Explain the terms "deep lead," "breccia," "cleavage," "unconformity," "pneumatolytic ores."
6. What characters do lavas possess that are not seen in sediments?
7. Describe some secondary changes which are brought about in the upper parts of mineral lodes by the action of descending surface waters.

SUBJECT—MINING LAW.

1. How and to whom is a manager required to report an accident causing loss of life or serious personal injury?
2. How long is the place where an explosion or accident has occurred to be left as it was immediately after such explosion or accident?
3. What works are not prohibited in mines on a Sunday?
4. How are cages required to be tested?
5. What overhead protection is required for men engaged in shaft-sinking?
6. What quantity of pure air is required by "The Mining Act, 1905," to be supplied for each person employed?

COLLIERY.

SUBJECT—MINING.

1. What are the most important considerations to be taken into account when opening up a new colliery?
2. How would you arrive at the number of cubic feet of fresh air to be supplied underground?
3. Describe what you consider the best type of coal-cutting machine, and your reasons for preferring it.
4. Describe in detail an underground haulage system.
5. A coal seam 4 feet thick with good roof is dipping at an angle of ten degrees from the horizontal in flat country, and the area secured is about 1 mile square. Describe with sketches how you would open it up with £5000 working capital.
6. How would you deal with the proposition in Question 5 if you had £40,000 working capital?
7. A coal seam outcropping on a plain has a good roof, 15-degree pitch, and is 4 feet thick. By means of boreholes it has been proved to contain at least 3,000,000 tons of coal of a gaseous nature. State with sketches how you would open up the property to produce 1000 tons per day. Give approximate dimensions of any headings, entries, cross-entries, pillars, &c., that may be required.
8. You are working a mine with naked lights. What precautions would you regularly take to detect the presence of accumulations of fire-damp?
9. Describe with sketches the principle of the "Safety Lamp."
10. State the conditions that are favourable to the "longwall" and "post and pillar" systems of working; also state the respective advantages of each.
11. In a fiery mine which is ventilated by a fan, state where the fan should be placed, and whether it should be used as a blower or for exhausting. Make a sketch of the fan-drift connection.
12. You are working a flat coal seam 6 feet high with a fairly good roof. Show with sketches your method of timbering a room 25 feet wide. Is it advisable to use cap pieces? If so, is soft or hard wood preferable, and why? Given an equal pressure and equal quality of timber, what governs the diameter of the posts?

SUBJECT—MINING GEOLOGY.

1. How do faults originate? Describe the different kinds of faults. Illustrate your remarks by sketches.
2. Name the different varieties of coal, and describe the leading characters of each.
3. Explain the terms "conformable," "under-lay," "strike and dip," "volatile matter," "sill."
4. Give an account of the geology of any coalfield with which you are acquainted.
5. How do you distinguish between (a) diabase and basalt; (b) conglomerate and breccia; (c) clay-slate and schist?
6. Describe the effects which heated igneous magma coming into contact with a seam may be expected to produce on the coal.
7. In boring for possible seams of coal in any district, how would you arrive at any conclusion as to the depth at which unsuccessful boring should be stopped?

SUBJECT—SURFACE WORK.

1. Describe a plant suitable for boring for coal, and method of using, with details of special tools for overcoming difficulties.

2. Give sketches showing construction of a tub to carry 12 cwt. of coal. Arrange for economical lubrication of axles.
3. Show how to calculate the strength of a winding rope to lift 25 cwt. of coal through a vertical shaft 600 feet deep.
4. Describe with sketches a method of economically handling and discharging tubs at the surface of a large colliery.
5. Describe the various methods of screening and preparing coal for the market.
6. Calculate the size of a pair of high-pressure steam-winding engines sufficient to haul 120 tons of coal per hour up an incline 1500 yards long, gradient 1 in 8, speed 4 miles per hour. Each truck to weigh 4 cwt., and to carry 10 cwt. of coal. Assume the average pressure of steam in engine at 30 lb. per square inch.
7. Give the size of steam Lancashire boiler plant to run the above engines under the conditions stated.
8. Give a plan of the setting of above, on level ground, with hard pan, at an excavation of 18 inches.
9. How many bricks would you require to set the above boiler plant?
10. If the feed-pump be worked off the main engines, what size feed-pipe would be necessary?

SUBJECT—MINING LAW.

1. What quantity of pure air is required to be supplied underground for:—
(a) Each man or boy.
(b) Each horse employed.
2. What percentage of coal must be left standing in the first working in pillars—
(a) 200 feet;
(b) 200-500 feet;
(c) 500-1000 feet—
from the surface?
3. What sized pillars must be left where seams of less than 4 feet are being worked?
4. What are the conditions under which gunpowder or explosives may be stored in a mine?
5. What is a manager required to do when inflammable gas is found to exist in a mine?
6. What is a manager required to do when dust or fumes mingle with the air in the mine workings?

SUBJECT—MINING SURVEYING.

1. Describe the various methods of chaining over sloping ground.
2. Describe the miner's dial and its use in a colliery, with precautions for accuracy.
3. A seam of coal is 5 feet thick and dips 1 in 6. How many tons to the acre, taking specific gravity of coal as 1.25?
4. On a seam dipping north 1 in 7, what would be the gradient of a road driven south-west?
5. Give the principle of the vernier, and show how to construct one to read to one two hundred and fifty-sixth part of an inch ($\frac{1}{256}$).
6. The levels of six different points in a colliery are to be ascertained in reference to a point on the surface. Describe your work, and give sample of level-book.
7. Describe the adjustments of the transit theodolite.
8. How would you use a traverse-table to find the area of an irregular figure?

SUBJECTS—ARITHMETIC, MENSURATION, AND MINING ACCOUNTS.

1. In a drive 5 feet 6 inches high by 8 feet wide, the velocity of the air is 428 feet per minute. What volume of air travels each minute?
2. Wages were paid at the rate of 7s. 6d. per cubic yard for driving a heading 6 feet wide by 7 feet high by 285 feet long. What did the total wages amount to?
3. What books of account are usually kept by a mining manager? Describe their functions.
4. A cubic foot of water weighs 62.5 lb.
(a) If a cubic yard of material weighs 2799 lb., what is its specific gravity?
(b) If the specific gravity of coal is 1.29, how much will a cubic foot of it weigh?
- 5.—(a) Express .016 as a vulgar fraction in its lowest terms;
(b) express $\frac{1}{11}$ as a decimal.
6. What weight of coal would be obtained from a space worked out 15 yards wide by 7 feet long, the seam of coal being 2 feet 9 inches thick, and yielding 15 cwt. per cubic yard?
7. If a man receives £2 4s. 0d. for getting and filling 24 tons of coal, and pays out 5d. per ton for filling, how much per ton does he receive for getting?

The following Lists of Certificates granted since the inception of the Board of Examiners for Mining Managers' Certificates are published in accordance with a resolution passed at the Interstate Conference of Boards of Examiners held in Melbourne in March, 1906 :—

SERVICE Certificates of Competency granted by the Board of Examiners.

No. of Certificate.	Name.	Date of Certificate.
1. 92	Davies, Joseph	28 Sep. 1892
2. 92	Buffon, Geo. Donald	28 Sep. 1892
3. 92	Sinclair, George Peace	28 Sep. 1892
4. 92	Heighway, John Felton	28 Sep. 1892
5. 92	Irvine, Peter	28 Sep. 1892
6. 93	Daniel, John	29 Mar. 1893
7. 93	Marshall, John Henry	29 Mar. 1893
8. 93	Aaron, Gabriel	29 Mar. 1893
9. 93	Webb, George	29 Mar. 1893
10. 94	Payne, John Greaves	3 Apr. 1894
11. 94	Wesley, William Henry	3 Apr. 1894
12. 94	Andrews, Thomas	3 Apr. 1894
13. 95	Richards, Moses John	17 Apr. 1895
14. 95	Richards, Stephen Eddy	5 Nov. 1896
15. 98	Stubs, Joseph Thomas	20 Jan. 1898
16. 98	McCrackan, John	20 Jan. 1898
17. 98	Heery, Luke	5 Mar. 1898
18. 98	Curtain, Cornelius Henry	13 Apr. 1898
19. 98	Clerk, Frederick Malcolm	14 Apr. 1898
20. 99	Craze, John	25 Jan. 1899
21. 99	Tilley, George Reynolds	17 Apr. 1899
22. 99	Hooper, Thomas Martin	17 Apr. 1899
23. 99	Vincent, Thomas	17 Apr. 1899
24. 1900	Brown, William	9 Jan. 1900
25. 1900	Rosewarne, David Davey	4 Oct. 1900
26. 1901	Buddon, William	1 Mar. 1901
27. 1901	Yeates, Alexander	29 Apr. 1901
28. 1902	Ireland, Mark	22 Apr. 1902
29. 1902	Woolcock, John	23 Sep. 1902
30. 1903	Powell, Robert William	5 May, 1903
31. 1904	Muir, John James	27 July, 1904
32. 1904	Moyle, John	5 Dec. 1904
33. 1904	Ridley, John	12 Dec. 1904
34. 1906	Brough, Daniel	23 Apr. 1906
35. 1906	Birrell, Samuel	23 Apr. 1906
36. 1906	Barker, George	24 July, 1906
37. 1907	Wisch, John G. A.	6 Nov. 1907
38. 1910	Gullock, William	4 Mar. 1910
39. 1910	Kelly, Aloysius	24 Mar, 1910

CERTIFICATES of Competency granted by the Board of Examiners.

No. of Certificate.	Name.	Date of Certificate.	Class of Certificate.
1. 92	Dunstan, Alfred John	28 Sep. 1892	First class
2. 92	Eklborg, Benjamin Pher-son	28 Sep. 1892	Second class
3. 92	Hill, Charles	28 Sep. 1892	Second class
4. 92	Booth, John Robert	28 Sep. 1892	Second class
5. 92	Stapleton, Michael	28 Sep. 1892	Second class
6. 92	Lewis, Philip	28 Sep. 1892	Second class
7. 92	Hanlon, Christopher	28 Sep. 1892	Second class
8. 92	Williams, Luke	28 Sep. 1892	Second class
9. 92	Macandrew, Harold	28 Sep. 1892	First class
10. 92	Harris, William	28 Sep. 1892	First class
11. 93	Stapleton, Michael	29 Mar. 1893	First class
12. 93	Hanlon, Christopher	29 Mar. 1893	First class
13. 93	Potter, Joseph Matthew	29 Mar. 1893	First class
14. 93	Hilder, Alfred	29 Mar. 1893	Second class
15. 93	Matthews, Peter	29 Mar. 1893	Second class
16. 93	Richards, Stephen	6 Sep. 1893	First class
17. 94	Brain, Austin Lionel Bennet	3 Apr. 1894	First class
18. 94	Thorpe, Walter	3 Apr. 1894	Second class
19. 95	Williams, Luke	17 Apr. 1895	First class
20. 96	Levings, Joseph Henry	6 May, 1896	First class
21. 99	Goodall, Thomas Charles	14 Apr. 1899	Second class
22. 1900	Schloesser, Robert	19 May, 1900	First class
23. 1900	Nicholls, Charles Berresford	19 May, 1900	First class

CERTIFICATES of Competency—continued.

No. of Certificate.	Name.	Date of Certificate.	Class of Certificate.
24. 1900	Sale, William Robert	19 May, 1900	Second class
25. 1900	Williams, Richard	19 May, 1900	Second class
26. 1900	McPeake, John	1 Aug. 1900	First class
27. 1901	Sawyer, Basil	20 Feb. 1901	First class
28. 1902	Provis, John	22 Apr. 1902	First class
29. 1902	Bird, Robert Chisholm	22 Apr. 1902	Second class
30. 1902	Briggs, William Albert John	22 Apr. 1902	Second class
31. 1902	Bartlett, William Henry	22 Apr. 1902	Second class
32. 1902	Phoenix, William	22 Apr. 1902	Second class
33. 1902	Wright, Herbert E.	22 Apr. 1902	Second class
34. 1902	Craze, John	30 Apr. 1902	Second class
35. 1903	Waller, Richard Fitz-arthur	5 May, 1903	First class
36. 1903	Brickhill, Hector Gordon	5 May, 1903	First class
37. 1903	Barker, Reginald Fredk.	5 May, 1903	First class
38. 1903	Vincent, Thomas Henry	5 May, 1903	First class
39. 1903	Crittendon, James Henry	5 May, 1903	First class
40. 1903	Weston, Eustace Moriarty	12 Aug. 1903	First class
41. 1903	Clark, Lindesay Colin	31 Aug. 1903	First class
42. 1904	Martin, Edward Patrick	17 Feb. 1904	First class
43. 1904	Herman, Hyman	29 Apr. 1904	First class
44. 1904	Murray, Russell Mervyn	29 Apr. 1904	First class
45. 1904	More, George Allan	14 Oct. 1904	First class
46. 1905	Beamish, William Abraham	3 Jan. 1905	First class
47. 1905	Andrews, Thomas J.	1 May, 1905	Second class
48. 1905	Hitchcock, William E.	1 May, 1905	First class
49. 1905	Smith, George Oliver	18 July, 1905	First class
50. 1906	Rockett, Hildreth Peyton	23 Apr. 1906	Second class
51. 1906	Hales, Richard Chilman	23 Apr. 1906	Second class
52. 1906	Debenham Arthur John	28 June, 1906	First class
53. 1906	Coote, Charles Edward	18 Oct. 1906	First class
54. 1907	Marks, Oscar Sidney	8 Mar. 1907	First class
55. 1907	Phelan, Bernard Fredk	23 Apr. 1907	Second class
56. 1907	Moline, Arthur Howard Pritchard	23 Apr. 1907	First class
57. 1907	Macartney, Ross Kenneth	23 Apr. 1907	First class
58. 1907	Williams, Thomas James	8 May, 1907	First class
59. 1908	Hooke, Arthur Warner	18 Mar. 1908	First class
60. 1908	Adams, Oliver Linley	25 Apr. 1908	First class
61. 1908	Seal, Leonard Presley	19 Nov. 1908	First class
62. 1909	Watt, William Shand	20 Apr. 1909	First class
63. 1909	McIntyre, William Keverall	20 Apr. 1909	First class
64. 1909	Bruschle, Conrad C.	8 May, 1909	Second class
65. 1909	Reid, William Daniel	30 June, 1909	First class
66. 1909	Brook, Reginald H. T.	5 Aug., 1909	First class
67. 1910	Martin, A. E.	17 Feb. 1910	Second class
68. 1910	McKenny, S. D.	24 Mar. 1910	Second class
69. 1910	Smith, Chas. Lonsdale	30 June, 1910	First class
70. 1910	Allen, Douglas Vernon	9 Sept. 1910	First class
71. 1910	Alabaster, Rupert Cecil	28 Sept. 1910	First class
72. 1910	Bedford, Max E.	24 Nov. 1910	First class
73. 1911	Rough, John H.	24 Apr. 1911	Second class
74. 1911	Vandean, Henry Alexander	25 May, 1911	First class
75. 1911	Garrett, James Edward	6 June, 1911	First class

COLLIERY Certificates of Competency granted by Board of Examiners.

No. of Certificate.	Name.	Date of Certificate.	Class of Certificate.
1. 1902	Brain, Austin Lionel Bennet	28 Sep. 1902	First class
2. 1907	Wallace, Archibald Campbell	23 Apr. 1907	Second class
3. 1907	Williams, Thomas James	8 May, 1907	First class
4. 1910	Ledger, William	6 Sept. 1910	First class
5. 1911	Griffin, Daniel Martial Counsel	24 Apr. 1911	Second class
6. 1911	Dawson, Samuel Joseph	13 July, 1911	Second class

GEOLOGICAL SURVEY OF TASMANIA

REPORT OF THE GOVERNMENT GEOLOGIST.

Geological Survey Office,
Launceston, 14th May, 1912.

SIR,

I HAVE the honour to submit my report for the year ended 31st December, 1911.

The following bulletins and reports have been prepared during the year and sent forward for publication:—

Bulletin No. 10.—The Mt. Balfour Mining Field, by L. Keith Ward, B.A., B.E., 27th June, 1911.

Bulletin No. 11.—The Tasmanite Shale Fields of the Mersey District, by W. H. Twelvetyrees, 28th December, 1911.

Bulletin No. 12.—The X River Tinfeld, by L. Keith Ward, B.A., B.E., 28th December, 1911.

Report No. 2.—The Silver-lead Lodes of the Waratah District, by L. Keith Ward, B.A., B.E., 30th December, 1911.

The above publications, besides contributing in an important degree to our knowledge of the general geology of the districts under review, deal with their economic geology and the mining properties as far as the present stage of development of the latter at present permits. The Balfour field, to which of late years the attention of investors has been attracted, has now for the first time been systematically examined and described. A favourable forecast is made of future copper and tin mining in this field.

The bulletin referring to the X River tinfeld presents the results of an examination of a district which, though as yet undeveloped, promises well as a contributor to our tin-ore output. The lode-outcrops are important, and rich lode-stuff is common. It is expected that the preliminary prospecting now in progress will result in confirming the hopes which are entertained of the field as a tin-producer.

The report on the silver-lead lodes of the Waratah district covers an inspection of galena deposits in the neighbourhood of the Silver Cliff Mine. The ore-bodies are described, and certain suggestions made for prospecting.

Bulletin No. 11 deals with the Tasmanite Shale fields of the Mersey district. During the year the examination of the deposits of Tasmanite Shale in the basins of the Mersey and Don was completed. Ever since 1851 (and perhaps even earlier) this combustible shale has been known to exist in the Mersey district, but it was not until 1901-2 that some prolonged experiments conducted at the Great Bend of the Mersey by Messrs. Black and Esdaile placed it beyond doubt that various oils of commercial value could be extracted from it.

Renewed attention was paid to the deposits in 1910-11. The Latrobe Shale and Oil Company proved the extent of its seam by diamond-drill boring near Railton; and the Tasmanian Shale and Oil Company made an abortive attempt to initiate the oil industry at the Mersey Bend, near Latrobe. Initial difficulties connected both with retorting and finance led to suspension of work, and for a time the enterprise has received a set-back.

My investigations have led me to the belief that the elements of a successful industry exist, and that the enterprise involves no intractable problem. Doubtless the work for some time to come must be to some extent experimental.

In examining the district I found that most of the deposits were situate in the basin of the Mersey; one only is in the valley of the Don. It appeared to me that the seam or seams at the Mersey Bend, China Flat near Railton, Nook-road, and the Minnow cover altogether an area of 2000 acres, which may possibly contain 12,000,000 tons of Tasmanite shale. Experiments have shown that the crude oil content of fair average quality shale is about 40 gallons per ton; and that this can be fractionated into various marketable products.

The nature of the deposits and their geological relations are discussed in the bulletin which is in the printer's hands. Geological sections and map of the district are also being issued. Up to the present Tasmanite shale has been discovered only in the country drained by the Mersey, Don, and Minnow Rivers. The experience gained in the examination of this area should be of use in judging the likelihood of discoveries in other parts of the island. In this respect attention has to be directed to occurrences of Upper Permo-Carboniferous strata. These are developed at Porter's Hill, Sandy Bay, and at the Henty River on the West Coast. The Porter's Hill beds do not appear to show any signs of Tasmanite, but it cannot be said that the Henty area has undergone a complete examination. The Lower Marine beds are known there, and also fresh-water strata belonging to the horizon of the Mersey coal measures. Tasmanite has not been recorded from this district, but whether it exists or not cannot be positively stated without a prolonged examination of the locality.

The association of salt with petroleum is a well-known and widely-observed fact; that is to say, the water traversing or

emanating from oil-bearing beds is usually highly saline. Salt pans are frequent in oil areas. Efflorescence of salt is sometimes due to the capillary uprising of water from oil-beds, and salt lakes in several countries were worked for their salt a long time before their connection with oil sources was established. This being the case, it would seem desirable to examine the geology of the areas in the Midlands in which salt pans have been long known to occur. If any springs of sulphurous water occur in those districts, the likelihood of a discovery would be decidedly increased. A complete investigation might possibly be the means of initiating an industry of first-class interest and importance.

Work of the Geological Survey.

The Geological Survey, established as it is in a country abounding in minerals and having a mining industry in process of development, is naturally looked to chiefly to render assistance to the public in the direction of economics. The way in which its duties are discharged is largely in expounding the principles of geology as applied to the exploitation of mineral deposits and in mapping out the distribution of ores in the island.

In answer to sundry enquiries it may be stated frankly that examinations of mines for individual owners are not undertaken, nor is technical industrial work a function of the Survey. Such work as sampling mines, making commercial estimates of costs and output, giving professional advice, and dealing with engineering problems can rarely be undertaken without trespassing on the province of the engineer and trade expert.

The geologists are fully occupied in applying to the various mining fields the broad principles which govern the nature and structure of ore-deposits, and in preparing maps illustrative of the geologic structure of the mining districts. In this way information is supplied impartially for the benefit of all.

It is desirable that more and more time be devoted to the preparation of maps, which in some cases might very well precede the complete bulletins, giving valuable information to the mineowner which he can readily extract for his own use. It is to be hoped that appropriations will be made enabling more work to be done in this direction.

The publications of the Survey as planned are of three classes: Bulletins, reports, and records.

The bulletins furnish descriptions and discussions of the mineral deposits of various districts in a more or less complete way. Completeness of treatment is assisted by observing uniformity in the divisions under which the subjects are discussed in these publications. Thus, in each bulletin the chapters are divided into Previous Literature, Physiography, Geology, Economic Geology, and Mining Properties; and illustrative maps are added.

The reports, in some cases anticipatory of the bulletins, deal briefly with the fields or mines examined, and may be regarded mostly as either preliminary or less elaborately prepared productions than the bulletins.

The third class of Survey publications comprises the records. These will be issued at irregular intervals, and are designed to deal with the more scientific aspects of Tasmanian geology, such as palaeontology, petrology, stratigraphy, &c. The first of this series, comprising notes on marine fossils from the Tasmanite spore beds of the Mersey, by Mr. W. S. Dun, Palaeontologist to the Government of New South Wales, has been prepared, and will shortly be issued.

The bulletins and reports are supplied free to the public on application to the Mines Office either in Hobart or Launceston.

Some reports and bulletins, owing to heavy demand for them, are now out of print; and it is a matter for consideration whether they should be reprinted, without additions or with supplementary progress notes of work carried out since the date of their first issue. The latter course would involve fresh visits, but appears to be the more desirable course.

The Survey suffers serious loss by the departure of Mr. L. K. Ward, B.A., B.E., Assistant Government Geologist, who severed his connection with the Department at the end of the year in order to take the important position of Government Geologist for South Australia. Mr. Ward has been with us a little over four years, and proved himself a brilliant officer, having the interests of the Survey wholly at heart and devoting himself enthusiastically and with marked success to the elucidation of the geologic structure of the areas in which he worked. With his entrance into the service this branch was constituted a Geological Survey, and he must share in the credit for any measure of success it has since enjoyed, for his attainments and co-operation have been of great service.

Such interruptions of the continuous work of the Survey are inevitable, and their effect will always be most markedly felt while we continue to carry out our work with an extremely limited staff.

Field Work.—The examination of the Mersey shalefield was completed during the year. In December the Waratah silver-lead area and the tin-ore properties in the X River district were examined. For a considerable portion of the year the Assistant-Geologist was absent on sick leave, owing to illness contracted in the execution of his duties. This interfered with the field programme, preventing the contemplated survey of the Stanley River field. When a new assistant is appointed this field will be the first to receive his attention. The long-promised examination of King Island will probably be carried out during the summer season of 1912.

Other parts of the island also require visiting, notably the Jukes-Darwin Range, the survey of which has been long asked for, but which has been continually postponed owing to unavoidable diversion of programme. These postponements have not been from any disinclination to undertake the work, but are the result of a very limited geological staff, which is taxed to the utmost in meeting demands made upon it simultaneously from different directions. The remedy would appear to lie in the appointment of a second assistant. The work of the Survey has gradually acquired a wider and more stable character, and as a result the district examinations and preparation of the publications take more time than formerly. Consequently, unless additions to the staff are made, all requirements cannot be satisfactorily met.

Topographical Surveyor.—In addition to the need for a second assistant, I wish to bring under your notice the fact that the Geological Survey labours under the disadvantage of having no topographer on its staff, and as the Lands and Surveys Department does not issue any topographic maps, the geologists have to manage as they best can, and their time being taken up with the special work devolving upon them, sketch-maps are the utmost that it is possible for them to prepare. Consequently, with gradually increasing precision and detail in the work, much of the present mapping will eventually have to be done over again.

The mineral charts supplied by the Mines Department for the use of leaseholders and prospectors show merely the boundaries of existing mining leases or purchased lots with the main roads and rivers, often exhibited in a very sketchy way. Streams are as a rule marked on the charts only where they happen to cross the boundaries of leases, and no attempt is made to show relief. The area comprised in the charts is shown only as a plane surface with sometimes a little hatching to indicate mountainous country, but without showing the shapes and sizes of mountains. Tracks are not always plotted.

All this affects the geological work injuriously, and much time is lost by officers in the field in locating natural features, especially when they find themselves in large land-grant areas of ancient date now cut up into small farms, the boundaries of which are not shown on the maps, and *a fortiori* when they are in large districts of unsurveyed land.

I would therefore respectfully suggest, as a much-needed measure, the appointment of a topographical surveyor, to be attached to the Department of Mines, and to be exclusively employed in surveying topographically the areas included in the mineral charts. He ought really to be a member of the Geological Survey staff, as is usual in other States, but for convenience sake he might be attached to the Department of Mines in Hobart, where he would be near the other draftsmen and handy for the Government Printer.

This would be of enormous use to the Geological Survey, and also be of permanent value. Maps showing the topography of the country, or topography and geology combined, would assuredly be in great demand by all connected in any way with the mining industry. They would show the relief of the ground by contour lines, all roads, tracks, races, creeks, bridges, and other permanent features. They would thus give valuable information at once to the numerous miners and mineowners who are interested in dams, water-races, and levels generally; and moreover, all information shown on them would be of a definite and lasting character. Moreover, the work would not interfere with or duplicate the work of any other department, and would without question be of great use to the Department of Mines.

University Cadets.—With the idea of extending our work in an economical way, I take this opportunity of again referring to the encouragement which the Government might give to students of geology at the Tasmanian University by offering to allot a district to a student who may be desirous of working up material for a thesis in the summer months, the Government paying travelling expenses and publishing the results as a geological survey bulletin. This would perhaps be appreciated by an enthusiastic student, would benefit the University, and facilitate the work of geologically examining the island. The selection of the district to be investigated would rest with the Geological Survey, which would also exercise control over the publications.

Coal Resources.

Pursuant to instructions, I prepared in December a report on coal measures in Tasmania for the International Geological

Congress to be held in Ottawa in 1913. The congress will discuss the question of the coal reserves of the world, and its deliberations are to be founded on information which it has requested from the different countries.

Coal is found in Tasmania in beds or seams, occurring in strata which belong to the following geological periods:—

3. Tertiary: Brown coal and lignitic deposits.
2. Mesozoic: Upper Coal Measures.
1. Perno-Carboniferous: Lower Coal Measures.

The Lower Coal Measures are in the following fields:— (1) Avoca; (2) Mt. Nicholas and Fingal; (3) Thompson's Marshes; (4) Llandaff-Seymour; (5) York Plains; (6) Mike Howe's Marsh; (7) Longford; (8) Colebrook; (9) Schouten Island; (10) Spring Bay and Prosser's Plains; (11) Compton and Old Beach; (12) Lawrenny-Longlo; (13) Sandfly; (14) Ida Bay; (15) Hastings and Southport; (16) Recherche and South Coast; (17) Tasman's Peninsula.

Deposits of lignite and brown coal are widely distributed in beds of Tertiary age, but at present their economic value is only potential.

In the imperfectly developed state of our coalfields it is almost impossible to make any useful estimate of our reserves. The following figures, which are based on such information as is available, can only be taken quite approximately as indicating the probable amount:—

Seams in Lower Coal Measures ...	11,000,000 tons
Seams in Upper Coal Measures ...	54,000,000 tons
Total	65,000,000 tons

besides unknown reserves in strata fringing the Central Tiers.

Limestone Caves.

Caves in the other Australian States are placed under the control of the respective Governments, being considered as national assets, the conservation of which is a public function.

In New South Wales caves visited by tourists were for many years under the control of the Mines Department, and the Geological Survey carried on the exploration and improvement work connected with them. In 1907, however, they were transferred to the Intelligence and Tourist Department.

In Victoria such caves (171 miles from Melbourne) are controlled by the Government Tourist Bureau and Land Settlement Office.

Western Australia also has caves along the shores of the Indian Ocean, and they are managed by a Caves Board.

The discovery of new and attractive caves at Mole Creek during the past year led the Northern Tasmanian Tourist Association to suggest that they be acquired by the Government, and that future discoveries be reserved in land titles when issued.

In reporting on this subject during the past year I recommended that, wherever possible, our caves be acquired by the Government, and I proposed the creation of public caves boards for their preservation and development. Under such an arrangement the Mole Creek and Ulverstone caves would come under the jurisdiction of a northern board in connection with the Northern Tourist Association, and a southern board would control the caves at the Junee, Mt. Field West, Ida Bay, &c. Provided the necessary funds are available, these boards, strengthened by the aid of the Railway Department, ought to be able to manage the whole business with advantage to the State.

Museum.

The Survey collections in the Victoria Museum have been added to, and will be increased with increasing provision for cases. The collection made by the officers of the Geological Survey on their field journeys and the valuable donations of minerals, rocks, and fossils made from time to time by mining companies and private individuals make the Museum an educational and advertising centre of great value to the mining community in general. A substantial portion of the building is devoted to a permanent exhibition of the ores and economic minerals of the island. These exhibits are under the control of the Geological Survey, and the new departure has continued to excite considerable interest in the city. The ores of the different metals are exhibited, and in addition separate cases are assigned to large mines or to mining districts. Coal and shale exhibits have their cases; building materials and materials useful in the arts likewise; as well as fossils and specimens illustrating geological processes. Tasmanian rocks are classified and shown, and also a general collection of minerals. A special feature is the allotment of cases to new discoveries and minerals attracting public attention for the moment. The geological district maps which accompany the Survey bulletins are being framed and hung on the walls of the Museum. Mr. Thos. Stephens, M.A., Hobart, has kindly donated his original map of the geology of the North-West Coast, which illustrated his paper on that subject published by the Linnean Society of New South Wales.

Many enquirers at the office recently have been referred to the Museum collections, which are becoming of distinct value to the State.

In every country museums are regarded as necessary adjuncts to geological surveys and mines departments. In the States of the Australian Commonwealth large sums have been expended in building and maintaining them. They are distinct in their aims from those of national museums, which have their own place and functions, and they fulfil more than one purpose. They secure the conservation of the survey type collections, which absolutely have to be preserved in some way or other, and they advertise our resources and place them before the investor, settler, or traveller in a compact and striking form. In this direction their value cannot be assessed, and time and money laid out on them are well spent. Moreover, they must not be regarded exclusively as an assemblage of industrial exhibits, though they are that to a large extent. The mining and geological gallery ought also to show the power of museum exposition to inform the general public of the leading principles and fundamental facts of the science of economic geology, displaying the material in such a way as to create and satisfy a desire for information in this important department of knowledge.

Office.

Mr. F. S. Grove has been occupied the whole of the year on Government race-construction at Gladstone, and Mr. W. D. Reid has efficiently carried out his duties in his absence.

The correspondence during the past 12 months comprised 2754 letters, bulletins, &c. Our exchange-list for the library is on a satisfactory footing. Grateful acknowledgments are tendered to the proprietors of Australian and Tasmanian newspapers and periodicals for copies supplied to the office.

Two additional rooms in the Public Buildings have been handed over for our use, and will soon be ready for occupation. These will greatly relieve the present pressure on our space.

I have, &c.,

W. H. TWELVETREES, Government Geologist.

Secretary for Mines, Hobart.

REPORT OF THE CHIEF INSPECTOR OF MINES.

Launceston, 31st May, 1912.

SIR,

I HAVE the honour to present my report on the inspection of mines for the year ended 31st December, 1911. Herewith please find statistical statement and diagram relating to accidents which have occurred during the past year.

I beg to append annual reports prepared by the district inspectors of mines, viz., by Mr. M. J. Griffin, Inspector for the Northern and Southern, Eastern and North-Eastern Divisions; Mr. Jas. Harrison, Inspector for the Western and North-Western Divisions; and Mr. C. H. Curtain, Inspector for the Lyell District.

The aggregate number of men employed during the year at the mines and smelting works throughout the State was 5247. The number of fatalities was four, and of non-fatal, but recordable, injuries, 77. The death rate from accident was 0.762 per thousand, as against 1.386 per thousand in 1910.

The number of non-fatal accidents is unusually high. It is swollen by many minor injuries (bruises, sprains, and cuts), which appear to have kept the sufferers from work for a period exceeding 14 days. In many instances there is reason to believe that the length of absence is not entirely due to disablement, and the accidents ought not to find a place on the register; but such cases are difficult to distinguish statistically. When men take a few days' holiday at the end of a short term of absence through a slight accident the manager can only notify that they have not returned to work within the 14 days, and their names are improperly added to the accident list. The inspectors will in future require to be thoroughly satisfied before accepting doubtful cases.

The strictness with which proper accidents are notified also accounts in some measure for the statistical increase in recent years. This is borne out by a glance at the registers for the last two decades. While the first decade shows fewer accidents than the last, the last shows fewer fatalities than the first. Legislation has followed the miners' dangerous occupation more closely and sympathetically. Government inspection has been more continuous, and occurrences underground have been notified more attentively. Though the records show an increase in the number of mishaps, the increase is apparent, not real. On the other hand, the ratio of fatal accidents is diminishing. The figures of single years are apt to be misleading. More reliable results are obtained by comparing groups of years. Thus the fatalities during the last four periods have been as follows:—

	Per 1000.
1893-1897	1.527
1898-1902	1.411
1903-1907	1.088
1908-1911	0.935

These lamentable occurrences evidently can be restricted and reduced, and if those who control and operate the industry—Government, owners, and workmen alike—will unite in aiming at total prevention, happy results must assuredly follow.

For the sake of comparison I quote the latest figures from other States available in the office:—

			Fatalities Per 1000.
New Zealand	1910	...	2.43
Queensland	1909	...	2.15
Western Australia	1910	...	1.64
New South Wales	1911	...	1.35
Victoria	1910	...	0.82

The amendment of "The Mining Act" during the year has resulted in giving effect to the humane and rational principle of the recognition of the right of miners to call the attention of the manager to anything unsafe in the mine, and thus to claim the services of the Government inspector in a regular and authorised way. Our legislation, in providing for workmen's inspections, is thus brought into line with that of the other States in the Commonwealth, and employers will have to recognise this as the normal state of things. The success of the measure largely depends upon it being made to work smoothly and without friction. It may be mentioned that the workmen's inspectors are not check inspectors. Their duties are to consist rather in supplementing the Government inspection, not in checking or controlling it; and the mistaken use of the term "check inspector," founded on misapprehension, should be discouraged. The object is not to interfere with the Government inspectors, nor to keep a watch on them; but to provide men pursuing a dangerous calling with a legitimate channel for making known their fears and wants. If the provision is carried out harmoniously, and in a reasonable way, the effect must be to improve the conditions under which miners work, and to affect our accident list favourably.

When any addition is next made to the regulations under the Act it will probably be advantageous to regulate the mode of appointment of workmen's inspectors in order to prevent uncertainty and irregularities, and to provide the Department with definite and reliable information in respect of the appointment. The regulation might provide that the election should take place by ballot, and that the appointment should be by the majority of employed persons attending a duly-convened meeting, the chairman of the meeting to notify the mining manager of the result of the election, and the latter to forthwith notify the Secretary for Mines.

The General Rules of the working part of the Act were amended during the year, principally in the direction of ensuring greater safety to men employed. Some improved rules for mine ladders, winding speeds, and rope tests were substituted for the older ones, and a few minor alterations made where experience suggested them. An important rule was added making the use of dust-prevention and sanitary appliances compulsory.

When "The Mining Act" amendments were being framed last year I drew up a scheme of subdivision, by which the General Rules were divided into groups, embracing severally the various rules relating to each subject. Owing, I believe,



Diagram showing the ratio of Fatal Accidents in Mines in Tasmania.

Rate per 1000 men employed.

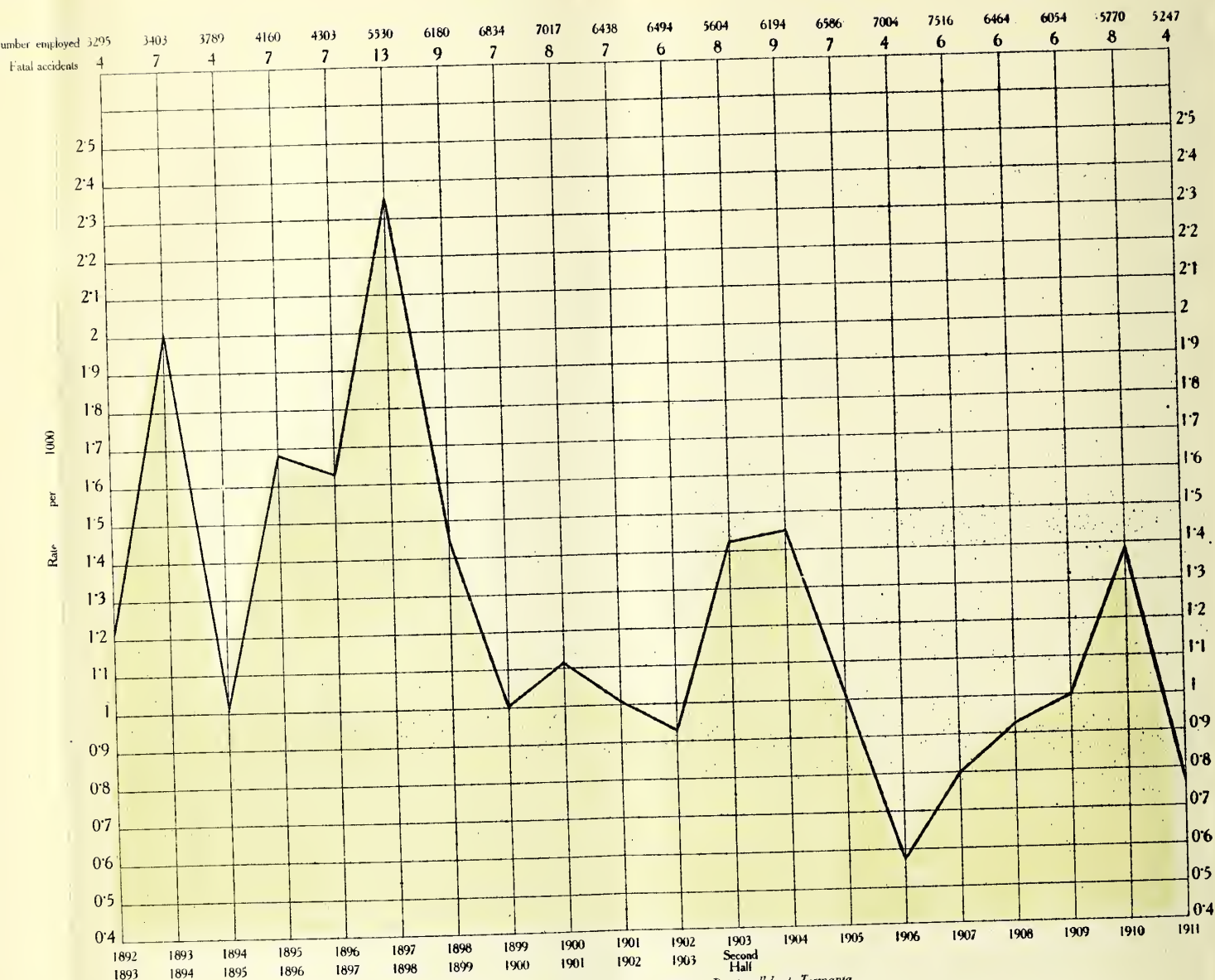


Photo Mygraphed by John Vail Government Printer Hobart Tasmania.

to the expense of printing, this suggestion was not adopted. Nevertheless, such subdivisions will eventually have to be introduced, as with the continual additions it is becoming increasingly difficult to pick out readily any desired rule in the Act as published.

The only case in which it was necessary for an inspector to take proceedings this year was that in which a miner at the Tasmania Gold Mine returned to a misfire hole within 15 minutes, recharged and exploded it, to the injury of another miner, who, ignorant of the second charge, approached the face just before the explosion. The defendant pleaded guilty, and was mulcted in fine and costs.

An information was laid against the proprietor of the Mt. Cygnet Coal Mine for neglect to furnish copy of plan of underground workings, as required by Section 174 of "The Mining Act, 1905." On production of the plan the charge was not proceeded with.

The inspectors report that the ventilation in the mines in their several districts has, on the whole, been satisfactory; that the sanitation regulations have been carried out, though some of the smaller mines are rather lax in this respect; and that the general health of the miners is apparently good.

With regard to miners' phthisis, I have been in communication with Dr. J. S. Purdy, the Chief Health Officer, who reports to the following effect in respect of the Lyell District:—

"Prior to April, 1911, two cases of lung disease in miners were observed—one, a case of pneumokoniosis, in which the sufferer died; the other, a case of pneumokoniosis, in which the subject has since gone farming.

"From the 7th April to the 30th June, 1911, two cases of miners with pneumokoniosis were observed, one of whom is still living, but not working; the other (a slight case) is still working.

"From 1st July, 1911, onwards, there have been two cases of acute pneumonia, who have both died. One of these cases was an alcoholic. There are at present four men affected with pneumokoniosis still working at the mines, one with bronchial

asthma and pneumokoniosis at present in hospital, and one not working."

The Chief Health Officer is of opinion—and I strongly concur with him—that it would be an excellent arrangement if there could be some form of insurance for miners, which would include pneumokoniosis, and so allow men to leave their work, which, if continued underground, will ultimately lead to a fatal result.

With the view of fixing a standard temperature limit, the question of underground temperatures will be studied closely in the ensuing year.

Owing to the discharge of a workman in connection with union disputes a serious strike commenced at the Mt. Lyell Mines on the 23rd September, and the smelters were not blown in again until the 11th December.

I have pleasure in recording my acknowledgment of the unfailing attentiveness and scrupulous discharge of duty on the part of the inspectors for the several districts.

Postscript.

Dr. J. S. Purdy, Chief Health Officer, reports further *re* cases of miners' lung disease for year ending 30th June, 1911, as follows:—

"Dr. Hamilton, of Queenstown, reports that he had no cases for this period. The only cases of lung diseases (which were five cases of pneumonia) were of men working in the smelters. The matron of Devon Hospital reports that John Maxwell, 73 years, Mt. Lyell, underground, was admitted on 1st June, 1910, and died 17th August.

"Dr. Davis, Beaconsfield, reports that there were no cases of miners' phthisis in his district for the period under review."

I have, &c.,

W. H. TWELVETREES, Chief Inspector of Mines

The Secretary for Mines, Hobart.

COMPARATIVE Table of Statistics of Accidents in and about the Mines of Tasmania from 1st July, 1892, to 31st December, 1911.

Period.	Number of Miners employed.	Number of Accidents.	Number of Persons.		Total Killed and Injured.	Average per 1000 Killed and Injured.	Average per 1000.	
			Killed.	Injured.			Killed.	Injured.
1 July, 1892, to 30 June 1893	3295	28	4	25	29	8.8001	1.214	7.586
" 1893 " 1894	3403	25	7	20	27	7.934	2.057	5.877
" 1894 " 1895	3789	26	4	24	28	7.300	1.058	6.332
" 1895 " 1896	4160	22	7	16	23	5.529	1.682	3.847
" 1896 " 1897	4303	36	7	31	38	8.831	1.627	7.204
" 1897 " 1898	5530	36	13	33	46	8.318	2.351	5.967
" 1898 " 1899	6180	35	9	34	43	6.957	1.456	5.501
" 1899 " 1900	6834	19	7	16	23	3.365	1.024	2.341
" 1900 " 1901	7017	29	8	23	31	4.417	1.140	3.278
" 1901 " 1902	6438	38	7	35	42	6.524	1.088	5.437
" 1902 " 1903	6484	44	6	43	49	7.557	0.925	6.632
" 1903, to 31 Dec., 1903	5604	27	8	20	28	4.977	1.428	3.569
1 Jan., 1904	6192	73	9	65	74	11.951	1.454	10.497
" 1905 " 1906	6586	34	7	30	37	5.618	1.063	4.555
" 1906 " 1907	7004	65	4	61	65	9.280	0.571	8.709
" 1907 " 1908	7516	68	6	64	70	9.314	0.798	8.515
" 1908 " 1909	6464	60	6	58	64	9.900	0.928	8.972
" 1909 " 1910	6054	54	6	49	55	9.085	0.991	8.093
" 1910 " 1911	5770	63	8	57	65	11.265	1.386	9.878
" 1911 " 1911	5247	80	4	77	81	15.437	0.762	14.675

TABLE showing Rate per Thousand Killed and Injured in the different Divisions for the Year 1911.

Division.	Average Number of Men employed.	Number of Accidents.	Number of Persons.		Total number Killed & Injured.	Average per 1000 Killed and Injured.	Average per 1000.	
			Killed.	Injured.			Killed.	Injured.
Northern and Southern	599	21	Nil	22	22	36.727	Nil	36.727
North-Eastern	693	12	1	11	12	17.316	1.443	15.872
Eastern	569	2	Nil	2	2	3.514	Nil	3.514
North-Western	777	13	2	11	13	16.731	2.574	14.157
Western	2609	32	1	31	32	12.265	0.383	11.881
	5247	80	4	77	81	15.437	0.762	14.675

ANALYSIS of Statistics for the Western Division.

Division.	Average Number of Men employed.	Number of Accidents.	Number of Persons.		Total Number Killed & Injured.	Average per 1000 Killed and Injured.	Average per 1000.	
			Killed.	Injured.			Killed.	Injured.
Mount Lyell	1471	17	1	16	17	11·556	0·679	10·876
Zeehan, &c.	1138	15	Nil	15	15	13·181	Nil	13·181
	2609	32	1	31	32	12·265	0·383	11·881

TABLE showing the Number of Persons Killed and Injured in and about the Mines of Tasmania during the Year 1911.

PLACE OR CAUSE OF ACCIDENT.	INSPECTION DISTRICTS.													
	Northern and Southern Division.		North- Eastern Division.		Eastern Division.		North- Western Division.		Western Division.				TOTAL.	
									Zeehan and other Districts.		Lyell District.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
UNDERGROUND—														
Falls of Ground .....	...	4	...	...	...	1	...	5	...	5	1	2	1	17
<i>Shaft Accidents—</i>														
Things falling down shafts	...	...	...	...	...		1	...	...	...	...	1	...	...
Haulage .....	...	...	...	...	...			...	...	...	...	1	...	1
Falling down passes and shafts.....	...	...	...	...	...	...	1	...	...	...	...	2	1	2
Total .....	...	...	...	...	...	...	2	...	...	...	...	3	2	3
Miscellaneous (underground).														
Haulage—														
Trams, &c. ....	...	1	...	...	...	...	...	...	...	...	...	...	...	1
Sundry accidents .....	...	6	...	...	...	...	1	...	...	...	...	5	...	12
Explosives .....	...	4	...	...	...	...	...	...	...	1	...	...	...	5
Total .....	...	11	...	...	...	...	1	...	1	...	...	5	...	18
Total Underground . .	...	15	...	...	...	1	2	6	...	6	1	10	3	38
ON SURFACE—														
Smelting-works .....	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Machinery .....	...	1	...	...	...	...	...	...	...	...	...	...	...	1
Falls of stone .....	...	...	...	4	...	...	...	...	...	...	...	...	...	4
Tramways .....	...	...	...	...	...	...	...	1	...	2	...	1	...	4
Falls of persons .....	...	2	1	2	...	...	...	...	...	2	...	1	1	7
Explosives .....	...	...	...	...	...	...	...	2	...	...	...	1	...	3
Miscellaneous.....	...	4	...	5	...	1	...	2	...	4	...	3	...	19
Total Surface .....	...	7	1	11	...	1	...	5	...	9	...	6	1	39
GROSS TOTAL, 1911.....	...	22	1	11	...	2	2	11	...	15	1	16	4	77
Total during 1910.....	2	20	...	2	...	5	...	7	...	6	6	17	8	57

REPORTS OF INSPECTORS OF MINES.

MR. INSPECTOR GRIFFIN (Launceston) reports:—

I have the honour to submit my report as Inspector for the Northern and Southern, North-Eastern, and Eastern Divisions of the State, for the year ending 31st December, 1911.

Number of accidents, 35. Casualties: fatal, 1; non-fatal, 35—total, 36.

I am pleased to be able to report that only one fatal accident occurred during the year. The circumstances in connection with this were of such a nature that no blame was attachable to anyone.

Fatal Accident.—Thomas Crook, a married man, age 50 years, was working on wages on James Smith's tin-slucing mine near Branhholm. He generally worked with the owner, no other men being employed. He was at Branhholm with Smith on Sunday, 18th June, and returned alone to the mine, about 3 miles distant, on the evening of that day. On Monday morning some Chinese working on the creek below Smith's claim noticed, about 16 o'clock, that the sluice-water was beginning to run clear, and concluded that Smith was cleaning up. When, however, at knock-off time in the evening the water was still running they became alarmed, and went to Smith and Crook's camp. Not finding anyone there they called on Mr. Fred. Hawkes, who accompanied one of them (Lung Kee) to the working face of Smith's claim, where, with the aid of lanterns (it was then 6 p.m., and quite dark) they found the dead body of Crook, lying face uppermost, on the floor of the face, the back part of his head and neck resting on a smooth spar, part of the sluice-race log work next to the face. The water was still running, and had partly washed away portion of a heavy fall of earth that evidently took place early in the day. There were no marks or signs of violence on the head or body, and from the position in which it was lying it is pretty certain that the unfortunate man never moved after he fell. Dislocation of the neck was the cause of death.

The face where the accident happened is about 12 feet in depth. The equipment and method of working with regard to safety is fairly good. There are various theories as to how the accident happened; some think he was barring down, and slipping away from the top with the fall of earth was hurled against the log work, where the body lay. I am of opinion, however, that this could not be. A pick was found lying on the soft granite floor of the face a few feet nearer to the foot of it than where the body lay. I think Crook must have got the fall of earth down all right, and that after returning to the nozzle (which was in a safe place on a stone-heap) he noticed a large lump which was partly blocking the run of stuff into the tail-race, and taking a pick descended to break it up. The face floor was sloping, and rather slippery. Something may have startled him—probably a fall of more earth from the face—and in stepping aside to get clear he lost his footing and fell backwards, the back part of his head and neck coming in contact with the spar already referred to.

Of the non-fatal accidents, 13 were serious; the remaining 22 being for the most part of a trivial nature.

Serious Accidents.—Fred. Bonser was attending to a nozzle in the overburden face of the Arba Tin Mine. He went close to the face to hook out a lump of cement, and was struck by a small slip of earth from the face, which tore the flesh from knee to ankle on outside of his left leg. Men on the afternoon or night shifts were not required to go nearer to the face than the nozzle. Bonser had no right there, and has only himself to blame for the accident.

At the Mt. Nicholas Colliery, Thomas Pickett was working on wages on coal at a cut-through, where the seam was faulted. A large block of coal fell out of the face, knocking down a couple of props, and the last timber set of the gate road. Pickett was overwhelmed, and when extricated a few minutes later by men who were not long in coming to his assistance it was found that his right arm was completely severed above the elbow joint. A skip behind which he fell broke the force of the fall, and the ends of timbers striking the rib of the coal at the roadside prevented the full weight from descending on him, otherwise he would have been crushed to death. It is surmised that his arm must have been cut off by a blow from the falling timber on the edge of the skip. Spragging is only compulsory before "holing," or undercutting, the coal is commenced; nevertheless, a careful and experienced miner would, in a case like this, have spragged the face coal before he commenced shovelling coal into the skip. The overman, too, was somewhat lax in his supervision, or he would have insisted on every precaution being taken when cutting through the faulted seam.

At the Tasmania Gold Mine, John Burton and his mate (J. Rush) were both injured by an explosion of gelignite when

charging holes in the western pump-chamber at 1500-foot level in Grubb shaft. These men had finished the boring of a set of five holes left by the day-shift men, and commenced to charge them. The holes were all bored with big steel, except the last one, which was finished for about 12 inches at the bottom with a smaller drill. When it came to charging this last hole two plugs, clumped, were inserted, and stuck were the hole commenced to narrow near the bottom. Force was used with the tamping rod, and an explosion occurred. Burton was terribly burned about the face and hands, so much so that it was feared his sight was completely destroyed; happily this was not the case. Rush had one side of his face and a hand badly burned. These men say they were using a wooden tamping stick when the explosion occurred, but an investigation has shown this to be untrue. Two wooden sticks were provided for use at the place. One of these I found the day following the accident standing with some drills in the plat 30 or 40 feet away from the chamber face; the other was subsequently found behind a leg in the chamber. Both were intact, and showed no sign (either the one or the other) of having been blown out of a drill-hole. Diagonally across the chamber, about 30 feet from the hole in which the explosion occurred, was found a machine drill 4 feet 6 inches in length, and of small steel. This was bent a little at one end, and a mark on one of the timber legs of the chamber showed clearly where it struck. There can be no doubt whatever but that this steel drill was being used for tamping when the explosion occurred.

Wm. Henry Wheeler, a single man, age 58 years, was working by himself on his tin section at Upper Cascades in the sluice-race, when he was caught and pinned down by the feet and lower parts of his legs by a slip of earth and stones from the side of the race. This happened at 2.30 p.m. on Tuesday, 19th December, and he was not discovered or extricated until the following Friday afternoon, having then been 73 hours in a perilous position without food or drink. Fortunately for him, he was in a sitting position, with his hands free, otherwise he would have been tormented to death by flies. When discovered Wheeler was in a dreadfully emaciated state; his feet and legs were bruised and numbened from the weight of stones lying on them in the sluice-water, that continued to run all the time. He was removed to the Launceston General Hospital, where it was found necessary to amputate his left leg at the knee; his right foot was also amputated. The pluck and vitality of this man are the wonder of everyone who has come in contact with him. He has lived through the whole ordeal, and, to use his own words, "does not mean to die yet."

The foregoing are some of the more serious accidents. The remainder need no further notice than what is set forth in the tabulated list of accidents appended to this report. On reference to this it will be seen that nearly 50 per cent. were registered as "serious," on account of the sufferer being absent "throughout at least 14 days from his ordinary work." In very many cases, however, men do not return immediately after they have recovered from the injury sustained, preferring to take a few days on their own account, for business or recreation; or it may be that they have a claim under "The Employers' Liability Act," and prefer to go on half-pay for a time. Thus the list of accidents called serious is unduly swelled.

Accidental Explosions.—In the case of Percy Betts, injured at the Devon Mine, it is possible that portion of a plug of gelignite may have got into a crevice in the floor when the level was first driven some years ago. Men working there at that time appear to have been rather careless, as loose gelignite and caps were found on a ledge in same level. I am satisfied that Betts did not bore into an old bottom. As to the explosion by which Burton and Rush were injured in the pump chamber at the Tasmania Mine, this, I think, can scarcely be termed "accidental," for when a man deliberately uses a steel drill to force gelignite into a drill-hole, and an explosion occurs, it amounts to one of two things—wilful defiance of all rules in connection with the use of explosives, or a deplorable want of knowledge in such matters.

Ventilation.—The ventilation of both coal and metal mines is on the whole good. At the Tasmania Mine good ventilation has been maintained in all working places excepting at bottom levels going west. In driving these levels a lot of gas is met with coming from the rock strata, and also when heavier water is struck. Ventilation by natural means cannot effectively cope with this; mechanical appliances are required, and costly machinery would have to be installed. It is not often, however, that much inconvenience is felt. Sometimes the men have to be removed and put to work at other places for

a day, or perhaps two, when unfavourable atmospheric conditions prevail. In such case interference on the part of the inspector is uncalled for.

The North Tasmania is now worked intermittently by a tribute party. At times the ventilation is very good, and will remain so as long as the wind is from a certain quarter, but a change to the north or north-west generally causes trouble. The mine is well equipped with cage and ladders; there is also a second shaft or means of exit. The party are careful not to run any undue risk when air is bad.

Sanitation.—The sanitary conveniences provided are generally good. Some few of the smaller mines are rather lax in this respect. The difficulty of getting men to use the conveniences provided is a drawback. Food is thrown about in the crib-places instead of being put into the receptacles provided for scraps and waste, but the offender is seldom caught.

With regard to water supplied for drinking purposes, men seldom drink cold water when at work; they generally use tea or coffee. Pure water for use in their camps is of more importance, and it is seen that this is provided wherever men live on the mine.

Health of Miners.—This, on the whole, is apparently good. No cases of pulmonary phthisis, so far as I can learn, have occurred.

Prosecution.—Frank McIvor, a miner employed in the Tasmania Gold Mine, was proceeded against for having returned to, and recharged and exploded, a missfire hole, within 45 minutes from the time of lighting the fuse in the first instance. McIvor and his mate, Snoxall, worked at a place in the 1370-foot level, where two drives—hanging-wall and main lode—meet. Two holes were charged, and McIvor ignited the fuse of each and retired by way of the hanging-wall drive. One charge missed fire. This he revisited within 15 minutes, and having inserted another charge, fired and exploded it. A man named James White, working in the main lode drive, and not knowing that a “missfire” had occurred, approached the face to return a shovel he had borrowed. The smoke from the first explosion prevented him from going close up. He put down the shovel and was just about to turn back when the second charge of the missfire hole exploded. A small fragment of rock struck White on the leg, but fortunately no serious injury was sustained. McIvor pleaded guilty to the charge, and was fined 10s., with 8s. costs.

Magazines and Explosives.—Magazines are generally well kept and in good order. There was one exception, however. A small magazine for day supply at an open-cut mine was found to be in a dangerous condition, with an open keg of powder, loose gelignite, caps, and primers, together with tools, ropes, &c. The manager was absent. The man in charge admitted that his chief experience in the handling of explosives had been on railway works.

The manager of the Mt. Nicholas Colliery took proceedings against a miner named Nolan for taking into and storing in the colliery gunpowder not required for immediate use. It appears the colliers are allowed a $\frac{1}{2}$ -lb. of powder each for a day's supply; if not used it should be returned to the magazine. Nolan stored up his own, as also some of the other men's powder, until he had in all about 27 lb. secreted in a bag, beside one of the working roads in the colliery. For this breach of rules and regulations he had to pay nearly £4 in fine and court costs.

Equipment, Machinery, &c.—The equipment of the mines, on the whole, is very good. Only in one case was it found necessary to condemn a rope; this was a light line used on an air-hoist for winze-sinking. Ropes, chains, and shackles receive care and attention as required by the Act. No serious breakages of machinery have occurred during the year.

Mines Newly Opened, or Reopened.—The New Roy's Hill Tin Mine Company completed their plant—10-head battery, with classifiers, jigs, and card tables, also steam haulage for underlay shaft (52° dip)—in August, and have been working since then.

At the Anchor Tin Mine, the “Otto” ropeway, $1\frac{1}{2}$ mile in length, was finished early in the year, and is working well. This ropeway is used for carrying tin rock from the top of the hill (Australian sections) to the battery, 1200 feet difference of elevation.

The Cliff Tin Mine (McDonald, Ltd.) has installed powerful machinery—steam engines, gravel pump, barge, &c., to work the mine at South Mt. Cameron.

Gravel pumps, mounted on barges, and operated by portable steam engines, are coming into use on the north-eastern tin mines, and are found to be most suitable for working low terraces or creek flats, where the wash must be elevated for sluicing. If only a small area has to be operated on, a barge is dispensed with. The portable engine is hauled to a place where the ground is known to be deepest, the pump is inserted, and probably a sump found of sufficient depth to receive the wash by gravitation from a considerable area.

Mr. George Watt, late mine manager of the Purdue Mine, was one of the first to introduce a plant of this description. He commenced on a small rock-bound flat on Amber Creek, near Gladstone. The area was probably not more than one acre in extent, and appeared to be more boulder than wash. It was good enough, however, to yield 25 tons of tin when operated on by the gravel pump.

The Pioneer Tin Mine Company has raised the Frome River reservoir dam, nearly doubling the storage capacity, which is now 840,000 gallons.

The Seamander Copper Mine Company installed a small steam winding-plant and sunk a shaft to a depth of about 80 feet.

At the Tasmania Gold Mine, Grubb shaft was sunk 30 feet, making the total depth 1530 feet. A crosscut was driven from the 1500-foot level, in which a substantial floodgate is constructed. Permanent pit-work was installed in the eastern pump chamber, and the western chamber was approaching completion at the close of the year.

Hart's shaft was sunk $26\frac{1}{2}$ feet, making a total depth of 1398 feet; and a plat cut at 1370 feet.

The old main shaft has been strengthened and sunk (7' x 7'), and connected with a short footwall drive at the 1000-foot level. This shaft is now used exclusively for ventilation purposes. It is being continued down as an underlay in sound footwall country, and will be equidistant from the lode at each level it passes through.

Coal Mines.—Mt. Nicholas Colliery.—The furnace at upcast air-shaft has been reconstructed and enlarged, giving a better fire-grate surface. This, and the straightening and enlarging the return-air course has very much improved the ventilation of the mine. Other improvements have been carried out in the way of retimbering portions of roads and main heading. The long-wall is now fully 500 yards in length, and the colliery is capable of an output of 200 tons per day. Unfortunately there is only trade for half this quantity.

Cornwall Colliery.—In the working of this colliery the old pit has had for its limit going westward the brow of a down-throw fault that completely cut off the seam. Recently prospecting disclosed the continuation of the seam west of the line of faulting. The electric haulage has been extended round the slope of the hill, and a new pit is now opened for long-wall working. This new discovery has given a fresh lease of life to the operations of the Cornwall Colliery company.

Catamaran Coal Mine.—Comparatively little has been done in the way of development work at this mine during the year. A steel tram (2-feet gauge, and $1\frac{1}{4}$ miles in length) has been laid on the old sawmill tram foundation, from the mine to the jetty at Catamaran Creek, where coal-bins have been erected. An attempt has been made to open up the seam by means of a tunnel-dip heading, entering from a point a little to the east of the old-shaft workings. The Durkin Bros.—practical coalminers, recently arrived from England—entered into an agreement with the owner (Mr. E. C. James) by which they undertook to open up and work the coal seam on a royalty basis. It was understood that these men had sent to the Old Country for a goodly number of practical miners to come out and join them. Something happened, however, and the whole scheme collapsed. Probably the cause of this was the imposing of too stringent conditions on the part of the owner, and the want of sufficient funds by the men, who foolishly thought they could open up and work a coal mine with only a few pounds to start with. The mine is now idle.

Shale.—The Tasmanian Shale and Oil Company completed the erection of retorts and commenced oil extraction in May last, but were unsuccessful in their first effort, and ceased operations in August. It would seem that the right methods of extraction for shale of this kind were not applied. The retorts are said to be of the wrong type—probably too large, for one thing—and the result was an extraction of less than 50 per cent. of the oil contents.

LIST of Accidents in Inspector Griffin's District for Year 1911.

Casualties—Fatal, 1 ; non-fatal, 35 ; total, 36.

Date of Accident.	Name of Mine.	Locality.	Cause of Accident.	Name of Sufferer.	Married or Single.	Nature of Injuries.	Particulars.
1911. 10 Feb.	Arba Tin Mining Co.	Branx-holm	Fall of earth in open cut face	Bonser, Frederick	Married	Flesh stripped from outside of leg from knee to ankle	Was attending to nozzle in open cut face; went too close to remove a stone, a small quantity of earth and cement fell, a portion striking him on leg.
20 Feb.	Garabaldi Tin Mining Co.	Pioneer	Maul slipping	Stewart, William	Ditto	Cut on head	Was fixing up pressure pipes; held a stake for his mate to drive with a maul. The maul came off the handle and Stewart received a blow on the head.
28 Feb.	Briseis Tin and General Mining Co.	Derby	Stone slipping when being loaded on to truck	Geale, Reuben	Single	Top of one finger torn off	Whilst loading truck a large stone rolled back and caught his hand, tearing off top of one finger.
3 April	Tasmania Gold Mine Ltd.	Beaconsfield	Struck by a piece of rock and fell down stope	Burns, John	Married	Three scalp wounds, also cuts & bruises about right side of body	Was barring down after firing in No. 5 stope, Block 301, a large piece of stone came away suddenly, and the stage carried away. He fell down the stopes about 15 feet at hanging-wall side.
19 April	Ditto	Ditto	Truck leaving the rails and colliding with hanging wall	Page, Arnold	Single	Second and third fingers of left hand severely bruised	Trucking at 1250-ft level. Truck left the rails and jammed his hand against the hanging-wall.
25 April	Lady Barron Prospecting Syndicate	Moina	Axe slipping	Foster, James	Married	Severe cut on inside of instep	Enginedriver was cutting wood for engine; axe slipped and gashed his foot.
16 May	Tasmania Gold Mine Ltd.	Beaconsfield	Quartz rolling in chute	Lynch, Con.	Single	Cut on back of right hand	Was clearing quartz chute, 352 Block; a piece rolled, inflicting a nasty cut on back of his right hand.
24 May	Ditto	Ditto	Machine-drill breaking	Shuttleworth, Richard	Widower	Sinews of second finger cut and bone splintered. Slight cuts on other hand	Was working machine drill; drill broke off at chuck; he attempted to hold it, whilst his mate turned off the air, and got his hands cut and a finger nearly jammed off.
9 June	Ditto	Ditto	Fall from a ladder	Bomford, Archie	Single	Bruised armpit	Was climbing a 12-ft ladder at reduction works; slipped and fell from top, striking his right arm on furnace.
19 June	Ditto	Ditto	Slipped whilst walking through flood gate	King, J. T.	Married	Hip twisted	Was walking through flood-gate at 1000-ft. level; slipped and fell twisting his right hip.
19 June	Smith's Tin Section, 589M	Ruby Flat, Branx-holm	Supposed to have slipped and fell backwards, striking a log	Crook, Thomas	Ditto	Fatal. Dislocation of neck	Was working alone in open-cut face attending to nozzle, and evidently fell backwards, his head striking a log; was several hours dead when found.
23 June	Devon Mine	Middlesex	Explosion of gelignite	Betts, Percy	Single	Ankle sprained and bones about it slightly fractured	Tributor. Was drilling a hole, single-handed, into floor of old adit level. An explosion occurred, supposed to be gelignite that got into crevice of rock.
28 June	Tasmania Gold Mine Ltd.	Beaconsfield	Fall of stone from face	Fleming, Thomas	Married	Wound on right leg, slightly crushed foot	Was working in 203 Block; a piece of stone rolled from the face striking him on the right leg and inflicting a wound, also crushing his foot.
5 July	Briseis Tin and General Mining Co., Ltd.	Derby	Adze slipping	Williams, Allan	Single	Cut on right leg	Was adzing timber at Mutual Hill works; adze slipped and cut his right leg.
14 July	Ditto	Ditto	Ladder rest giving way	O'Connor, Wm. Albert	Married	Abrasion of shin-bone and concussion of shoulder	Was attending to electric light; placed ladder against pole that gave way and let him fall to the ground.
14 July	Ditto	Ditto	Stone rolling	Callender, Walter	Single	Nail crushed off one finger	Was loading stone on to truck; a large stone rolled and crushed off his finger nail.
24 July	Tasmania Gold Mine Ltd.	Beaconsfield	Rupture, supposed to over-strain screwing up a bolt	Cully, Charles	Married	Rupture	Was working at a machine drill; supposes that he hurt himself screwing up a bolt.

LIST of Accidents in Inspector Griffin's District for Year 1911—continued.

Fatal, 1; non-fatal, 35; total, 36.

Date of Accident.	Name of Mine.	Locality.	Cause of Accident.	Name of Sufferer.	Married or Single.	Nature of Injuries.	Particulars.
1911. 26 July	Tasmania Gold Mine Ltd.	Beaconsfield	Lath giving way	Hill, Henry	Married	Cut on hand, and bruise on shoulder	Whilst getting up on to concrete east pump chamber 1500-ft level, he took hold of a lath that gave way letting him fall.
3 Aug.	Ditto	Ditto	Fall from a barrow plank	Gurnesy, Walter	Single	Leg badly sprained above ankle	Was wheeling a barrow load of wood along a plank to truck; slipped and fell, injuring his leg.
3 Aug.	Pioneer Tin Mining Co.	Pioneer	Falling on rock	Das, Harold	Ditto	Cut on arm	Was building a stone wall at surface; tripped and fell on a rock, cutting his arm rather badly. Was off 12 days.
7 Aug.	Tasmania Gold Mine Ltd.	Beaconsfield	Stepped on nail	Dougherty, Joseph	Married	Foot pierced by a nail	Employed as water-man at 1000-ft level. Stepped on a nail which entered his foot; was off work 21 days.
21 Aug.	Ditto	Ditto	Stone rolling down rill	Price, Wilfred	Single	Thumb badly bruised	Was shovelling quartz into 302 Block, stone rolled down rill and caught him on right thumb; off 21 days.
6 Sept.	Briseis Tin and General Mining Co. Ltd.	Derby	Sand and debris slipping on surface rock	Wise, Ernest	Ditto	Shock, and severe bruise over lower ribs	Was working with his brother at surface; a quantity of sand and clay slipped from the bare rock above, both men were overwhelmed and carried down slope.
27 Sept.	Tasmania Gold Mine Co. Ltd.	Beaconsfield	Unknowningly approaching a missfire retired	White, James	Married	Bruise on calf of leg	Shots were fired at face in 1370-ft. level, one missed, and was recharged and again fired unknown to White, who approached to return a shovel, and was hit by a fragment flying from blast.
10 Oct.	Ditto	Ditto	Fall of stone in slope	Barrett, George	Ditto	Cut on fore-arm requiring four stitches	Was stoping in 301 Block, picking at point of back laths; a lump of stone came away, striking him on the left fore-arm.
18 Oct.	Ditto	Ditto	Caught by machinery in motion	Hope, Percy J.	Single	Bruise ankle	Was cleaning L.P. direct winding engine; got his foot between guide bar and connecting rod.
31 Oct.	Mt. Nicholas Colliery	Mount Nicholas	Fall of coal	Picket, Thomas	Married	Arm completely severed above the elbow	Was cutting through a fault in coal and neglected to sprag; a fall of coal knocked out some timbers, beneath which he fell; his right arm was severed, presumably, by a blow from timber on the edge of a skip.
2 Nov.	Anchor Tin Mine, Ltd.	Lottah	Miss-blow of spawling hammer	Baily, A.	Single	Back of hand badly bruised	Was working in Australia face and received an accidental blow on the back of his hand from a spawling hammer. Was off work 20 days.
8 Nov.	Tasmania Gold Mine Ltd.	Beaconsfield	Adze slipping	O'Keeffe, Denis	Married	Cut 1½ inch low down on inside of instep	Was dressing timber at surface; adze slipped inflicting a cut on his instep. Was off 14 days.
16 Nov.	Briseis Tin and General Mining Co.	Derby	A fall through losing his footing	Lucas, Ernest Wm.	Single	Jarred hand	Fell whilst working in face and jarred his hand. Was off work 19 days.
20 Nov.	Ditto	Ditto	Piece of cement falling in face	Clear, Wm. Daniel	Married	Bruised foot	Was working in tin face; a piece of cement fell on his foot, bruising it rather badly. He was off work 16 days.
6 Dec.	Tasmania Gold Mine Ltd.	Beaconsfield	Slipped on a sheet of iron	Johnstone, George	Ditto	Knee twisted or badly sprained	After repairing automatic feeder in mill, he stepped on to a sheet of iron, and slipping, sprained his knee.
7 Dec.	Ditto	Ditto	Stepping into hot ashes	Keeffe, Wm.	Single	One foot badly burned, the other slightly	Whilst cleaning economiser flue, he inadvertently stepped back into hot ashes.
10 Dec.	Ditto	Ditto	Explosion when charging a hole	Burton, John	Married	Severe burns about the hands, face, and eyes	Was working in pump-chamber at 1500-ft. level and charged a number of holes, gelignite stuck in last one; force was used with steel bar, an explosion occurred.
10 Dec.	Ditto	Ditto	Ditto	Rush, John	Ditto	Burns on one side of face and eye	Was working with Burton, when the latter used a steel machine drill as a tamping bar.
19 Dec.	Wheeler and Grace's Tin Lease 4961M	Upper Cascade River, Weldborough	Slip of rock and debris in side of sluiceway	Wheeler, Wm. Henry	Single	Severe bruising of left leg, necessitating subsequent amputation of limb	Was working by himself in tail-race of his tin section, a slip from the side pinned him down by the legs, in which position he remained for 73 hours before he was discovered; left leg amputated.

MR. INSPECTOR HARRISON (Zeehan) reports:—

Accidents.—In submitting my annual report I regret to say that there have been two fatal accidents. One took place at Balfour and one at Magnet. There were 28 accidents during the year, most of them being of a minor character. Three took place at the Tasmanian Smelting Company's works, and three at the Metal Extraction Company's works in course of erection at Rosebery. The accompanying list gives the cause and nature of injuries.

Safety Appliances.—These have been attended to, and instructions given for their renewal wherever required.

Ventilation.—The ventilation of the mines is generally good, and I have not had any complaints on that score during the year.

Magazines.—Magazines are kept in good order. A good many of them are closed down for the present. I am pleased to state there has not been any necessity to take legal action against either managers or men during the year.

Zeehan.—Silver-lead mining is very quiet on the Zeehan field at present. The only mines working are the Montana, Western, and Mt. Zeehan (Tas.), the latter depending principally on the work of tributors.

Returns from the outlying districts are of a far more encouraging character.

Dundas.—The Zeehan Dundas Blocks Mine has completed the extraction of ore from the 90-foot level, and started to sink another 100-feet; but after getting down about 45 feet below the plat the water became too heavy for present appliances. A powerful pumping plant has been obtained, and it is now in course of erection. The future of this mine is looked on as bright.

Comet.—The mine supplies the Tasmanian Company's smelters with large quantities of suitable fluxing ores.

Adelaide.—This property, after lying idle for a considerable time, was taken in hand by the company working the Comet. They also purchased the Andersons', and are now working both properties from the Adelaide main shaft. Their energy has been rewarded by the opening up of new shoots of ore of good assay values. Preparations are being made for the unwatering of the deeper levels.

Comstock.—The only mine doing any good is the Block 10, which is held on tribute by a party of working men, who send out about 40 tons of galena to the local smelters per month.

Kynance.—A few men are doing some prospecting on the property.

Mt. Read and Rosebery.—The Hercules Mine is a splendid property. The output is about 100 tons per day of sulphide ore to the Tasmanian Company's smelters, and an export of about 400 tons per month of zinc sulphide. The manager, Mr. C. Moxon, experiences considerable difficulty in obtaining a suitable supply of miners. This retards the progressive work, as all available labour is required to keep up the output.

Mt. Read.—A few men are kept constantly employed prospecting.

North Jupiter.—Manager is getting ready for sending out sulphide ore.

Primrose.—An output of sulphide ore, about 40 tons per day, is kept up without any trouble.

The Tasmanian Copper Company and the North Tasmanian Copper Company are idle, pending the completion of the metal-extraction works, which we are given to understand will be ready in the near future. There is abundance of ore opened up ready for treatment.

Dalmeny.—This is, in my opinion, a good property, and should be in active work instead of lying idle.

Mt. Farrell.—The North Mt. Farrell Mine still continues to keep up a good output of good-grade galena. The returns from the deeper levels are most encouraging. The manager, Mr. Woodruff, is getting ready to sink for another level.

Mt. Farrell.—Prospecting is going on, with improved results.

Mackintosh.—A little prospecting is going on.

Sterling Valley.—This promising show is to be equipped with a good pumping and winding plant as soon as a connection by tram is completed with the Mt. Farrell tramline.

North Pieman.—The Chester Mine, under the management of Mr. Luke Williams, is sending out regular consignments of sulphide rock to the Mt. Lyell Company's superphosphate works.

Waratah.—Mt. Bischoff Company.—The manager is constantly erecting saving appliances, and increasing his crushing-power. The mine shows several years' work in sight.

Mt. Bischoff Extended.—The 10-head battery is kept constantly going, with satisfactory returns.

Whyte River.—Cleveland T.M. Company.—This mine is worked principally on the open-cut system on lode-matter that gives a return of slightly over 1 per cent. tin oxide.

There are a few mines in the district doing a little prospecting.

Heazlewood.—The Mt. Jasper Copper Mine.—Work has ceased on this mine for the last few months. Prospecting the lower adit has been somewhat disappointing. The company purchased the Long Tunnel Mine at Mt. Stewart, and removed the men to open up that property. Since taking it over the plant has been overhauled, the main shaft unwatered, and driving for the lode continued. The latest report states that the lode has been struck, giving good assay returns.

Savage River.—About 40 or 50 men are employed mining for osmiridium, most of them doing well.

Heemskirk.—On the Federation Mine the owner, Mr. J. S. Munro, is getting ready to prove the lodes at a depth by means of an oil-engine for pumping purposes.

On the north side of the mount the McGinness Bros. discovered a good tin lode, but water proved too heavy for the appliances they had. The show is worthy of further prospecting.

Tasman River.—The leases held by Captain Fisher and party have changed hands. A strong company has now got possession, and intends working the flats on a large scale. I understand the plant is to be put in position without any unnecessary delay.

N.E. Dundas Tinfield.—Renison Bell T.M.—During the year an additional five-head battery has been put in position, and a good supply of water-power obtained for driving same. The company has plenty of crushing-dirt in sight.

Montana Tin Syndicate are still employed sluicing the detritus. A 10-head battery has been purchased, and will be put in position as soon as possible.

Boulder T.M. Company.—A 10-head battery has lately been completed, with all necessary saving appliances, and better returns can now be looked for from this mine.

Penzance T.M. Company.—A complete 10-head stamp-mill is just about completed. The manager, Mr. T. Moore, expects to make a start crushing towards the end of the month.

The Dreadnought (Morton and Brumby) sections are being taken over by a Sydney syndicate.

X River.—There are several large bodies of ore being opened up in this new tinfield. The prospects are of a most encouraging character. The Government has decided to construct a couple of miles of a steel tram, which will connect with the Emu Bay Railway, and give the companies an opportunity of getting machinery on the ground. This is considered by all practical mining men to be a move in the right direction. There is a very large tract of tin-bearing country lying between the Pieman River and Mt. Ramsay, but better facilities must be given to prospectors to get mining material on the ground before it is possible to ascertain its value.

Stanley Field.—The Reward Mine, on which large sums of money have been spent in equipping it with a hydraulic elevator, has not turned out as well as was at first expected. A tin expert has been engaged from the N.E. Coast to sample the property and report on same. About 10 tributors are at work in the vicinity, and about a dozen men are employed opening up the Mt. Lindsay Mine.

Mt. Balfour.—On the Balfour field there is only one copper mine at work at the present time, namely, the Murrays' Reward, which is keeping up the usual output of high-grade ore. I do not consider the field has had fair play. The class of machinery sent there from the neighbouring States was of a most unsuitable character, with the result that in nearly every instance the depth attained was not more than 100 feet, and that at only great expense. There has been considerable leaching going on in the large ore-bodies near the surface, and in every instance an improvement was met with in the ore as depth was attained; but as I have already stated, the plants were no good, and time and money were simply wasted. There are about 50 men working on alluvial tin-wash, and most of them are doing well.

LIST of Accidents in Inspector Harrison's District during the Year 1911.

Fatal, 2; non-fatal, 26; total, 28.

Date of Accident.	Name of Mine.	Locality.	Cause of Accident.	Name of Sufferer.	Married or Single.	Nature of Injuries.	Particulars.
1911.							
27 Jan.	Mt. Bischoff Tin	Mount Bischoff	Fall of timber	Hayes, Henry	Single	Hurt penis	Pulled a piece of timber down, which hurt his groins.
3 Feb.	Magnet Silver	Magnet	Fall of stone	Saville, John	Married	Burst finger	While barring down, stone fell on finger.
6 Feb.	Mt. Bischoff Tin	Mount Bischoff	Fall off truck	Jones, Owen	Single	Compound fracture of right leg	Fell off moving truck.
14 Feb.	Magnet Silver	Magnet	Fall of timber	Davis, A. J.	Ditto	Bruised back	While putting in set of timber cap fell on him.
16 Feb.	Mt. Bischoff Tin	Mount Bischoff	Ditto	Smith, Walter	—	Broken ribs	Pulled timber down on himself.
13 Mar.	Metals Extraction Co.	Dundas	Cut by saw	Storey, J. O.	Single	Lacerated hand	Right hand came in contact with circular saw.
28 Mar.	Zeehan Montana	Zeehan	Fall of rock	Jeffries, Ed. William	Ditto	Bruised breast and side	Rock fell from face of stope.
1 Apr.	Ditto	Ditto	Ditto	Dhu, Roderick	Married	Broken rib	Injured by fall of rock from wall of stope.
5 Apr.	Magnet Silver	Magnet	Fall of stone	Richards, John	Ditto	Bruised foot	Caught by a stone while barring down.
8 Apr.	Montana Tin Syndicate	Dundas	Ditto	Jones, Albert	Single	ditto	Ditto.
9 May	Boulder Tin	Ditto	—	Matheson, William	Ditto	Bruised finger	Injured while feeding battery.
29 May	Magnet Silver	Magnet	Fall of stone	Gregory, Oscar	Ditto	—	While putting in a set of timber a stone fell.
31 May	Zeehan Montana	Zeehan	Fall of stones	Doney, Archd.	Married	Cut head	Fall of loose stones down a man way.
6 June	Magnet Silver	Magnet	Fall of debris	Hall, Nicholas	Ditto	Bruised back	While cutting a hitch for log stones fell.
17 June	Ditto	Ditto	Fall	Lewis, Wm.	Single	Bruises	Fell 18 feet.
27 June	Zeehan Montana	Zeehan	Explosion	Trevarthon, John	Married	Cut head and back	Remained too long endeavouring to fire No 3 fuse.
5 Aug.	Boulder Tin	Dundas	Run over	Corrigan, John	Widower	Right leg broken	Slipped, got leg under truck, horse started.
5 Aug.	Metals Extraction Co.	Ditto	Fall of timber	Ansell, Alfred	Single	Left arm broken	While helping carpenter timber fell.
16 Aug.	Tasmanian Smelting Co.	Zeehan	Fall of ladder	Male, Clement	Ditto	Concussion	Ladder on which he was working slipped and fell on tram line.
25 Aug.	Murray Reward	Balfour	Fall of timber	Haslem, George	Married	Cut head	Block of wood fell down incline shaft.
4 Sept.	Zeehan Montana	Zeehan	Blasting	Madden, T.H.	Ditto	Bruised foot	Shot in leading stope broke back laths, and let stone down.
2 Oct.	Magnet Silver	Magnet	Fall down shaft	Bricknell, A. H.	Widower	Numerous	Was pitman, and was attempting to repair knocker line.
30 Oct.	Ditto	Ditto	Explosion	Briscoe, Christopher	Single	Burns	While bulling a hole shot went off.
24 Nov.	Tasmanian Smelting Co.	Zeehan	Fall	Beard, Joseph	Married	Injured leg	Crushed between two trucks, and fell into ore bin.
27 Nov.	Metals Extraction Co.	Dundas	Fall of tip	Kerr, D.	Single	Bruised back	While trucking, the tip gave way, and he fell.
1 Dec.	Hercules	Mt. Read	Fall	Gannon, John	Ditto	Bruised ankle	Fell from leading stope to main level, 7 feet.
13 Dec.	Pioneer	Balfour	Explosion	Thunder, Herbert	Ditto	Fractured skull	While loading a hole charge went off.
19 Dec.	Tasmanian Smelting Co.	Zeehan	—	Dhu, Roderick	Married	Contused forearm	Caught by a railway truck.

MR. INSPECTOR CURTAIN (Queenstown) reports:—

Accidents.—In accordance with expectations suggested by my last annual report, there have been few accidents, and apart from Marshall's fatality, all the sufferers have been able to resume work. In Marshall's case, this accident should not have happened, as the facts disclosed at the enquiry conclusively showed that he was chiefly to blame himself. Briefly stated, he took up a position under a known piece of affected (drummy) ground that was close to the working face in order to "pop" a boulder. The latter, with much better advantage, could have been attacked from the top or opposite side, which was out of danger of the influence of the ground that came away and killed him. The occurrence was a painful repetition of similar circumstances that have attended almost all the fatal casualties that have taken place in the past.

Working Conditions.—On the whole these should bear favourable comparison with those of other States in the Commonwealth. Our mines have their own particular characteristics,

which, if observed and allowed for by those employed, should materially assist in diminishing the danger that is admittedly attached to their operations. This is not written with any desire to minimise what has happened, but solely with the view of reminding those directly concerned, so that they may take keener interest, not alone in their own welfare, but also in that of others who lack prudence and experience.

General.—Matters relative to inspections, enquiries, health, of miners, ventilation, dust sanitation, &c., coincide so closely with last year's conditions that what I then wrote need not be repeated. At the North Lyell Mine the management intends to enlarge the changing-house. This is needed, and when completed it will be appreciated.

The ropes and cages have been tested within stated periods, and those in use at the termination of the year were in satisfactory working order. The air in all the mines was cool, and, except in cases where machine-holes were bored dry, wholesome, which accounts for the general health of the miners, which, by the medical officers, is returned as being satisfactory.

LIST of Accidents in the Lyell District for the Year 1911.

Fatal, 1 ; non-fatal, 16 ; total, 17.

Date of Accident.	Name of Mine.	Locality.	Cause of Accident.	Name of Sufferer.	Married or Single	Nature of Injuries.	Particulars.
1911.							
9 Jan.	Mt. Lyell Blocks	North Lyell, in the town of Gormanston	Fall of rock-drill	Steele, Henry Thomas	Married	Instep of left foot bruised	Steele was leader of a shift employed sinking the main shaft, and while altering the machine in use, it slipped, and falling on his foot injured it.
11 Jan.	Mt. Lyell Mg. & Ry. Coy., North Lyell Mine	Ditto	Fall of cap-piece	Strachon, Charles	Ditto	Bruised on back and shoulders	Strachon was assisting to man-handle a heavy leg along the floor of 22 stope at the 850-ft. level, when it "butted" into some insecurely-stayed timbers, thereby causing a cap to fall and strike him.
16 Jan.	Ditto	Ditto	Fall of rock-drill	O'Donnell, William	Single	Small bone of ankle fractured	O'Donnell was an "offsider" in the substopes at the 700-ft. level, and while assisting to take down a drill in order to more satisfactorily "rig it," it fell on him.
31 Jan.	Ditto	Reduction Works, town of Queens-town	Explosion	Carey, John	Married	Flesh wounds over body	Carey had charge of the feed floor, when an explosion, attributed to gelignite in the ore, took place, and incapacitated him for some weeks.
23 Feb.	Mt. Lyell Mg. & Ry. Coy., North Lyell	North Lyell, Gormanston	Fall off rope	Allard, Ernest Bertrim	Ditto	Left ankle broken & other sprained	Allard, a shift boss, for the purpose of repairs was examining an ore pass in 18 stope over the 850-ft. level, and while being hauled back, lost his hold and fell.
2 Mar.	Mt. Lyell Mg. & Ry. Coy., Mt. Lyell Open Cut	Gormanston	Jammed between loaded truck and footwall	Pitt, Joseph	Single	Bruised and cut about groin	Pitt was a machine-hand, and while carrying steel on bench IVC. to the blacksmiths, was caught as stated.
7 Mar.	Mt. Lyell Mg. & Ry. Coy., North Lyell	North Lyell, Gormanston	Chip off spawl	Carey, William	Widower	Eye injured	Carey has returned to work, but his eye is permanently injured.
11 April	Mt. Lyell Mg. & Ry. Coy., Flux Quarry	Queens-town	Fall of rock	Mitzen, Andrew	(?)	Fore-joint of big toe crushed, necessitating amputation	Mitzen was barring down when the piece of rock he was engaged on canted and caught him.
15 April	Mt. Lyell Mg. & Ry. Coy., North Lyell	North Lyell, Gormanston	Fall of rock	Marshall, Clarence Wilmot	Married	Intestines ruptured. Fatal.	Marshall was engaged "popping" boulders in the 24 stope over the 1000-ft. level, when a slab-shaped piece of the hanging-wall came away and pinning him against the rock he was boring, caused death.
12 May	Ditto	North Lyell, in town of Gormanston	Collar-tie or stay drew out	Ryan, James Joseph	Ditto	Bruises about the back, &c.	Ryan and others were working on the first floor of 20 stope over the 850-ft. level, and believing some ground was coming away made a hasty exit. For the purpose of swinging himself clear he resorted to the temporary tie-piece or collar-stay of one of the main sets. Its nails (wire) drew, which caused him to fall backwards somewhat heavily on a heap of ore that necessitated his removal to the casualty ward.
30 May	Ditto	Ditto	Fall down ore-pass	Dobbie, George	Single	Bruised about the back and limbs	Dobbie and his mates were mullocking 23 stope over the 1000-ft. level, and in order to avoid a rush of soft "filling," mounted the unsupported portion of an ore-pass which, giving way, permitted him to fall through and sustain the injuries stated.
13 June	Mt. Lyell Mg. & Ry. Coy., Reduction Works	Queens-town	Collapse of staging	Hayton, William George	Married	Contusions about hips and back	Hayton, a plumber, was assisting to put on water pipes round No. 3 furnace, when the staging he was working on gave way, and falling with it he received the injuries stated.

LIST of Accidents in Inspector Curtain's District for the Year 1911—continued.

Date of Accident	Name of Mine.	Locality.	Cause of Accident.	Name of Sufferer.	Married or Single.	Nature of Injuries.	Particulars.
1911. 27 June	Mt. Lyell Mg. & Ry. Coy., North Lyell	North Lyell, Gorman- ston	Instability of cage	Wright, Henry	Married	Bruised about neck & shoulders, and two ribs broken	Contrary opinions were ex- pressed about this accident. Wright stated the cage had stopped opposite the level (*50-ft. plot); he desired to leave it, and as he was about to do so, it dropped back and pinned him against the shaft timbers. The driver asserts that the cage had not reached this point before the "current" cut out; which probably was correct, as the gauge chart registered such an occurrence having happened.
3 July	Tasman and Crown Ex- tended	Comstock, Gorman- ston	Uprooting of small tree	Nordstrom, Joseph	Single	Fractured left thigh, and bruises about back and body	Nordstrom was engaged in the erection of the concentrating plant, and for the purpose of hauling logs into position had made fast to a small tree that, uprooting with the strain, fell upon him.
3 July	Mt. Lyell Mg. & Ry. Coy., North Lyell	North Lyell, Gorman- ston	Personal exertion	Anderson, William	Ditto	Ricked, or strained back	Anderson stated that after stand- ing some timbers in the 300-ft. level, he was in the act of stooping for a hammer when his back gave way; he be- came quite helpless, which necessitated his removal to the casualty ward, where he re- mained for some time.
5 July	Mt. Lyell Mg. & Ry. Coy., Mount Lyell	Gorman- ston	Fall of ore	McGregor, John	Married	Three principal bones of elbow broken, with a lacerated muscle	McGregor and others were about to place back-logging over the main timbers, and for this purpose had recourse to knocking the "crown chocks" out. The latter had "weight," for, when released, a quantity of ground came away and injured McGregor.
28 Aug.	Mt. Lyell Mg. & Ry. Coy., North Lyell	North Lyell, Gorman- ston	Fall of rock	Ware, Alfred	Ditto	Small toe broken	Ware and his mates were barring down in 24 stope over the 1000- ft. level, when a piece of schisty ore slipped off the side, and jamming his foot against the timbers caused the injury as stated.



1912.

PARLIAMENT OF TASMANIA.

THE UNIVERSITY OF TASMANIA: REPORT FOR 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£5 14s.]

THE UNIVERSITY OF TASMANIA: REPORT FOR 1911.

To His Excellency MAJOR-GENERAL SIR HARRY BARRON, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Commander of the Royal Victorian Order, Governor in and over the State of Tasmania and its Dependencies, in the Commonwealth of Australia.

years from the 1st January, 1912, at the institutions mentioned after their names:—

Keith Caplen Hall, Church Grammar School, Launceston.
Edwin Maxwell Dollery, Queen's College, Hobart.
Aubrey Philip Oscar White, High School, Launceston.
George Marcus Gibson, Leslie House School, Hobart.
Harold Vernon Jones, Church Grammar School, Launceston.

MAY IT PLEASE YOUR EXCELLENCY:

THE Council of the University of Tasmania, in conformity with the provisions of "The Tasmanian University Act," has the honour to report, for the information of Your Excellency in Council, the proceedings of the University for the year 1911.

Sections I., III., and IV., of the following report relate to the period between Commemoration 1911 and Commemoration 1912, and the remainder of the report to the calendar year 1911.

I.—PUBLIC EXAMINATIONS.

Junior Public Examination.

The twenty-first Examination under the Regulations of the Junior Public Examination was held at Hobart and Launceston, and also at Beaconsfield, Burnie, Deloraine, Derby, Devonport, Franklin, Latrobe, Lefroy, Longford, Mathinna, Oatlands, Queenstown, Stanley, Triabunna, Ulverstone, and Zeehan, as Local Centres under Local Committees. The Examination commenced on the 4th December.

Three hundred and sixty-seven candidates presented themselves for examination, of whom 335 entered for the whole examination and 32 for separate subjects. In the result, 162 passed the examination, 179 appeared in the Separate Subjects Lists, and 26 failed to pass in any subject.

University Exhibitions.

On the result of the foregoing Examination, the Council awarded to the five following candidates University Exhibitions of the value of £20 per annum each, tenable for three

Senior Public Examination.

The twenty-first Examination under the Regulations of the Senior Public Examination began at Hobart and Launceston on the 30th November. Candidates were also examined at the Local Centres of Burnie, Deloraine, Devonport, Lefroy, Mathinna, Stanley, Tullah, and Zeehan, and also at Melbourne, (Victoria).

One hundred and thirty-seven candidates presented themselves for examination, of whom 107 entered for the whole examination and 30 for separate subjects. In the result, 54 passed the examination, 76 appeared in the Separate Subjects Lists, and 7 failed to pass in any subject.

Sir Richard Dry Prize.

The Sir Richard Dry Prize was divided between Mona Josephine Moore and Eric Vernon Piesse.

Rev. Dr. James Scott Memorial Prize.

The Rev. Dr. James Scott Memorial Prize was won by Eric Vernon Piesse.

University Scholarships.

University Scholarships, each of the value of £25 per annum, tenable for three years from 1st January, 1912, were awarded to Herbert Henry Howard on Groups I. and II., and to Alexander Walter Lord on Groups I., III., and IV. Also, second Scholarships of £15 per annum to John Arthur Barnett and Edward Wolryche Low Lines.

William Robert Giblin Scholarship.

The Giblin Scholarship, of £15 per annum for 3 years from 1st January, 1912, awarded for proficiency in Group I., was won by Gwilym Taliesin James.

Special Examinations.

Special Examinations of the Senior Public standard were held in August, September, and October, 1911, and February, 1912, to enable candidates to complete their qualifications for Matriculation and for other purposes. Thirty-one candidates, entered, of whom 26 were successful in passing in one or more subjects.

Examination for Diplomas of Affiliated School of Mines and Metallurgy, Zeehan.

In accordance with the Statute of Affiliation an Examination for the Diplomas of the School, in Metal Mining and as Metallurgical Chemist, was held in December, 1911, under the supervision of the University, and by Examiners appointed by the University Council.

II.—MATRICULATION ROLL.

The number of names on the Roll of Matriculated Students at the end of 1911 stood at 434. This includes the names of eight since deceased, and 134 who have proceeded to Degrees in the University. The number of entries during the year was 39.

III.—EXAMINATIONS FOR DEGREES.

Ordinary and Supplementary Examinations.

The Ordinary Examinations for Degrees in Arts, Science, and Laws commenced on the 16th November, 1911; and Supplementary Examinations were held, commencing on the 28th February, 1912. In addition to the Professors and Lecturers of the University, the following were appointed Examiners:—Professors Jethro Brown, LL.D., Litt.D.; H. S. Carslaw, Sc.D.; W. Mitchell, M.A., D.Sc.; E. H. Rennie, M.A., D.Sc.; T. G. Tucker, Litt.D.; Messrs. E. W. Turner, M.A., LL.M.; J. B. Lewis, M.C.E.; Mr. Justice Nicholls, LL.B.; A. I. Clark, LL.B.; G. G. Nicholson, B.A., B.C.L.; J. H. Cardew, M.Inst.C.E.

For the Ordinary Examinations 89 candidates entered, of whom 2 failed to present themselves. The 87 candidates were examined in 219 subjects, the average per candidate being 2.5. The result was 81 credits, 97 passes, and 41 failures. One candidate was a Graduate, 79 were Matriculated Students, and 7 non-matriculated.

At the Supplementary Examinations 8 candidates were examined in 8 subjects, the result being 5 passes and 3 failures.

At the Ordinary and Supplementary Examinations jointly the results, in respect of completed examinations, and completed qualifications for Bachelors' Degrees, were as follow:—

	First Exam.	Second Exam.	Third Exam.	Qualified for Degree.
B.A....	10	5	4	3
B.Sc....	3	2	1	1
LL.B. . . .	8	3	3	3

James Backhouse Walker Prize.

This prize for proficiency throughout the course for the Degree of LL.B. was awarded to Charles Harold Bushby

Honours Examinations.

An Honours Examination was held in November in the Languages School. The result was as follows:—

Second Class.

Sarah Dunbabin, B.A. (English, French, German).
(Proficiency in German specially mentioned.)

Examiner in addition to Professors and Lecturers of the University:—Mr. G. G. Nicholson, B.A., B.C.L.

IV.—DEGREES CONFERRED.

Between the Commemoration of 1911 and that of 1912 the following three candidates were admitted to Degrees at meetings of Council:—

Master of Laws:

Ernest William Turner, M.A., LL.B. 18 May, 1911.

Master of Arts:

Osric Oberlin Harris, B.A. 29 June, 1911.
Margaret Egerton Murray, B.A. 23 Nov. 1911.

On Commemoration Day, 19th April, 1912, the Annual Meeting of the University was held in the Town Hall. In the absence of the Chancellor, an address was given by the Vice-Chancellor, who conferred the Degrees severally specified on the following candidates:—

Bachelor of Arts:

Agnes Margaret Anderson.
Helen Isabel Anderson.
Ida Florence Elizabeth Williams.

Bachelor of Science:

Harry Herbert Lennox.

Bachelor of Laws:

Vere Isham Chambers.
Frank Norwood Stops.

Master of Arts:

Sarah Dunbabin, B.A.
Eric Jeffrey, B.A.

Master of Science:

Eva Mary Dolan, B.Sc.

This brought the number of separate persons who have been admitted to Degrees after examination in this University up to 141.

At Commemoration there were also two admissions *ad eundem gradum*, viz.:—

Bachelor of Medicine:

William Edward Lodewyk Hamilton Crowther (Melbourne).

Master of Arts:

Frederick Trafford Morgan-Payler (Oxford).

V.—COURSES OF STUDY.

The number of Lectures delivered at the University throughout the Academic year averaged 84 in each week. Lectures in Mathematics I. (Arts), to the number of 3 per week were also given in Launceston. The total number of Students attending classes was, in the last term, 115 in Hobart and 9 in Launceston.

The Ralston Trustees having made a special grant for 1911 of £250 for extension of the Biological Laboratory and £100 for equipment, the work was executed and equipment obtained in time to start the Academic year under the improved conditions.

VI.—STAFF.

At the beginning of the year the University staff consisted of—three Professors (Classics and English Literature), W. H. Williams, M.A.; (Mathematics and Physics), Alexander McAulay, M.A.; (Law and Modern History), D. G. McDougall, M.A., B.C.L., LL.D.; and five Lecturers (Modern Languages), H. B. Ritz, M.A.; (Chemistry and Geology), P. J. MacLeod, B.A.; (Mechanical Engineering, &c.), J. H. Mackay, M.C.E.; (Classics, Modern History, and Mental and Moral Science), R. L. Dunbabin, M.A.; (Biology), T. Thomson Flynn, B.Sc.

The last-named lecturer was appointed Ralston Professor of Biology on the 23rd February.

VII.—THE COUNCIL.

The following is the list of members of the Council at the commencement of the year:—

Members elected by the Senate:—Mr. C. J. H. Chepmell,* M.A.; Mr. E. A. Counsel; Dr. E. L. Crowther, M.D.; Mr. R. M. Johnston, I.S.O.; Mr. F. Lodge, B.A.; Mr. T. Stephens, M.A.; Mr. W. J. T. Stops, LL.B.; Professor Williams, M.A.; Mr. J. E. Wolfhagen, M.B.

* Re-elected during year for further period.

Members elected by the Parliament :—The Hon. Sir John S. Dodds* (Chief Justice, Chancellor) ; Hon. T. Gant, M.A. (Vice-Chancellor) ; Hon. G. C. Gilmore, B.A. ; Rev. T. Kelsh* ; Hon. Sir N. Elliott Lewis,* M.A., B.C.L. ; Hon. A. Morrisby ; Hon. H. Nicholls, LL.B. ; and the Ven. F. T. Whittington,* LL.B.

Member *ex officio* :—The Minister of Education, the Hon. A. E. Solomon, M.A., LL.M.

At the first ordinary meeting of the Council (23rd February) the Vice-Chancellor was re-elected for the current year.

Of the members retiring at the end of the year four were re-elected by Members of Parliament in October, and one by the Senate in January, 1912.

The other two retiring Senate Members, Messrs. Counsel and Wolfhagen, not having sought re-election, Messrs. W. F. D. Butler, B.A., M.Sc., LL.B., and J. Sprent, B.Sc., M.B. (Edin.), were elected to fill the vacancies thus created.

Meetings of Council.

There were held during the year 14 meetings of Council. The attendance of the members was as follows :—The Chancellor (Hon. Sir John Dodds), 3 meetings ; the Vice-Chancellor (Hon. Tetley Gant), 12 ; Mr. C. J. H. Chepmell, 12 ; Mr. E. A. Counsel, 6 ; Dr. E. L. Crowther, 9 ; Hon. Sir Elliott Lewis, 4 ; Hon. G. C. Gilmore, 8 ; Mr. R. M. Johnston, 7 ; Rev. T. Kelsh, 9 ; Mr. F. Lodge, 6 ; Hon. A. Morrisby, 8 ; Mr. Justice Nicholls, 7 ; Hon. A. E. Solomon, 1 ; Mr. T. Stephens, 12 ; Mr. W. J. T. Stops, 11 ; Archdeacon Whittington, 8 ; Professor Williams, 13 ; Dr. J. E. Wolfhagen, 5.

VIII.—THE SENATE.

The Senate held one meeting during the year.

* Re-elected during year for further period.

IX.—REGULATIONS.

The undermentioned Amendments of Regulations having been made by the Council and approved by the Senate, were allowed and countersigned by Your Excellency on the 20th October :—

Amendments of Regulations—

- Of the Junior Public Examination, Sections 2, 8.
- Of the Senior Public Examination, Section 2.
- Of the Ordinary and Supplementary Examinations, Sections 5, 7.
- Of Terms and Lectures, Section 6.
- Of University Scholarships, Sections 8, 9.
- Of the Giblin Scholarship, Sections 7, 8.

X.—RHODES SCHOLARSHIPS.

During the year there was held the eighth election of a Scholar for Tasmania under the terms of the will of the late Rt. Hon. Cecil J. Rhodes. The candidate elected was Charles Stanley King, B.A., who joined Corpus Christi College, entering upon residence in the Michaelmas Term.

XI.—ORIENT MAIL LINE CONCESSION.

In 1909 the Managers of the Orient Line of Royal Mail Steamers announced their intention to offer yearly one free passage to Europe, available for three years, with a view to enabling graduates of this University to continue their studies there.

The graduate selected by the Council for 1911 was Madeline Augusta Packer, B.A.

XII.—ACCOUNTS.

The audited Account of Income and Expenditure, required by the provisions of "The Tasmanian University Act," is hereto appended.

TETLEY GANT, *Vice-Chancellor*.

STATEMENT of Income and Expenditure for the Year ended 31st December, 1911.

INCOME.		£	s.	d.	£	s.	d.	EXPENDITURE.		£	s.	d.	£	s.	d.
Balance of Account, 31 December, 1910, £194 18s. 1d. (less shortage on Public Examination, £90 12s. 1d.)	...	...	...	...	104	6	0	Balance Dr. on 31.12.09	...	...	...	...	...	...	...
Statutory annual grant	...	...	...	...	4000	0	0	Salaries—							
Parliamentary grant	...	...	...	...	500	0	0	Professors :—							
Fees—								Classics and English Literature	...	500	0	0			
Matriculation	...	20	9	6				Mathematics and Physics	...	500	0	0			
Degrees	...	71	8	0				Law and Modern History	...	500	0	0			
Examination, Degree Ordinary	...	99	15	0				Lecturers:							
Ditto, Degree Supplementary	...	15	15	0				Modern Languages	...	300	0	0			
Ditto, Degree Honours	...	0	7	0				Chemistry and Geology	...	350	0	0			
Examinations in Music	...	19	4	0				Mech. Engineering, &c.	...	375	0	0			
Examination certificates, &c.	...	19	9	0				Classics, History, &c.	...	300	0	0			
Lecture fees	...	369	11	0				Biology	...	50	0	0			
		1250	0	0				Chemical Laboratory Assistant	...	52	0	0			
					865	18	6	Biological Laboratory Assistant	...						
Sale of University publications, &c.	...	24	13	5				Lectures at Launceston	...	40	0	0			
Sundries	...	5	15	3				Registrar	...	300	0	0			
					30	8	8	Registrar's Clerk	...	90	0	0			
													3357	0	0
Chem. Lab. Dep. 2 14 0								Laboratory Expenses, Apparatus, Material, &c.—							
Advs. in Calendar 2 15 0								Physics, &c.	...	63	6	9			
Exchange and Sundries... 0 6 3								Chemistry and Geology	...	90	14	6			
								Biology	...	67	15	9			
								Surveying, Mech. Engineering	...	39	16	1			
													261	13	1
								Degree Examinations—							
								Honours	...				8	8	0
								Ordinary and Supplementary—							
								Examiners' Fees, Ordinary	...	271	8	6			
								Ditto, Supplementary	...	31	10	0			
								Advertising	...	0	18	9			
								Printing	...	79	15	3			
								Stationery	...	7	9	2			
								Accommodation, Launceston	...	2	0	0			
								Superintendence and attendance	...	9	5	0			
								Freight and postage	...	1	13	6			
								Telegrams	...	1	4	11			
								Sundries	...	0	7	6			
								Refund of fees	...						
													405	12	7
								Music Examinations	...				23	11	0
								Scholarships and Exhibitions—							
								Scholarships	...	225	0	0			
								Boarding allowances	...	150	0	0			
								Exhibitions	...	300	0	0			
													675	0	0
								Buildings and Grounds—							
								Caretaking	...	91	0	0			
								Messenger boy	...	15	4	0			
								Gas	...	24	5	4			
								Fuel	...	16	15	0			
								Insurance	...	8	11	5			
								Repairs, &c.	...	18	17	0			
								Additions and alterations	...	17	0	3			
								Furniture, house sundries	...	11	0	11			
								Petty expenses	...	2	10	0			
								Rates (water and drainage)	...	14	1	9			
								Special repairs	...	146	19	9			
													366	5	5
								Biological Laboratory Equipment	...						
								Miscellaneous—							
								Advertising	...	6	15	0			
								Printing and binding	...	22	15	8			
								Books for stock	...	38	5	3			
								Calendars, &c.	...	5	16	0			
								Stationery	...	15	11	2			
								Attendance	...	8	17	0			
								Calendar	...	40	12	9			
								Library	...	67	18	11			
								Commemoration expenses	...	14	1	7			
								Rhodes Scholarship	...	3	12	6			
								Telephone	...	15	9	1			
								Freight, postage, &c.	...	7	8	8			
								Telegrams	...	1	18	6			
								Zeehan Examinations	...	6	2	8			
								Bank charges	...	0	9	6			
								Petty expenses	...	2	2	0			
								Legal expenses	...	4	14	0			
								Hire room for Senate and Committee meetings	...	0	5	0			
								Refund lecture fees	...	20	9	0			
								Addresses to other Universities	...	3	6	0			
								Extension lectures	...	5	0	0			
								Coronation illuminations	...	4	18	10			
													291	9	1
								Balance Cr.	...				111	14	0
													£5500	13	2
													£5500	13	2

1 From Education Department in consideration of admission of Training College Students to all Lectures without fees.

PUBLIC EXAMINATIONS ACCOUNT.

1911. INCOME.			1911. EXPENDITURE.			Senior.			Junior.			Total.		
	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.
Fees—Junior	259	7 0	Fees for Setting & Examining Papers ..	157	10 0	165	18 0	323	8 0					
Senior	158	0 3	Advertising	2	11 3	1	15 9	4	7 0					
Special Senior	61	19 0	Printing and Binding ..	26	17 3	28	15 0	55	12 3					
	479	6 3	Prizes	25	10 0	...	...	25	10 0			
Shortage for the Year	62	9 3	Books and stationery...	10	16 1	16	13 7	27	9 8					
			Superintendence and Attendance	6	9 9	13	10 3	20	0 0					
			Accommodation, Hobt. Ditto, Launceston ..	1	14 0	1	8 6	3	2 6					
			Freight, postage, &c. ..	5	0 0	6	10 0	11	10 0					
			Telegrams	6	7 7	7	19 11	14	7 6					
			Sundries	1	11 6	1	9 11	3	1 5					
			Refund of Fees	1	16 4	1	13 4	3	9 8					
							
			Special Senior	246	3 9	245	14 3	491	18 0					
			...	...	...	...	...	49	17 6
			...	...	...	...	...	541	15 6
	541	15 6												

RALSTON BEQUEST ACCOUNT.

1911. INCOME.	£	s. d.	1911. EXPENDITURE.	£	s. d.	£	s. d.
Annual Grant —			Salaries—				
For 12 months 1 March, 1911, to 28 February, 1912	600	0 0	Ralston Professor of Biology.	416	13 4		
Special Grants for 1911 —			Laboratory Assistant	12	0 0		
For Apparatus, Materials, &c.	100	0 0	Apparatus, Materials, &c.	190	2 11		
For extension of Biological Laboratory...	250	0 0	Extension of Biological Laboratory	244	19 0		
						863	15 3
						86	4 9
	£950	0 0				£950	0 0

LAND AND BUILDINGS FUND.

1911. INCOME.	£	s. d.	1911. EXPENDITURE.	£	s. d.
Balance	287	2 10	Nil	Nil.	
Interest	8	1 3	Balance	295	4 1
	£295	4 1		£295	4 1

SUMMARY OF BALANCES.

	£	s. d.		£	s. d.	£	s. d.
Hobart Savings Bank	150	0 0	General Account	111	14 0		
Launceston Savings Bank	150	0 0	Ralston Bequest	86	4 9		
Commercial Bank	130	13 7	Land and Buildings Fund	295	4 1	493	2 10
			Less Public Examination Account			62	9 3
	£430	13 7				£430	13 7

W. R. GIBLIN SCHOLARSHIP FUND.

1911. INCOME.	£	s. d.	1911. EXPENDITURE.	£	s. d.	£	s. d.
To balance on 31.12.10 .....	...	506 3 3	(No Scholarship awarded)			Nil.	
„ Interest—			By balance—				
Local Inscribed Stock, £200 at 3½% p.a.	7	0 0	Local Inscribed Stock	395	0 0		
Local Inscribed Stock, £195 at 3½% p.a.	6	16 4	State Savings Bank	127	10 0		
Mortgage Bellerive Glebe final payment	2	0 0	Cash	0	0 3	522	10 3
State Savings Bank	0	10 8					
	16	7 0				£522	10 3
	£522	10 3					

SIR RICHARD DRY PRIZE FUND.

1911.	INCOME.	£	s.	d.	£	s.	d.	1911.	EXPENDITURE.	£	s.	d.	£	s.	d.
To balance at 31.12.10			330	9	11	By Prizes for 1911 of £5 each to Mona Josephine Moore and Eric Vernon Piesse		...			10	0	0
" Interest—								" Balance—							
Local Inscribed Stock,								Local Inscribed Stock ...		300	0	0			
£300 at 3½% p.a.		10	10	0				Hobart Savings Bank ...		32	11	3			
Hobart Savings Bank..		1	11	6				Cash		0	0	2			
					12	1	6						332	11	5
					£342	11	5						£342	11	5

JAMES BACKHOUSE WALKER PRIZE FUND.

[illegible]

REV. DR. JAMES SCOTT MEMORIAL PRIZE FUND.

1911.	INCOME.	£	s.	d.	£	s.	d.
To balance at 31.12.10			51	10	8
" Interest—							
Local Inscribed Stock,							
£50 at 3½% p.a.		1	15	0			
State Savings Bank.....		0	0	7			
		<hr/>			1	15	7
					<hr/>		
					£53	6	3

1911.	EXPENDITURE.	£	s.	d.	£	s.	d.
By Prize for 1911 to Eric							
Vernon Piesse.....		...				1	10
" Balance—							
Local Inscribed Stock ...		50	0	0			
State Savings Bank.....		1	15	4			
Cash		0	0	11			
		<hr/>					
					51	16	3
					<hr/>		
					£53	6	3

JAMES H. R. CRUICKSHANK, *Registrar.*

Examined with the books and vouchers of the University of
Tasmania, and certified to be correct.

J. E BENNISON, *Audiotr-General.*

18th June, 1912.





1912.

PARLIAMENT OF TASMANIA.

FRIENDLY SOCIETIES IN TASMANIA:

REPORT OF THE ACTUARY ON THE VALUATION OF THE SOCIETIES
AS AT THE 31ST DECEMBER, 1909.

Presented to both Houses of Parliament by His Excellency's Command.

FRIENDLY SOCIETIES IN TASMANIA: REPORT OF THE ACTUARY ON THE
VALUATION OF THE SOCIETIES AS AT THE 31st DECEMBER, 1909.

Melbourne, 26th February, 1912.

SIR,
In compliance with your instructions I have made a valuation of the assets and liabilities of friendly societies in Tasmania as at 31st December, 1909. The results obtained from the valuation are here under summarised:—

TASMANIAN FRIENDLY SOCIETIES.

Number of lodges valued, 153.
Number of members valued, 17,918
Number of wives valued, 9413

VALUATION BALANCE-SHEET.
Sick and Funeral Funds.

Liabilities.

Present value of—	£	s.	d.
Sickness benefits	684,008	0	0
Death benefits... ..	271,512	0	0
	£955,520	0	0

Assets.

Present value of—	£	s.	d.
Contributions	501,693	0	0
Total sick and funeral funds	139,793	0	0
Deficiency	314,034	0	0
	£955,520	0	0

Total liabilities	£955,520	0	0
Total assets	641,486	0	0
Total deficiency	£314,034	0	0

Ratio of assets to liabilities, 13s. 5d. in the pound.
The financial condition of the sick and funeral funds here shown is of a very serious nature.

The existence of such a large deficiency is due to many causes, the principal one being the insufficiency of the contributions in most of the lodges to provide the generous benefits set forth in the rules of the orders.
A low interest rate obtained from investment of the funds is, with few exceptions, a marked characteristic of these societies. The only Friendly Society in Tasmania which has assets equal to its liabilities is the Australian Natives' Association.
The Irish National Foresters and the United Ancient Order of Druids (Grand Lodge of Victoria) are financially sound as to their sick funds, but their funeral funds are controlled by these societies in Victoria, and I am unable to determine their financial stability as a whole.

The remaining societies show deficiencies.
The need for reformative measures in all the societies, with the above exceptions, is therefore practically universal. In order to carry out such reform it is essential that an actuary be appointed to effect valuations at quinquennial intervals. He should be given legislative authority to place all the societies on a sound financial basis and to enforce the provisions of the "Friendly Societies Acts." An inspector should be appointed to investigate the branch accounts and the accounts of central bodies. Suggested amendments of the present Act which commend themselves to my judgment are shown under the heading of "Legislation."
Friendly societies should consolidate their sick funds, the adoption of adequate tables of contribution should be made compulsory, and investments of funds should be made at as high a rate of interest as possible consistent with safety. Actuarial supervision is essential, and all societies carrying on the business of a Friendly Society should be compelled to register under the "Friendly Societies Acts."

TABULAR SUMMARIES OF VALUATIONS OF EACH SOCIETY IN TASMANIA.

I have prepared tabular summaries of each society, showing the numerical and financial position of each lodge of each society in the State of Tasmania.

These are shown in Appendix A.*

They contain a summary of the condition of each lodge, of each society, and of the societies as a whole as at the 1st December, 1909.

VALUATION ABSTRACTS.

Abstracts of the results of my valuation are shown in Appendix B.*

ENTRANCE FEES, CONTRIBUTIONS, AND BENEFITS.

The entrance fees, annual contributions paid by members to the several funds, and the benefits given thereto in the friendly societies of Tasmania, compiled from the rules of the societies as at 31st December, 1909, are shown in Appendix C.*

EACH SOCIETY CONSIDERED SEPARATELY.

Hobart District, M.U.I.O.O.F.

The results of the valuation of the Hobart District, Manchester Unity Independent Order of Oddfellows Friendly Society, as at 31st December, 1909, show that there are 931 members and 614 wives entitled to benefits.

The average age of the members is 41 years.

The capital of the sick and funeral funds is £7996, equal to £8 12s. per member.

There is a deficiency shown in the Hobart District, M.U.I.O.O.F., of £25,531, and the ratio of assets to liabilities is 12s. 1d. in the pound.

Buckingham District, M.U.I.O.O.F.

The results of the valuation of the Buckingham District, Manchester Unity Independent Order of Oddfellows Friendly Society, as at the 31st December, 1909, show that there are 1578 members and 900 wives entitled to benefits.

The average age of the members is 37½ years.

The capital of the sick and funeral funds is £14,021, equal to £8 18s. per member.

There is a deficiency in the Buckingham District, M.U.I.O.O.F., of £36,582, and the ratio of assets to liabilities is 12s. 5d. in the pound.

Cornwall District, M.U.I.O.O.F.

The results of the valuation of the Cornwall District, Manchester Unity Independent Order of Oddfellows, as at the 31st December, 1909, show that there are 3242 male and 120 female members and 1777 wives entitled to benefits.

The average age of male members is 36½ years, and of female members 26½ years.

The capital of the sick and funeral funds is £30,198, equal to £9 per member.

There is a deficiency in the Cornwall District, M.U.I.O.O.F., of £90,738, and the ratio of assets to liabilities is 11s. 7d. in the pound.

I.O.O.F., Grand Lodge of Tasmania.

The results of the valuation of the Independent Order of Oddfellows, Grand Lodge of Tasmania, as at the 31st December, 1909, show that there are 2101 members and 1359 wives entitled to benefits.

The average age of members is 34½ years.

The capital of the sick and funeral funds is £12,144, equal to £5 16s. per member.

There is a deficiency in the I.O.O.F., Grand Lodge of Tasmania, of £38,525, and the ratio of assets to liabilities is 13s. 3d. in the pound.

* These voluminous appendices are not attached to this printed report. The tabular summary of the various societies attached (Appendix Aa) gives very full details of their present financial condition.

I.O.R., Southern Cross District.

The results of the valuation of the Independent Order of Rechabites, Southern Cross District, as at the 31st December, 1909, show that there are 443 male and 70 female members and 116 wives entitled to benefits.

The average age of the members is 43 years.

The capital of the sick and funeral funds is £5849, equal to £11 8s. per member.

There is a deficiency in the I.O.R., Southern Cross District, of £13,189, and the ratio of assets to liabilities is 11s. 10d. in the pound.

I.O.R., Tasmania District.

The results of the valuation of the Independent Order of Rechabites, Tasmania District, as at the 31st December, 1909, show that there are 1030 male and 86 female members and 539 wives entitled to benefits.

The average age of members is 37 years.

The capital of the sick and funeral funds is £21,428, equal to £19 4s. per member.

There is a deficiency in the I.O.R., Tasmania District, of £7637, and the ratio of assets to liabilities is 17s. 4d. in the pound.

A.O.F., Tasmania District.

The results of the valuation of the Ancient Order of Foresters, Tasmania District, as at 31st December, 1909, show that there are 1999 male and 170 female members and 1270 wives entitled to benefits.

The average age of the members is 35 years.

The capital of the sick and funeral funds is £14,346, equal to £6 12s. per member.

There is a deficiency in the A.O.F., Tasmania District, of £40,759, and the ratio of assets to liabilities is 12s. 1d. in the pound.

U.A.O.D., Grand Lodge of Tasmania.

The results of the valuation of the United Ancient Order of Druids, Grand Lodge of Tasmania, as at the 31st December, 1909, show that there are 3771 members and 1786 wives entitled to benefits.

The average age of the members is 30¾ years.

The capital of the sick and funeral funds is £15,367, equal to £4 2s. per member.

There is a deficiency in the U.A.O.D., Grand Lodge of Tasmania, of £40,202, and the ratio of assets to liabilities is 15s. 3d. in the pound.

U.A.O.D., Grand Lodge of Victoria.

The results of the valuation of the United Ancient Order of Druids, Grand Lodge of Victoria, as at 31st December, 1909, show that there are 406 male and 38 female members and 240 wives entitled to benefits.

The average age of the members is 32 years.

The capital of the sick funds is £2985, equal to £6 14s. per member.

There is a surplus in the sick funds of the U.A.O.D., Grand Lodge of Victoria, of £1590, and the ratio of assets to liabilities is 22s. 5d. in the pound.

P.A.F.S., Tasmania District.

The results of the valuation of the P.A.F.S., Tasmania District, as at the 31st December, 1909, show that there are 792 male and 99 female members and 392 wives entitled to benefits.

The average age of members is 37½ years.

The capital of the sick and funeral funds is £8129, equal to £9 2s. per member.

There is a deficiency of £18,467, and the ratio of assets to liabilities is 11s. 10d. in the pound.

H.A.C.B.S., Tasmania.

The results of the valuation of the H.A.C.B.S., Tasmania, as at the 31st December, 1900, show that there are 354 male and 67 female members and 185 wives entitled to benefits.

The average age of members is 35 years.

The capital of the sick and funeral funds is £2867, equal to £6 16s. per member.

There is a deficiency of £4692, and the ratio of assets to liabilities is 15s. in the pound.

I.N.F., Tasmania.

The results of the valuation of the Irish National Foresters, Tasmania, Friendly Society as at the 31st December, 1909, show that there are 49 members and 26 wives entitled to benefits.

The average age of members is 33 years.

The capital of the sick funds is £249, equal to £5 2s. per member.

There is a surplus in the sick funds of the Irish National Foresters, Tasmania, of £158, and the ratio of assets to liabilities is 23s. 6d. in the pound.

A.N.A., Tasmania.

The results of the valuation of the Australian Natives' Association Friendly Society as at the 31st December, 1909, show that there are 572 members and 209 wives entitled to benefits.

The average age of members is 29½ years.

The capital of the sick and funeral funds is £4214, equal to £7 7s. per member.

There is a surplus in the Australian Natives' Association of £540, and the ratio of assets to liabilities is 20s. 6d. in the pound.

The Whole of the Societies.

The results of the valuation of the whole of the friendly societies in Tasmania as at the 31st December, 1909, show that there are 17,268 male members and 650 female members and 9413 wives entitled to benefits.

The average age of members is 37½ years.

The capital of the sick and funeral funds is £139,793, equal to £7 16s. per member.

There is a deficiency in the whole of the friendly societies in Tasmania of £314,034, and the ratio of assets to liabilities is 13s. 5d. in the pound.

FRIENDLY SOCIETIES IN TASMANIA.

Statistical Review.

A review of the condition of friendly societies during the 30-year period 1880-1910 is here given.

In the year 1880 there were 47 societies, branches, and districts, with a total of 3937 members. The net receipts for the year amounted to £13,289, and the expenditure to £10,415. The total capital of the societies was £30,026.

During the 20-year period ending in the year 1900 there was a marked advance. The number of societies, branches, and districts had grown to 136, the membership to 13,548, the revenue to £42,327, and the expenditure to £34,872. The capital of the societies had increased to £108,968.

There has been a steady increase in later years. The number of lodges and districts of friendly societies in Tasmania at the close of 1909, according to the latest official figures available, was 179 and the membership 20,141 members. Of these, 8910 were under the age of 30 years, 8642 between the ages of 30 and 50 years, and 2065 over the age of 50 years—extending to 74 years and upwards. There were 524 members whose ages were not ascertained.

During the year 1909 there were 3935 members—nearly 20 per cent. of the total membership—who received sick pay, amounting to nearly £17,000, while the funeral moneys paid to beneficiaries totalled £5455.

The total capital of the sick and funeral funds, excluding the district funeral funds, of the whole of the friendly societies in Tasmania at the close of 1909 amounted to £94,068, being an increase for the year of £4888.

The interest receipts for the same year amounted to £2857, equal to 3·16 per cent. on the sick and funeral funds.

The total funds of the incidental and management funds amounted to £10,309, being an increase for the year of £623.

The interest realised was £387, equal to 3·93 per cent. on the incidental and management funds.

These funds were for the most part invested at interest in banks, mortgages, halls, building societies, and other investments.

The funeral funds of the districts amounted to £51,557 at the 31st December, 1909, and the interest earned by the district funeral funds amounted to £1675, equal to 3·45 per cent.

The gross capital of all the funds, including sick and funeral, incidental and management, benevolent, and all other funds of friendly societies in Tasmania at the end of 1909 amounted to £188,509, equal to £9 7s. 2d. per member.

Table of Comparison.

Year.	Societies, Branches, Districts.	Member- ship.	Receipts.	Expendi- ture	Funds.
			£	£	£
1880.....	47	3937	13,289	10,415	30,026
1900.....	136	13,548	42,327	34,872	108,968
1909.....	179	20,141	76,778	66,100	188,509

Societies Excluded from the Valuation.

St. John's Friendly Society, Hobart.
St. John's Friendly Society, Launceston.
Tasmanian Government Railways Provident Society.
Launceston Fire Brigade Benefit Society.
Golden Gate Benefit Society.
Southern Accident Society.
Portland Accident Society.

These societies cannot be considered as working in the ordinary manner of friendly societies, and are either dividing societies or accident clubs.

The valuation was confined to societies which do friendly society business in the ordinary way.

ACTUARIAL VALUATION.

For the information of members of friendly societies and others I have deemed it advisable to state shortly that a valuation of a society implies a process of measurement of the risks of a society in order to ascertain its financial status.

A society which accumulates considerable funds is not necessarily solvent, inasmuch as such accumulations have to be considered together with the value of the contributions members are paying; and these are taken as the assets of the society. It has then to be determined whether such assets are ample to meet the obligations which the society by its rules undertakes.

These obligations are not for specific liabilities payable immediately, but at some future time, and subject to certain contingencies. They involve the probabilities of life and the probabilities of sickness and the accumulation of funds at compound interest. They are determinable only by the application of actuarial principles, which are the foundation on which the operations of the society rest.

In dealing with the benefits assured to members of friendly societies, it is beyond question that the rate of sickness becomes greater with age, and death more frequent.

The solvency of a society depends, not upon its accumulated funds, but whether such funds, together with the future contributions of members, are sufficient to pay the benefits which the members are to receive.

STROUD OR MID-GLOUCESTER WORKING MEN'S CONSERVATIVE ASSOCIATION BENEFIT SOCIETY.

This society has found adherents in Tasmania, who have endeavoured to foist its pernicious system upon friendly societies to replace the present system in vogue in the State.

In order that members of friendly societies and others may have full information as to such societies, which are known in England as "Holloway Societies," I append the detailed results of an investigation into their working.

I may premise my observations by stating that I do not approve of societies formed on the Holloway plan, because I believe them to be founded on an insecure basis, and I shall endeavour to show that they are unsound and inequitable in their incidence, and that they compare most unfavourably with the great monuments of thrift and financial capacity—the old-established friendly societies, of which the Australian Natives' Association is a suitable type.

Adverting to page 5 of the rules of the Society, "Subscriptions to Class C," one share, and taking, as an instance, the rate of contribution of a person joining this society between the ages of 16 and 20 years. The rate is 7d. per week, with an increase each year, when entrant has reached the age of 30, up to 8d. per week at age 38, to 9d. per week at age 46, to 10d. per week at age 54, to 11d. per week at age 62, and a further increase up to age 65, *when membership of this Society absolutely ceases*. Ten per cent. is of course deducted for management purposes. For this continuously increasing rate the benefits are 10s. per week for six months and 5s. per week for the remainder of illness, *which terminates at 65 years*, even though member should be suffering from chronic illness or disease. If member afflicted with blindness, &c., the allowance is reduced to 3s. per week after first six months' sickness. Loss of limb, &c., entitles member to full sick pay, &c. In addition a sum of about 25s. per annum has been set aside and invested, to be drawn at 65 or prior death, or at any time, at the pleasure of the member.

The A.N.A. rate for similar entrants between 16 and 20 years is 6d. per week constant throughout life of the member. The benefits provided are 20s. per week for first six months, 10s. per week for second six months, and 5s. per week as long as sickness continues. The great mass of sickness occurring in the first six months, the rate of sick pay is twice as high as that of the Holloway Society. In addition, £20 is payable at death of member, £10 at death of first wife, and £10 at death of second wife.

The medical and management funds are not comparable, inasmuch as we have not yet reached the advanced stage where the surgeon will give his services and supply medicine for *4s. per annum*, as in England.

The terms of admission are that any person of sound health *between the ages of 14 and 60 years* may be admitted to this Society, while the limited ages in the A.N.A. are 16 and 40 years.

Extended experience in England and here has clearly shown that when a person is advanced in years inability to withstand destruction or to ward off disease is decidedly pronounced, and men of ordinary intelligence understand that the greater is the risk on the society which accepts the older life. The Holloway Society admits an elderly person at a

rate of contribution which is inadequate to provide the benefits, and at the same time receives into its membership a young person whose risk is light and whose contribution is much in excess of legitimate requirement; the result being that the young person's contributions are encroached upon to make up the deficiency in payments and provide sick pay for the older or broken life: a proceeding manifestly unfair and inequitable.

As an illustration of the inequity of the Holloway plan in its operation, the following table has been calculated on the basis of Sutton's "Sickness Experience of Registered Friendly Societies in England":—

Age.	Yearly Subscriptions, Class C. (Less 10 per cent Management Expenses.)	Average Annual Sick Pay at Attained Ages. (Sutton's Experience.)	Amount Available for Investment by the Society at the close of each Year.
	£ s. d.	£ s. d.	£ s. d.
20 ...	1 7 4	0 8 4	0 19 0
30 ...	1 7 4	0 8 8	0 18 8
40 ...	1 12 2	0 11 8	1 0 6
50 ...	1 17 1	0 17 10	0 19 3
55 ...	1 19 6	1 3 0	0 16 6
60 ...	2 1 11	1 12 2	0 9 9
62 ...	2 2 11	1 17 0	0 5 11
64 ...	2 3 11	2 5 4	(Minus) 0 1 5

Members over 50 years of age are obviously not entitled to the same dividend annually as those under that age. A member aged 62 receives his average sick pay for the year, and has 5s. 11d. left, but according to the Holloway system he receives at least £1.

Members under 50 years of age have contributed to the investment fund approximately about 19s. each; 55 years, 16s. 6d.; 60 years, 9s. 9d.; 62 years, 5s. 11d.; and those who were 64 years of age at the beginning of the year have contributed nothing, but have overdrawn to the extent of 1s. 5d. more on the average than they paid in. The Holloway Society allows the same dividend to each member quite irrespective of age.

The plain position is that the younger members by their excess contributions are providing benefits for the older members, and it is essential to the existence of such societies that they should have an influx of young members in order that the annual dividend may be sustained. When they cease to attract young members there will be a marked shrinkage of the dividend and a crumbling of the mushroom-growth society.

Contrast the position of a member who attains the age of 65 years, and who has been so unfortunate as to be permanently sick. In the Holloway Society he will be turned adrift to do the best he can with the few pounds at his disposal (if he has not already drawn every penny), while in the A.N.A. he will receive a permanent sick allowance of 5s. per week, remain a member of the branch, and be entitled to the usual benefits, including medical attendance and medicine for self, wife, and kindred, and when he dies his relatives will receive a sum of £20.

A person joining the A.N.A. knows how much he is called upon to pay and what benefits he will receive: The Holloway member is never certain as to his position, the element of chance largely predominating until he reaches 65 years (at which time he may be suffering from chronic illness), when, owing to the facilities for withdrawing accumulated dividends, he may be thrown on the world a pauper—health broken, and lacking the wherewithal to provide necessary medical attendance and medicine in his hour of sore need and distress. Yet this is the kind of friendly society that has its protagonists in the ranks of the A.N.A. and other societies in Tasmania.

The friendly society system so long established in England and the Commonwealth of Australia is on too sure a basis to be lightly passed over. Under this system a member joining pays a contribution which has been calculated on the strictest actuarial methods, and which is graduated according to age at entry, such contribution being uniform throughout life. The funds are accumulated in order that liabilities which increase as members grow older may be discharged when they fall due. Should a surplus be disclosed as the result of an actuarial investigation, such surplus could be divided amongst members, but excess of receipts over expenditure in any year is not "surplus"; it is the necessary amount required to be carried forward to meet the contingent liabilities of the future.

The Holloway Society provides that the yearly subscriptions meet the year's claims for sickness, the claims arising in many cases from elderly members who were ill at the beginning of the year, and for whom there is no reserve funds to be drawn on during incapacity. Hence the subscriptions of the younger members are used to supply the defect; a proceeding at once unsound and unfair.

The rules of the society promise a weekly sum in cases of blindness, paralysis, &c. In the event of a member becoming paralysed at 64 years of age he would be turned adrift at 65, with no sick pay, medical attendance, and medicine, &c., to rely upon, as in the case of friendly societies established on sound lines.

In the M.U.I.O.O.F., Victoria (Valuation, 1905), there are 688 members between 65 and 70 years, 625 between 70 and 75 years, 323 between 75 and 80 years, 33 between 80 and 85 years, 10 between 85 and 90 years, and 1 over 90 years of age. The M.U. zealously safeguards the interests of these old members, who in the case of the Holloway Society would have had to sever their connection, and in the event of illness (to which old people are so prone) would be cast off at 65.

The "balancing clause" recognises the possibility of a deficiency, and provides that the members' account be infringed upon to make good such deficiency. Should a member desire to withdraw from the Society, the sum allotted to him during the prior two years is withheld. It will thus be seen that the amount a member has to his credit and available is always an uncertain quantity.

The whole system is unsound by reason of lack of adequate provision for an increase of sickness risk as years advance. The subscriptions increase with age, but the increase is not proportionate to the increase in sickness rate, which advances rapidly as the member grows older.

With regard to levies referred to on page 26 of rules, I have elsewhere given my opinion at some length on the assessment system, and need not reiterate it here. Suffice it to say that such a plan is undesirable, and should not be pursued by any friendly society.

The essay which was awarded second prize by a committee of laymen with no pretence of knowledge of actuarial science is the effort of a man who is described as an employer of labour and a member of parliament, but who was of course incompetent to solve a problem which is the special province of the actuary.

The names of Ratcliffe, Farr, Watson, Hardy, Sutton, Neison, and others are honourably associated with the progress of actuarial science in its relation to friendly societies, and if the speciousness of a Holloway and the glitter of his scheme were to prevail, then these eminent men would have lived and laboured in vain.

Under their guidance and wisdom friendly societies in England have assumed gigantic proportions, as the following table, published in the latest available returns for the year 1904, will show:—

Society.	Membership.	Funds.
		£
M.U.I.O.O.F.	1,018,685	12,098,473
A.O.F.	929,720	7,766,586
Hearts of Oak	277,461	2,956,789
G.U.O.O.F.	340,986	1,145,733
Rechabites	339,500	1,500,000
	2,906,352	£25,467,581

In Australasia the membership of friendly societies is approximately 490,000 members, with accumulated funds amounting to £6,500,000.

Is it a reasonable supposition that these societies and their skilled advisers do not know what they are doing, and that they have accumulated £31,000,000 for no specific purpose, and that members have no interest in these funds?

Practical men and men of science know that they are wisely accumulating funds to provide for the future, when sickness will come to a great many of the members and death surely to all, and that they are practising thrift on principles which are unassailable and which have withstood the test of time.

The old-established friendly societies system is working on sound lines, and is unlikely to be displaced by the societies of the Holloway type.

LIMITATION OF FUNERAL BENEFIT.

The important question of the limitation of the funeral benefit has been considered in this and other States of the Commonwealth.

I am decidedly of opinion that the limit now adopted in Victoria (funeral benefit £20) should be fixed by law, and that no friendly society should be permitted to engage in life assurance business. In my opinion friendly societies are wholly unfitted for conducting such business.

The medical examination required by the societies is not so exacting as life assurance offices require.

They do not deposit a sum of money with the Treasurer, and it is a departure from the objects for which friendly societies were established. They should undertake to pay burial expenses only of members, which should not exceed £20.

The Act should be amended to prohibit societies from carrying on life assurance operations.

The practice of certain societies in Tasmania of imposing a levy on the death of a member is to be deprecated.

This practice is substantially identical with the assessment plan of life assurance which has wrought such disaster in America.

The result of the adoption of such a plan as imposing a levy on death of a member in order to secure a sum of, say, £100, would be that, as members grew older, frequent calls would be made, the society would become unpopular, and retirements would be frequent.

Levies made exacting a uniform contribution from each member, irrespective of age, to provide a sum at death is wholly wrong, inequitable, and unjust to younger members, who have to bear the burthen.

ASSESSMENTISM.

Assessmentism having found its way into Tasmania, it appears to me desirable that the fallacies of such a system of life assurance should be clearly shown.

Assessmentism—or, as it is familiarly known, the equal levy system of life assurance—as practised in Tasmania and other countries, is a system whereby members of a particular society are levied up to pay death claims as they arise. When a member dies those living and remaining in the society are called upon to pay an equal contribution, irrespective of the age of the contributing members.

My purpose is to show how delusive such a plan is for carrying out a scheme of life assurance.

The fundamental principle of life assurance is that each member should pay for his own average risk, and it will be admitted by observant persons that the risk of death increases with the age of the members.

As an illustration, take the experience of friendly societies in Victoria, which has recently been extracted, and it will be seen from the following that the rate of mortality increases with the age of the members:—

At age 20 the death rate is 2·97 per 1000

30	„	3·83	„
40	„	5·71	„
50	„	11·61	„
60	„	29·46	„
70	„	66·56	„
80	„	139·29	„
90	„	255·40	„

An increase from 2·97 per 1000 at age 20 to 255·40 per 1000 at age 90.

It is well known to students of actuarial science that the risk of sickness and mortality is each year an increasing one, but laymen do not appear to realise this fact: yet it is the crux of the whole question.

There are two methods of dealing with it: one to charge a member such a premium as will increase with the risk each year; the other, and indeed the one usually adopted both by life assurance companies and friendly societies organised on a proper basis of adequate graduated contributions, to average the risk during a man's life, to exact a fixed contribution, determined by his age at entry into the lodge.

In the latter plan it is undoubted that in the early years the fixed contribution is more than equal to the risk, while in later years it is less than the actual cost, and on the average it provides for the risk that the society undertakes.

The excess payments in the early years of membership must be husbanded at a suitable interest rate in order to meet the defect in contributions in the later years owing to the adoption of the level premium plan of payments.

The underlying error of the assessment plan of life assurance is not disclosed for many years in the case of a society whose membership consists of young men. During the first years the deaths will be few and the calls infrequent, and the consequent gain to those who die early materially assists the advocates of this pernicious system.

Unfortunately for the system members will grow old, and calls will be more frequent, until a point is reached when members are being continually levied upon to meet the rapidly increasing death claims of old members. Young members will grow tired of these oft-repeated levies, and will secede from the society altogether, while the old members will have a further increased burthen cast upon them. Then a climax is reached, and disaster befalls the society, which must close its doors, and hundreds of members who have steadily paid into the fund for 30, 40, or 50 years have no provision made for their families when they most need it.

In Victoria we have had the above unfortunate experience. A society which had paid over £20,000 in death claims raised by levies after 38 years collapsed in February, 1908, leaving over 500 members totally unprovided for.

In America assessment societies have wrought ruin to many thousands, and I strongly discountenance a continuance of such a system as obtains in some of the friendly societies in Tasmania, whereby an extra amount at death of a member is raised by levying on those who remain in the society.

If life assurance is to be carried on by friendly societies, it should be done on principles which are unassailable, and which will be a guarantee to their members that the promises held out to them on joining a lodge of a large additional sum at death for the benefit of their families, will be fulfilled.

Assessmentism has been tried in various countries, and the result has been always the same. The Toronto "Economist" ably sums up this class of life assurance:—

"The insurance certificate of an assessment concern is scarcely more valuable than a red-sealed mortgage on a soap bubble."

LEGISLATION.

The Act relating to friendly societies in Tasmania was passed at the close of 1887, and is known as "The Friendly Societies Act, 1888."

With the exception of a short amendment relating to moneys paid to the Curator of Intestate Estates, passed in October, 1888, there has been no further legislation in regard to friendly societies.

A period of 24 years has now elapsed since the passing of the Principal Act.

This Act requires amendment to bring it up to date with the Acts passed in other States of the Commonwealth.

I propose now to discuss the various sections which in my opinion require alteration, excision, or amendment.

Section 5 (vi.) should be eliminated.

Friendly societies are in my opinion unfit to carry on the business of life assurance for reasons stated in another portion of this report.

Every society carrying on the business of a friendly society in the State of Tasmania should be required by law to register.

Section 9 (c).—The adoption of adequate tables of contribution by each society should be made compulsory.

Section 11 (vii.).—No society or branch shall be entitled to registry unless the certificate of an actuary be obtained as to the adequacy of the tables of contributions.

No amendment of the rules to be permitted unless the certificate of an actuary be obtained that the proposed amendment does not prejudicially affect the financial condition of the society.

An actuary is the only person who can determine these questions.

Section 14 (d).—Annual returns furnished to the Statistician should be examined by the officers of his department in order to secure compliance with the provisions of the Act.

Section 14 (e).—Quinquennial valuations provided for herein have not been effected, and this portion of the Act has not been carried out.

Section 14 (iii.).—This should be amended to permit of the surplus funds of the management fund being used by the sick fund when the latter fund is depleted.

CONCLUSION.

In conclusion, I desire to acknowledge the courtesy and assistance of the Government Statistician (R. M. Johnston, Esq.), who greatly facilitated my labours.

D. BARRY,

Actuary for Friendly Societies in Tasmania.

To the Honourable the Premier, Hobart, Tasmania.

OBSERVATIONS OF THE GOVERNMENT STATISTICIAN REGARDING MR. BARRY'S INVESTIGATION INTO THE STATE OF THE FRIENDLY SOCIETIES OF TASMANIA.

Office of the Government Statistician,
Hobart, June 12, 1912.

REPORT OF THE ACTUARY (MR. BARRY) ON THE VALUATION OF THE FRIENDLY SOCIETIES, IN TASMANIA.

SIR,
Mr. Barry's actuarial report on the present financial condition of the Friendly Societies of Tasmania having, by your direction, been placed in my hands for consideration, I have now the honour to make the following observations thereon:—

Mr. Barry's report, in my opinion, is most valuable, and embodies the results of a vast amount of painstaking investigation.

It is much to be regretted that his estimates of present values of the societies' assets and liabilities should, on the whole, disclose an aggregate deficiency of £314,034, equivalent to a shortage of 6s. 7d. in the pound. With three exceptions it appears that the range of shortage of assets of all kinds, in relation to liabilities, varies, with different societies, from 2s. 8d. to 8s. 5d. in the pound. It is of interest to note—quite apart from the differences in the aggregate—that the reported deficiency at the present time is closely paralleled in the financial conditions of these societies as valued by the late Mr. Owen, Actuary for Friendly Societies, Victoria, in the year 1886. Mr. Owen's valuation at the time was based on statistics relating to the year 1884, and his conclusions were very closely in agreement with those of Mr. Barry relating to the present time (year 1903). Mr. Owen, in his earlier report, of 1886, found " That the scale of periodical payments adopted by the various societies is too low to secure the objects for which liabilities are incurred; that the rates of entrance fee, graduated in respect of age, are, in many cases, either imperfectly appropriated or unsatisfactory in their determination, and that the present value of all possible assets is at least from 11·2 to 36·2 per cent. below the estimated value of liabilities." In the same report Mr. Owen stated that the range of shortage of assets of all kinds, in relation to liabilities, varied, with different societies, from 2s. 3d. to 7s. 3d. in the pound, with an average of 5s. 10d. over all.

ASSESSMENTISM AND LIMITATION OF FUNERAL BENEFITS.

Mr. Barry in his report dwells at length on the dangers of friendly societies carrying on life assurance operations, and gives many reasons for the purpose of showing that all such societies are wholly unfitted for conducting such business.

Mr. Barry is also decidedly of opinion that no funeral benefit should exceed the limit of £20, as now adopted and fixed by law in Victoria, and he therefore recommends that the Tasmanian Act should be amended to prohibit societies from carrying on life assurance operations. He further deprecates the

practice of certain societies in Tasmania of imposing a levy on the death of a member. I am personally in accord with Mr. Barry in his view that "the result of the adoption of such a plan, as imposing a levy on death of a member in order to secure a sum of, say, £100, would be that, as members grew older, frequent calls would be made; the society would become unpopular; and retirements would be frequent." And further, he justly remarks, that " . . . Levies made, exacting a uniform contribution from each member, irrespective of age, to provide a sum at death, is wholly wrong, inequitable, and unjust to younger members who have to bear the burthen." Similar advice was given by the late Mr. Owen, in his report of the year 1886, already referred to. Thus at page 28 Mr. Owen observes:—"I recommend the societies to revise their rates of contributions and benefits, to abolish assurances, and content themselves with providing for the payment of sums at death sufficient to defray the cost of interments only."

THE NOBLE WORK ACCOMPLISHED BY THE FRIENDLY SOCIETIES DURING THE LAST EIGHTEEN YEARS.

Whatever, in the future, may be the financial condition of the various societies which have been subjected to a thorough actuarial investigation by Mr. Barry, the nature of the defects disclosed by him should not be allowed to overshadow the vast amount of splendid work accomplished by the various societies during the past. Nor should we overlook their financial elasticity and their latent recuperative power where defects are discovered in time to be remedied. In this aspect of the case I may be allowed to repeat observations made by myself in my introductory report on Friendly Societies' financial condition in the year 1884. Thus (at page 8) "There is no reason, however, for extreme alarm at such deficiencies, nor for forming very adverse conclusions; for an able authority* has stated:—"It would be strange if it were otherwise, when . . . scientific tests are applied to contracts that have been in operation without a scientific basis for a long series of years. It must be borne in mind, however, that there is nothing more elastic than the contract made by a friendly society with its members—no error more easy of remedy, if found out in time, than one existing in the original terms of such a contract. Hence the words 'insolvency,' 'rottenness,' and the like, which we sometimes hear freely used as describing the general condition of Friendly Societies, are utterly out of place." The same authority continues " Of Friendly Societies in general it may be said that, as there are no associations the benefits of which are more important to their members, so there are none that are managed with greater rectitude, and few with equal success."

* "The Relations of the State to Thrift." (Journal of Statistical Society, March 1885), W. Bradbrook, F.S.A., F.R.S.L.

EXTENT OF PROGRESS OF FRIENDLY SOCIETIES' WORK ACCOMPLISHED DURING THE EIGHTEEN YEARS 1892 TO 1910 INCLUSIVE.

The rapid progress, and extent of the good work accomplished within the last 18 years may be more fully realised by a study of the following tabular abstracts, specially prepared for this purpose:—

Membership.

	Year 1892.	Year 1895.	Year 1900.	Year 1905.	Year 1910.
Financial members..... No.	9696	9368	12,636	15,812	19,293
Societies and branches No.	107	118	136	164	184

Net Revenue and Net Expenditure.

	During Year 1892.	During Year 1895.	During Year 1900.	During Year 1905.	During Year 1910.
	£	£	£	£	£
Net revenue	32,293	31,701	42,117	54,893	70,166
Net expenditure—					
Medical expenses	8890	8727	10,883	14,727	18,420
Sick pay	7869	8463	10,020	14,941	18,065
Funeral benefits	3172	2705	3191	4304	9397
Other benefits	3914	4246	5343	4339	4882
Management	4633	3622	5225	7017	9618
Total net expenditure ...	28,478	27,763	34,662	45,328	60,382

Net Revenue and Net Expenditure.

	During Period—				
	Four Years 1892-95.	Five Years 1896-1900.	Five Years 1901-05.	Five Years 1905-10.	Eighteen Years 1892-1910.
	£	£	£	£	£
Net revenue	128,418	187,380	250,218	315,362	881,278
Net expenditure—					
Medical expenses	34,881	50,387	69,543	83,086	237,897
Sick pay	34,402	50,267	66,231	84,432	235,332
Funeral benefits	12,796	17,155	24,057	34,206	88,214
Other benefits	17,216	22,944	23,116	26,087	89,313
Management	16,527	23,223	31,796	40,993	112,539
Total net expenditure ...	115,822	163,976	214,743	268,804	763,345
Balance (surplus)	12,596	23,404	35,475	46,558	117,933

Net Revenue and Net Expenditure.

Per Member per Year.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Net revenue	3 8 9	3 6 9	3 7 9	3 10 4	3 8 8
Net expenditure—					
Medical expenses	0 18 8	0 17 11	0 18 10	0 18 6	0 18 7
Sick pay	0 18 5	0 17 11	0 17 11	0 18 10	0 18 4
Funeral benefits	0 6 10	0 16 1	0 16 6	0 7 8	0 6 10
Other benefits	0 9 3	0 8 2	0 6 3	0 5 10	0 7 0
Management	0 8 10	0 8 4	0 8 7	0 9 2	0 8 9
Total net expenditure	3 2 0	2 18 5	2 18 1	3 0 0	2 19 6
Balance (surplus)	0 6 9	0 8 4	0 9 8	0 10 4	0 9 2

Per Cent. to Total Net Expenditure.

	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Net revenue	110·88	114·27	116·52	117·32	115·45
Net expenditure—					
Medical expenses	30·12	30·73	32·38	30·91	31·17
Sick pay	29·70	30·66	30·85	31·41	30·83
Funeral benefits	11·05	10·46	11·20	12·73	11·56
Other benefits	14·86	13·99	10·77	9·70	11·70
Management	14·27	14·16	14·80	15·25	14·74
Total net expenditure	100·00	100·00	100·00	100·00	100·00
Balance (surplus)	10·88	14·27	16·52	17·32	15·45

Sick and Funeral Experience during Eighteen Years 1892-1910.

During Period—	Pay for Sickness.			Funeral Levies.	
	No. of		Amount.	No. of Cases.	Amount.
	Cases.	Days.			
			£ s. d.		£ s. d.
4 Years, 1892-95 (inclusive)	6823	316,528	34,402 0 0	349	12,796 0 0
5 " 1896-1900.....	10,721	455,698	50,267 0 0	513	17,155 0 0
" 1901-1905.....	14,640	575,977	66,231 0 0	613	24,057 0 0
" 1906-1910.....	19,401	748,847	84,432 0 0	689	34,206 0 0
18 Years, 1892-1910 (inclusive)...	51,585	2,097,050	235,332 0 0	2164	88,214 0 0

Average per Financial Member.
(Per Year.)

			£ s. d.	(Per 1000.)	£ s. d.
4 Years, 1892-95 (inclusive).....	0·182	8·47	0 18 5	9·34	0 6 10
5 " 1896-1900.....	0·191	8·11	0 17 11	9·13	0 6 1
" 1901-1905.....	0·198	7·80	0 17 11	8·30	0 6 6
" 1905-1910.....	0·316	8·34	0 18 10	7·67	0 7 8
18 Years, 1892-1910 (inclusive).....	0·200	8·15	0 18 4	8·41	0 6 10

Average per Case per Year.

			£ s. d.		£ s. d.
4 Years, 1892-1895 (inclusive)	1	46·39	5 0 10	...	36 13 4
5 " 1896-1900.....	1	42·51	4 13 10	...	33 8 10
" 1601-1905.....	1	39·34	4 10 6	...	39 4 10
" 1906-1910	1	38·60	4 7 1	...	49 12 11*
18 Years, 1892-1910 (inclusive).....	1	40·65	4 11 2	...	40 15 3

* Increase in this period largely caused by unusual special levies in some of the Societies.

ACTUARY'S ESTIMATED DEFICIENCY.

To those who are not familiar with actuarial science it may seem strange that, although in *the past* the net income has exceeded the net expenditure in each year, yet it has been disclosed by Mr. Barry's skilled investigations, notwithstanding, that the present value of the various societies' future liabilities exceed their present and future assets by as much as £314,034; equal to a deficiency of £17 10s. 6d. per financial member.

But although a society may have accumulated, year by year, considerable funds, it is not necessarily a proof of the soundness of a society's financial condition, for truly (as Mr. Barry observes), "The solvency of a society depends, not upon its accumulated funds but whether such funds, together with the future contributions of members, are sufficient to pay the benefits which the members are pledged to receive." This caution is specially applicable to any society whose composition of age-groups is such as to show a greater preponderance of its members at the younger age-groups than is to be found in a normal, or standard population.

DIFFICULTIES OF THE VALUATOR.

To determine, with any approach to accuracy, the present financial condition of any friendly society

of the ordinary type involves many calculations, and, even to the skilled actuary, there are problems to be solved, and qualifications to be allowed for, in the application of certain laws to new or imperfectly known conditions, that tax his skill to the utmost.

If the duration of life and of membership, the standards of health, and the rates of mortality, at each year of life, remained constant in future years—in complete accord with carefully compiled tables embodying past experience of such matters—the skilled actuary would have little difficulty in determining with the greatest accuracy the present financial condition of any friendly society which may have entered into obligations to its members in the future. But the following references show unmistakably that such constancy cannot be relied upon, or if so, not without much qualification.

CHANGES AND VARIABILITY IN RATES OF MORTALITY AND IN STANDARDS OF HEALTH.

During the last 30 years (owing greatly to improved knowledge of surgical, medical, and sanitary science) injuries and subjection to particular diseases have been much reduced; and health conditions of dwellings, workshops, and mines have been marvellously improved in nearly all civilised countries.

To such causes, also, must be ascribed the wonderful fall in the death rate in England, and in the various States of the Australian Commonwealth, as shown in the following examples selected for purposes of illustration:—

Examples of a Gradually Declining Death Rate.

Average Death Rate per 1000 per annum:

	Five Years. 1881-1885. (a)	Five Years. 1896-1900. (a)	Year. 1909. (a)	Year. 1900-1902. (b)
England and Wales	19·4	17·7	14·5	17·16
German Empire	25·3	21·2	18·1	19·52
The Netherlands	21·4	17·2	13·7	15·40
Sweden	17·5	16·1	13·7	13·88
Denmark	18·4	16·4	13·1	13·63
Norway	17·2	15·6	13·5	...
N. S. Wales	15·7	11·9	9·6	13·10
Victoria	14·7	13·7	11·2	13·08
Queensland	19·2	13·0	9·7	13·29
S. Australia	14·7	12·0	9·3	11·73
W. Australia	17·1	15·1	9·9	15·83
Tasmania	16·0	12·4	10·0	11·44

(a) Indicates crude death rates. (b) Indicates that the rate has been corrected for differences in age-composition.

There are scarcely two countries alike in their crude death rates, yet notwithstanding this it is undoubted that, relative to each particular State, there has been a decline since 1881 of a most remarkable nature, common to them all. Although in some cases the different composition of the population, in the proportions of the principal age-groups, may make some slight modifications, the effect upon the whole does not materially disturb the general conclusion arrived at. This is sufficiently confirmed by reference to the last column, which has been corrected for differences in age-composition.

FURTHER PROOF THAT THE REMARKABLE DECLINE IN THE DEATH RATE IS ALMOST ENTIRELY DUE TO LOWERED DEATH RATE AT EACH AGE-GROUP, AND NOT MERELY TO THE DIFFERENT LOADING OF THE SEVERAL AGE-GROUPS.

Deaths and Death Rate per 1000 Persons per Annum of the Population of 17 Years of Age, and over.

(Actual average per annum of decade 1901-1910.)

Age-group	Population.		Deaths.	Death Rate per 1000.
	No.	Per cent.	No.	
17-20	11,426	10·28	46	4·03
21-30	32,405	29·17	139	4·30
31-40	23,450	21·10	133	5·68
41-50	19,300	11·33	148	7·67
51-60	13,156	11·84	157	11·95
61-65	3883	3·49	92	23·74
65 & over..	7530	6·76	592	78·60
17 & over..	111,150	100·00	1307	11·77

Illustration how the Foregoing Population would be affected if subjected to the Average Death Rate at each Age-group as existed in the Decade 1882-91.

Age-group.	Population, 1910		Death Rate of Age-groups (1882-91).	Deaths.
	No.	Per cent.		
17-20	11,426	10·28	4·40	50
21-30	32,405	29·17	6·53	213
31-40	23,450	21·10	6·92	162
41-50	19,300	17·36	11·16	213
51-60	13,156	11·84	20·73	273
61-65	3883	3·49	36·98	144
65 & over..	7530	6·76	97·70	737
17 & over..	111,150	100·00	16·13	1792

ASSOCIATION OF A DECLINING DEATH RATE WITH INCREASED LONGEVITY.

It may be taken for granted that if there be a decline in the death rate at the early and middle age-groups of the population of any country, it is a sure index of the increase generally of the longevity of the life of the individual, or what is termed "expectation of life."

"EXPECTATION OF LIFE" BASED UPON THE EXPERIENCE OF ONE COUNTRY CANNOT BE SAFELY APPLIED TO ANOTHER WITHOUT MUCH QUALIFICATION.

The examples given in the previous tables of the declining death rate show, for the same period, its general tendency among countries widely separate. Notwithstanding this general decline there still remains a wide difference in the death rate of different countries; e.g., England and Wales (14·5), German Empire, 18·1, Netherlands (13·7), and Tasmania (10·0). Whatever may be the causes at work producing such remarkable differences—whether of influences relating to climate, latitude, density of population, racial vitality, nature of occupations, or other local conditions—it is reasonable to infer that where wide differences exist in the death rate (corrected for age) between two countries, the laws relating to the "expectation of life" of the one cannot safely be applied to the other without much careful qualification. The same reasoning applies to two widely different periods of the same country, where a great change in the local death rates has taken place.

RATES OF SICKNESS INCREASE PROGRESSIVELY WITH AGE.

Rates of sickness, like rates of mortality, increase progressively with the age. If there be a wide difference in the death rates, at the various age-groups of two countries, arising from the various probable causes suggested in a previous paragraph, it is reasonable to infer that a corresponding effect would likely be produced in the rates of sickness at corresponding ages or age-groups.

SICKNESS EXPERIENCE OF THE VARIOUS FRIENDLY SOCIETIES OF TASMANIA IN THE YEAR 1910.

The following is a tabular view of the age-composition, the number of cases of sickness, and the amount

and duration in days of sickness, per member, for the year 1910:—

Sick Experience—Year 1910.

Age-groups.	Members.		Sick Experience—Days.			
	No.	Per cent.	First Six Months.	Second Six Months.	Third Six Months and over.	Total.
17-20 ...	1730	8·97	...	...	...	...
21-30 ...	6973	36·15	...	...	...	...
31-40 ...	5266	27·30	...	...	...	...
41-50 ...	3178	16·46	...	...	...	...
51-60 ...	1481	7·67	...	...	...	...
61-65 ...	324	1·68	...	...	...	...
65 and over...	341	1·77	...	...	...	...
17 years and over	19,293	100·00	99,127	17,020	42,775	158,922
Average sickness per member			5·14	0·88	2·22	8·24

WHAT THE EFFECT WOULD BE IF THE GROUPS OF MEMBERS AT SPECIFIED AGE-GROUPS HAD THE AVERAGE SICK EXPERIENCE OF THE ENGLISH MANCHESTER UNITY FRIENDLY SOCIETY DURING THE QUINQUENNIAD 1866-70.

Age-groups.	For each 100 Members.	M.U. Sick Rate per Member (Days).	Days' Sickness per 100 Members. (No.)
17-20	8·97	4·7950	43·01
21-30	36·15	5·5321	200·02
21-40	27·30	7·1848	196·15
41-50	16·46	10·9333	179·97
51-60	7·67	20·4673	157·00
61-65	1·68	37·1644	62·44
65 and over ...	1·77	92·8690	164·41
Total, 17 years and over	100·06	10·03	1003·00

The above illustration demonstrates that if the M.U. experience of sickness at each age-group obtained in Tasmania in the year 1910, it would have the effect of increasing the average duration of sickness, per member, per year, from 8·24 days to 10·03 days, involving an overstatement of as much as 1·79 days per member per year, being 21·72 in excess of the actual experience.

The total death rate of England and Wales during the quinquenniad 1866-70 referred to was, then, as high as 21·2 per 1000. The sick experience of the friendly societies of Tasmania in the year 1910 being only 8·24 days, per member, is in harmony with our much lower death rate in the later year, viz., 10·01 per 1000.

DIFFICULTIES OF DETERMINING THE FINANCIAL EFFECT OF SECESSIONS OR WITHDRAWALS IN THE FORECASTS OR VALUATION OF THE PRESENT FINANCIAL CONDITION OF A FRIENDLY SOCIETY'S AFFAIRS.

One of the greatest difficulties to the actuary in the valuation of a friendly society's affairs is to truly gauge the proportion of existing members who in each

year following the present, by secession or withdrawal, will cease to contribute to the funds of the society, after contributing for a number of years; because if a member retires after having paid his contributions for some time he relieves the society of the liability for funeral benefits, and at the same time the society is financially strengthened by being relieved from the burden of the maximum duration of sick payments falling due towards the termination of the natural expectation of life.

Mr. George King, editor of that valuable work "Institute Actuaries' Text Book of the Principles of Interest, Life Annuities, and Assurances," in his comments up on "secessions" (p. 378), states: "The secessions of members have a very material influence on the financial position of friendly societies . . . Tables have been constructed involving the rate of secession, by which to calculate the contributions and the reserves of friendly societies, making allowance for this element. There is, however, not so much constancy in the rates of secession as in the rate of mortality, or even as in that of sickness, and special caution must be exercised in bringing it into account. Not only does it vary at the age of entry, and with the duration of membership, but the experience of one society is very different from that of another, and in the same society the rate will vary considerably from time to time according to the condition of the society, whether prosperous or otherwise, and according to many other circumstances which it is needless to particularise."

The late Mr. Owen, in determining the financial position of the friendly societies of Tasmania in the year 1884, based his calculations mainly upon the average mortality, sickness, and withdrawal tables of rates compiled by the distinguished actuary Mr. H. Ratcliffe from the average experience of the Manchester Unity Friendly Society, England, during the quinquenniad 1866-70.

Mr. Barry in his excellent report does not expressly state upon what experience of rates of mortality, sickness, and withdrawals he has based his calculations of the present values of the liabilities and assets of our Tasmanian friendly societies. If, like the late Mr. Owen's, they are based mainly on English experience, I am inclined to the view that the unique and specially favoured conditions of Tasmania, in regard to climate, healthiness, and longevity—and as compared with the less favourable conditions of European countries—are such as to justify us in taking a more optimistic view of the financial position of the friendly societies of Tasmania than that arrived at by Mr. Barry. Of course, an actuary, in Mr. Barry's position, must be conservative. He cannot afford to take any risks, however promising, which might jeopardise the financial power of the societies to safely insure their future financial obligations.

CONCLUSION.

In conclusion, I have the honour to state that I am in perfect accord with Mr. Barry in various suggestions and recommendations for the improvement of the financial condition of the various friendly societies of Tasmania.

I have the honour to be,

Sir,

Your obedient servant,

R. M. JOHNSTON,
Government Statistician, Tasmania.

The Honourable G. H. BUTLER, M.L.C.,
Chief Secretary.

APPENDIX AA.

FRIENDLY SOCIETIES.

TABULAR SUMMARY OF THE VALUATION OF THE TASMANIAN SOCIETIES AS AT THE 31ST DECEMBER, 1909.

No.	Branch.	Where Situated.	When Established.	Number of		Average Age.	Liabilities.				Assets.					Capital per Member.	Surplus.	Deficiency.	Ratio to Liabilities per £1 of the—	
				Members.	Wives.		Value of Sick Pay.	Value of Sums at Death.	Lodges, proportion of Value of Sums payable at Death by Grand Council.	Total.	Value of Contributions.	Value of Extra Contributions under Law 40.	Proportionate Claim on Grand Council.	Capital.	Total.					
1	2	3	4	5	6	8	11	12	13	14	15	16	18	19	20	21	22	23	24	27
						End of Quinquennium.	£	£	£	£	£	£	£	£	£	£	£	£ s. d.	£ s. d.	
I.	M.U.I.O.O.F.	Hobart	...	931	614	yrs. 41	41,027	23,440	...	64,467	20,762	1178	...	7996	38,936	...	25,531	8 12	...	I.
II.	ditto	Buckingham District	...	1578	900	37½	65,325	...	31,196	96,521	45,918	...	3583	10,438	59,939	...	36,582	8 12	...	II.
III.	ditto	Cornwall District	Male	3242	1777	36½	150,461	64,968	...	215,429	94,493	...	...	30,198	124,691	...	90,738	9 0	...	III.
IV.	L.O.O.F.	Grand Lodge of Tasmania	Female	2101	...	26½	79,581	34,985	...	114,516	63,847	...	...	12,144	75,991	...	38,525	5 16	...	IV.
V.	I.O.R.	Southern Cross District	Male	443	116	43	23,062	9053	...	32,115	13,077	...	...	5849	18,926	...	13,189	11 8	...	V.
VI.	ditto	Tasmania District	H.B. Female	17	...	42	...	...	...	...	...	...	...	...	...	...	...	...	...	VI.
VII.	A.O.F.	ditto	Male	1030	539	37	38,076	19,511	...	57,587	28,522	...	...	21,428	49,950	...	7637	19 4	...	VII.
VIII.	U.A.O.D.	Grand Lodge of Tasmania	H.B. Female	1999	1270	...	78,708	24,784	...	103,492	48,387	...	...	14,346	62,733	...	40,759	6 12	...	VIII.
IX.	ditto	Grand Lodge of Victoria	H.B.	3771	1786	30½	127,278	42,328	...	169,606	114,037	...	...	15,367	129,404	...	40,202	4 2	...	IX.
X.	P.A.F.S.	Tasmania District	Male	406	240	32	13,194	...	...	13,194	11,799	...	...	2985	14,784	1590	...	6 14	...	X.
XI.	H.A.C.B.S.	ditto	Female	792	392	25	33,142	...	12,101	45,243	18,647	...	4076	4053	26,776	...	18,467	9 2	...	XI.
XII.	A.N.A.	Hobart	Male	99	...	37½	14,677	3967	...	18,644	11,085	...	...	2867	13,952	...	4692	6 16	...	XII.
XIII.	I.N.F.	...	Female	354	185	35	17,954	5229	...	23,183	19,509	...	...	4214	23,723	540	...	7 7	...	XIII.
			...	572	209	29½	1523	...	...	1523	1432	...	...	249	1681	158	...	5 2	...	
				49	26	33	...	...	...	...	...	...	...	...	...	...	...	...	...
				17,263	9413	37½	684,008	228,215	43,297	955,520	500,515	1178	7659	132,134	641,486	...	314,034	7 16	...	
			Male	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			H.B.	650	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Female	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
The Whole of the Societies as at 31st December, 1909.....																				

The Whole of the Societies as at 31st December, 1909.....

Melbourne, 26th February, 1912.

D. BARRY, Actuary for Friendly Societies in Tasmania.

JOHN VAIL,
GOVERNMENT PRINTER, TASMANIA.

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(No 11.)



1912.

PARLIAMENT OF TASMANIA.

REPORT ON GENERAL ELECTION, 1912.

Presented to both Houses of Parliament by His Excellency's Command.

B44572



TASMANIA

GENERAL ELECTION FOR HOUSE OF ASSEMBLY

APRIL 30, 1912

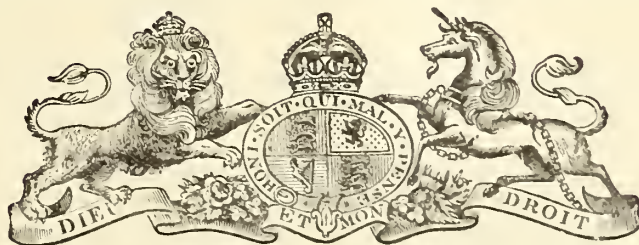
REPORT

BY

H. E. PACKER, Chief Electoral Officer for the State of Tasmania

E. L. PIESSE, LL.B., Assistant Returning Officer for the Districts of Denison and Franklin

J. F. DALY, Chief Clerk in the Electoral Department



Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART

1912



REPORT ON GENERAL ELECTION, 1912.

Hobart, 1st July, 1912.

SIR,

IN accordance with your instructions, we have the honour to submit a report on the General Election for the House of Assembly held on 30th April, 1912.

1. The General Election was conducted in accordance with "The Electoral Act, 1907," as amended by "The Electoral Act, 1911," and the regulations made thereunder. The Electoral Acts.

The rules for counting the votes contained in Schedule 4 of "The Electoral Act, 1907," are not affected by "The Electoral Act, 1911." The recent General Election was thus the second General Election at which these rules were used.*

2. The principal changes contained in "The Electoral Act, 1911," and in regulations made under the Acts were:—

Changes in electoral law since 1909.

(a) The alterations in the provisions relating to informalities in ballot-papers (see Section 127 of "The Electoral Act, 1907," as amended by Section 23 of "The Electoral Act, 1911"; and see paragraph 5 of this Report and Table III. of the Appendix for further information as to informal ballot-papers).

(b) Early in the present year new rolls were prepared, in accordance with regulations made jointly by the Governor-General under "The Electoral Act (Commonwealth), 1902," and by the Governor of Tasmania under the Tasmanian "Electoral Acts, 1907 and 1911." The rolls were prepared from claims sent in by persons entitled to vote, and were not based, as were previous rolls, on information collected by the police.

The number of electors on the old rolls at the end of 1911 was about 102,000; the number on the new rolls (including the supplementary rolls prepared immediately before the election) was 103,527.

3. No administrative difficulty occurred in conducting the election, and the scrutiny in each district was again conducted without a hitch of any kind. Conduct of the election.

4. The number of electors on the rolls and the percentage who voted were both much greater than at any previous election. Details of these matters, and a comparison with previous elections from 1906 to 1911, will be found in Table I. of the Appendix. Number of voters.

5. Table III. of the Appendix shows the number of informal ballot-papers. In spite of the very large increase in the number of voters (25,650, or about 51 per cent., none of whom had previously voted at an election held under "The Electoral

* For the General Election of 30th April, 1909, see Parliamentary Paper No. 34 of 1909.

6 N. 2 direct 1312.11, 22.25, 27.28 Continuation

Act, 1907"), the percentage of informal papers was slightly less than at the election of 1909. The percentages for the districts were again lowest in Bass, Denison, and Franklin; and highest in Darwin and Wilmot.

Table III. also contains a comparison with previous elections, from which it appears that the proportion of informal ballot-papers has been lowest at elections at which the voting was by making a single cross on the paper. When electors were required to make three crosses (as at the Senate elections) the percentage of informal papers was higher than when they were required to number candidates in order of preference.

Proportional representation of the parties.

6. The following table shows the representation obtained by the Liberal and Labour parties. It has been assumed in preparing the table that a voter's party allegiance is shown by his No. 1 choice. All papers on which the No. 1 choices are given to Liberal candidates are assumed to be the ballot-papers of followers of the Liberal Party, and so with the Labour Party. The scrutiny showed that some electors gave their No. 1 choice to one party and their No. 2 and higher choices to the other party; and in such cases it may be that the No. 2 and higher choices indicate the voter's party, and that the No. 1 choice was given to a candidate of the other party for a personal reason. But it is thought that the assumption made is a fair one for the purposes of this table and the tables contained in the Appendix.

District.	Number of Members to which Party entitled in proportion to Number of its Supporters.		Number of Members returned by each Party.	
	<i>Liberal.</i>	<i>Labour.</i>	<i>Liberal.</i>	<i>Labour.</i>
Bass	3·1	2·9	3	3
Darwin	2·8	3·2	3	3
Denison	3·1	2·9	3	3
Franklin	3·4	2·6	3	3
Wilmot	4·0	2·0	4	2
All	16·3	13·7	16	14

The table shows that not only did each party obtain in the aggregate as nearly as possible the number of members to which it was entitled, but also that in each district the number of members obtained by each party was the whole number nearest to its proportional share of the representation for the district. It is clear, then, that the rules of the "Electoral Act" have produced proportional representation of the parties.

The smallness of the majority.

But the election has resulted in the larger party having only two more members than the smaller, and it is of interest to examine how far the system of the "Electoral Act" must necessarily produce such a result.

It is to be noticed in the first place that in a small house a narrow majority must necessarily occur when parties are nearly equal in the constituencies, and that if the house were larger, the majority would probably be increased relatively as well as absolutely. If each district had returned 10 members in place of six, making a house of 50, one party would probably have had 28 members and the other 22, giving the sufficient working majority of six.

Electorates returning an odd number of members.

But the smallness of the majority is mainly to be attributed to the fact that the districts each return an even, and not an odd, number of members.

In the discussions which took place in Victoria about 10 years ago, when proportional representation was proposed for the Senate, it was pointed out, particularly by Professor Nansen and Colonel McCay, that in order to avoid just such a result as has occurred at the late election it was desirable to have electorates returning an odd number of members. Colonel McCay stated the reason as follows:—"In an election for an even number of vacancies, if the majority does not exceed the minority by at least a quota, the minority will secure representation equal to that of the majority."

The following table shows what would probably have been the result of the election if each district had returned five members, or seven members.

Representation of the Parties in a 25-Member House and a 35-Member House.

	Five-Member Districts.		Seven-Member Districts.	
	<i>Liberal.</i>	<i>Labour.</i>	<i>Liberal.</i>	<i>Labour.</i>
Bass	3	2	4	3
Darwin	2	3	3	4
Denison	3	2	4	3
Franklin	3	2	4	3
Wilmot	3	2	5	2
Totals	14	11	20	15
Representation proportional to Strength	13·6	11·4	19·1	15·9

In a 25-member house, there would probably, then, have been a difference of three between the parties; in a 35-member house, a difference of five.

7. In Tables IV. and V. of the Appendix there are tabulated the votes lost by the parties through their supporters not marking a preference for each candidate of the party, and the votes lost by the parties through cross-voting. It will be seen that the numbers of such votes were quite small. Losses by parties from exhausted papers, and owing to cross-voting.

In preparing Table V. some 37,000 papers were considered. Losses occurred from 1650, or about 4½ per cent., of these papers owing to cross-voting. In addition to these papers, there would be others on which there was cross-voting which did not become effective owing to election or exclusion of candidates. The total amount of cross-voting is, therefore, not shown in the table; but the table shows that there was cross-voting which resulted in loss on about 1 paper in 20, and that the loss from each of such papers was about half of a vote.

8. Table VI. of the Appendix shows the number of postal ballot-papers sent in by male and female electors in each district, with a comparison with previous elections. Postal ballot-papers.

Section 78 of "The Electoral Act, 1907," provides for the issue of a postal ballot-paper on application by any elector—

"I. Who has reason to believe that he will not on polling-day, during the hours of polling, be within 7 miles by the nearest road of the polling-place for the subdistrict for which he is enrolled; or

"II. Who will be prevented, by illness or infirmity, from attending the polling-place on polling-day."

It is noticeable that in Denison, a district in which every elector resides within less than 7 miles of the polling-place for which he is enrolled, and in which, consequently, there could be very few applications under Subsection I., the percentage of postal ballot-papers, both in 1909 and in 1912, was far higher than in any of the other districts, each of which includes large areas of sparsely-settled country in which polling-places are far apart. In 1912 there were more postal ballot-papers in Denison than in all the other districts put together.

Postal voting has increased in each district: in 1909 about one elector in 60 voted by post; in 1912 about one in 40.

9. The result sheets for the various districts are reproduced in the Appendix. Result sheets.

H. E. PACKER.
E. L. PIESSE.
J. F. DALY.

The Honourable the Chief Secretary.

APPENDIX.

Table I.—Number of Electors on Rolls and Number who voted, with certain Percentages. Comparison with previous Elections.

Table II.—The No. 1 Choices obtained by the Candidates of each Party.

Table III.—Informal Ballot-papers. Number and Percentage. Comparison with previous Elections.

Table IV.—Votes lost by Parties through Voters not marking a Preference for each Candidate of their Party.

Table V.—Votes lost by Parties through Cross-voting.

Table VI.—Postal Votes. Comparison with previous Elections.

Result-sheets for—Bass.

Darwin.

Denison.

Franklin.

Wilmot.

TABLE I.—General Election, 30th April, 1912—Numbers of Electors on Rolls and Numbers who Voted, with certain Percentages.

District.	Number of Electors on Rolls.			Number of Electors who Voted.			Percentage of Voters to Number on Roll.			Percentage of Male and Female Voters to Total Number of Voters.	
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.
Bass.....	10,416	10,671	21,087	7860	7273	15,133	75·46	68·16	71·77	51·94	48·06
Darwin	11,841	8730	20,571	8504	5660	14,164	71·82	64·83	68·85	60·04	39·96
Denison ...	9502	11,944	21,446	7662*	8938*	16,600	80·63	74·83	77·40	46·16	53·84
Franklin ...	11,514	10,010	21,524	9402*	7301*	16,703	81·65	72·94	77·60	56·29	43·71
Wilmot	9580	9305	18,885	7287*	6165*	13,452	76·06	66·25	71·20	54·17	45·83
All	52,853	50,660	103,513	40,715*	35,337*	76,052	77·03	69·75	73·47	53·54	46·46

* Approximate.

Percentage of Voters at Previous Elections.

Election.	Percentage of Voters to Number on Roll.			Percentage of Male and Female Voters to Total Number of Voters.	
	Male.	Female.	Male and Female.	Male.	Female.
General Election for House of Assembly, 16th March, 1906 (27 contested electorates)	62·10	51·50	57·10	57·36	42·64
Federal Senate Election, 12th December, 1906	61·65	45·95	54·18	59·67	40·33
Federal House of Representatives Election, 12th December, 1906 (four contested divisions)	62·87	47·19	55·35	59·10	40·90
General Election for House of Assembly, 30th April, 1909	60·74	43·67	52·62	60·53	39·47
Elections for Federal Senate and House of Representatives, 13th April, 1910 ...	64·83	51·51	58·51	58·22	41·78
Federal Referendum (Legislative Powers and Monopolies), 26th April, 1911 ...	61·29	51·64	53·31	57·02	42·98
General Election for House of Assembly, 30th April, 1912	77·03	69·75	73·47	53·54	46·46

TABLE II.—General Election, 30th April, 1912—No. 1 Choices obtained by each Candidate.

This table is compiled principally from the summaries of the first rough count telegraphed on the night of the Election by Presiding Officers to Returning Officers. Owing principally to the decisions of Returning Officers on informal ballot-papers, the totals of the votes for individual candidates do not agree in all cases with the result of the first count afterwards made at the chief polling-places by the Returning Officers. The totals at the foot of the columns are those obtained at the latter count.

BASS—(Quota 2106).

Sub-District.	Liberal Candidates.								Labour Candidates.						
	Bakhap.	Margetts.	McKenzie.	Oldham.	Sadler.	Solomon.	Storror.	Total.	Anderson.	Becker.	Camm.	Guy.	Howroyd.	Moore.	Total.
Fingal	160	78	63	3	31	56	...	391	33	275	3	23	361	4	699
Flinders	44	3	1	7	6	25	3	89	1	4	1	32	14	1	53
George Town ...	48	10	71	4	26	51	1	211	18	20	2	27	38	24	129
Launceston, Central	138	77	58	53	150	538	53	1067	136	26	9	166	327	67	731
Launceston, East ...	144	116	86	65	171	677	30	1289	125	36	6	199	436	91	893
Launceston, North...	141	70	57	52	108	317	42	787	97	33	6	288	719	221	1364
Launceston, West ...	67	84	33	35	83	469	39	810	257	26	5	214	442	126	1070
Lilydale	127	63	341	10	18	55	3	617	33	78	11	91	73	1	287
Portland... ..	263	33	12	13	5	30	1	357	22	337	2	34	22	13	430
Ringarooma	419	90	30	11	52	98	14	714	66	443	31	185	224	9	958
Scottsdale	355	160	41	2	8	117	3	686	14	15	182	20	28	6	265
St. Leonards	37	59	154	7	43	43	10	353	20	18	1	58	72	2	171
Postal Votes	41	20	37	10	27	86	...	221	7	6	1	16	24	3	57
Totals	*1979	868	*991	271	726	*2592	199	7626	831	*1318	263	*1360	*2794	543	7109

* Elected.

DARWIN—(Quota 1964).

Sub-District.	Liberal Candidates.					Labour Candidates.					
	Lamerton.	Payne.	Pullen.	Whitsitt.	TOTAL.	Belton.	Hurst.	Kean.	Ogden.	Watkins.	TOTAL.
Circular Head	35	207	119	273	634	497	36	35	30	15	613
Emu Bay	82	354	166	360	962	96	523	8	8	2	637
Gormanston	72	17	11	20	120	15	9	483	35	28	570
King Island	32	139	14	36	215	60	11	...	2	5	78
Leven	162	719	263	309	1453	141	308	7	13	13	482
Penguin	58	117	394	159	728	49	120	...	5	6	180
Queenstown	140	24	18	68	250	18	10	75	25	908	1036
Strahan	41	3	4	12	60	18	6	59	79	99	261
Table Cape	74	293	146	729	1242	531	70	2	4	8	615
Waratah	66	82	72	39	259	501	43	27	53	46	664
Zeehan	337	53	22	70	482	94	102	86	1552	36	1870
Postal Votes	1	16	6	28	51	2	6	4	25	16	53
TOTALS.....	1128	*2024	*1235	*2097	6484	*2022	1444	786	*1831	*1176	7259

* Elected.

TABLE II. (continued).—General Election, 30th April, 1912.—No. 1 Choices obtained by each Candidate.
DENISON—(Quota 2309).

Sub-District.	Liberal Candidates.										Labour Candidates.								
	Amott.	Clifford.	Davis.	Davis.	Davis.	Lewis.	Macleod.	Mez.	Rattle.	Valentine.	Williams.	Total.	Barker.	Edmonds.	Needham.	Sheridan.	Waterworth.	Woods.	Total.
Hobart, Central ...	40	16	159	24	275	84	7	26	68	80	779	118	132	66	276	98	386	1076	
Hobart, East	85	42	231	55	378	115	22	55	156	76	1215	210	289	132	420	145	514	1710	
Hobart, North	57	24	216	90	329	104	11	90	148	163	1252	153	115	89	241	222	565	1385	
Hobart, South	60	34	204	48	622	225	9	44	97	54	1397	170	204	94	266	51	360	1145	
Hobart, West	39	21	84	30	247	82	9	21	99	80	712	149	187	61	238	96	321	1052	
New Town	31	149	264	27	364	68	16	193	345	56	1513	189	32	24	424	46	113	828	
Queenborough	56	36	170	29	314	120	3	61	98	48	935	108	62	38	146	44	163	561	
Postal Votes	9	3	64	9	183	188	1	19	47	39	562	27	33	13	55	23	115	266	
Totals	377	220	*1392	312	*2732	986	73	509	*1058	596	8255	*1124	1054	517	*2044	625	*2537	7901	

* Elected.

TABLE II. (continued).—General Election, 30th April, 1912.—No. 1 Choices obtained by each Candidate.

FRANKLIN—(Quota 2320).

Sub-District.	Liberal Candidates.								Labour Candidates.				
	Bottrill.	Cotton.	Evans.	Ewing.	Fullerton.	Hean.	Leatham.	Total.	Dicker.	Earle.	Martin.	Shoobridge.	Total.
Bothwell	18	44	40	92	13	30	7	244	65	214	27	72	378
Brighton	53	64	119	287	57	102	195	877	73	355	32	27	487
Campbell Town ...	17	174	49	69	21	52	7	389	61	374	33	38	506
Clarence	75	97	122	154	76	273	21	818	76	220	22	73	391
Esperance	27	35	140	156	34	88	3	483	561	336	35	19	951
Glamorgan	5	98	14	71	1	11	...	250	40	99	5	11	155
Glenorchy	19	43	68	65	94	77	6	372	54	113	1	29	197
Hamilton	34	102	37	60	11	5	63	312	42	220	16	46	324
Huon	41	41	536	220	108	74	19	1039	123	157	23	16	319
Kingborough ...	9	49	150	148	37	71	1	445	49	128	9	3	149
New Norfolk ...	17	37	45	93	147	72	525	936	158	247	264	269	938
Oatlands	39	159	89	162	40	145	32	666	77	358	23	84	542
Port Cygnet ...	45	49	433	226	71	62	6	892	244	322	98	36	700
Richmond	28	71	56	103	42	56	20	376	51	190	2	30	273
Sorell	21	48	24	34	21	523	3	674	39	115	7	20	181
Spring Bay ...	10	39	23	11	6	73	...	162	40	68	9	25	142
Tasman	9	10	6	4	5	208	...	242	31	85	12	14	142
Postal Votes ...	5	62	34	36	27	37	13	214	18	32	5	9	64
Totals	482	1215	*1958	*2015	811	*1958	861	9300	*1826	*3662	*613	838	6939

* Elected.

WILMOT—(Quota 1860).

Sub-District.	Liberal Candidates.							Labour Candidates.				
	Best.	Cameron.	Field.	Hays.	Lee.	Mulcahy.	Total.	Curwen.	Lyons.	O'Keefe.	Shackcloth.	Total.
Beaconsfield ...	126	44	69	41	291	98	669	105	192	402	18	717
Deloraine	398	477	223	80	94	167	1439	99	395	72	33	599
Devonport	103	160	35	587	72	307	1264	337	307	2	7	653
Evandale	95	125	83	56	286	203	848	58	343	61	61	523
Kentish	115	236	29	345	81	475	1281	38	266	14	34	352
Latrobe	119	161	48	330	64	174	896	56	261	21	10	348
Longford	21	64	76	35	571	71	838	37	245	25	418	725
Westbury	167	108	449	58	329	75	1186	43	280	57	64	444
Postal Votes ...	24	10	2	10	33	41	139	2	24	4	7	37
	1184	*1385	1056	*1536	*1823	*1603	8587	775	*2326	*657	668	4426

• Elected.

TABLE III.—Informal Ballot-papers: Number and Percentage at General Election, 30th April, 1912.

District.	Total Number of Ballot-papers.	Number of Informal Papers.	Percentage of Informal Papers.
Bass	15,133	398	2·63
Darwin	14,164	421	2·97
Denison	16,600	444	2·67
Franklin	16,703	464	2·78
Wilmot	13,452	439	3·26
All	76,052	2166	2·85

TABLE III. (continued).—*Informal Ballot-papers: Comparison with Previous Elections.*

Election.	Total Number of Ballot-papers.	Number of Informal Papers.	Percentage of Informal Papers.	Method of Marking Papers.
General Election for House of Assembly, 2nd April, 1903 (31 contested electorates)	23,261	345	1·48	Striking out all names but one
Federal Senate, 16 Dec., 1903	35,580	1441	4·05	Cross in square opposite three names
Federal House of Repre- sentatives, 16th Dec., 1903	35,849	1164	3·25	Cross in square opposite one name
General Election for House of Assembly, 16th March, 1906 (27 contested electorates)	40,322	487	1·21	Striking out all names but one
Federal Senate, 12th Dec., 1906	48,879	2192	4·48	Cross in square opposite three names
Federal House of Repre- sentatives, 12th Dec., 1906 (four contested divisions).	40,194	1583	3·94	Cross in square opposite one name
General Election for House of Assembly, 30th April, 1909.. .. .	50,402	1442	2·86	As prescribed by Electoral Act, 1907
Federal Senate, 13th April, 1910	57,609	1893	3·29	Cross in square opposite three names
Federal House of Repre- sentatives, 13th April, 1910	57,609	1447	2·51	Cross in square opposite one name
Federal Referendum (Legis- lative Powers), 26th April, 1911*	58,403	673	1·15	Cross in square
General Election for House of Assembly, 30th April, 1912.. .. .	76,052	2166	2·85	As prescribed by Electoral Act 1907

* Statistics of the State of Tasmania for the Year 1910-11, p. 88.

TABLE IV.—*General Election, 30th April, 1912—Votes lost by Parties from Ballot-papers on which a Preference not marked for each Candidate of the Voter's Party.**

(This Table does not include losses by cross-voting; for these, see Table V.)

Votes Lost by Liberal Party.

District.	Papers Examined at the Counts at which Losses could occur.	Papers from which Losses occurred.	Votes Lost.
Bass	2541	117	83
Darwin	5035	21	1
Denison	4306	110	103
Franklin	2154	226	160
Wilmot	1056	68	35
All	15,092	542	382

The papers tabulated in the first column are those which (i) had No. 1 choices for Liberal candidates; (ii) if transferred, were transferred only to Liberal candidates; and (iii) became exhausted when there were one or more Liberal candidates unexcluded or unelected. No papers are included which were transferred to Labour candidates; or which became exhausted when there was no Liberal candidate unexcluded or unelected; or which were examined only at counts before exhaustion could occur.

* For the assumption made in preparing this table, see paragraph 6 of the Report.

TABLE IV. (continued).—General Election, 30th April, 1912.—Votes lost by Parties from Ballot-papers on which a Preference not marked for each Candidate of the Voter's Party.

Votes Lost by Labour Party.			
District.			
Papers Examined at the Counts at which Losses could occur.			
Papers from which Losses occurred.			
Votes Lost.			
Bass	2243	117	109
Darwin	2308	68	23
Denison	1715	48	25
Franklin	1911	203	101
Wilmot	2639	79	79
All	9978	515	337

The papers tabulated in the first column are those which (i) had No. 1 choices for Labour candidates; (ii) if transferred, were transferred only to Labour candidates; and (iii) became exhausted when there were one or more Labour candidates unexcluded or unelected. No papers are included which were transferred to Liberal candidates; or which became exhausted when there was no Labour candidate unexcluded or unelected; or which were examined only at counts before exhaustion could occur.

TABLE V.—General Election, 30th April, 1912.—Votes lost by Parties through Cross-Voting.*

Votes Lost by Liberal Party.			
District.			
Papers Examined Two or more Times.			
Papers from which Losses occurred.			
Votes Lost.			
Bass	3788	155	117
Darwin	5249	259	73
Denison	5805	140	124
Franklin	2154	107	97
Wilmot	1056	56	46
All	18,052	717	457

The ballot-papers tabulated in the first column are those (i) on which the No. 1 choice was given to a Liberal candidate; and (ii) which were examined for No. 2 or higher choice at a later count when there was still an unexcluded candidate. Any votes transferred to a Labour candidate after all the Liberal candidates had been elected or excluded are not treated as lost, as their transfer did not affect the result of the election as between the parties; and the papers on which any such votes were recorded are accordingly not included in the first column.

The second column includes only the papers from which when finally dealt with votes were lost; a paper which when examined a second time was transferred to a Labour candidate, and when examined for the last time showed a preference for a Liberal candidate, is not treated as lost by the Liberal party.

Votes Lost by Labour Party.			
District.			
Papers examined two or more times.			
Papers from which Losses occurred.			
Votes Lost.			
Bass	4431	123	73
Darwin	2808	104	24
Denison	3679	108	38
Franklin	4500	228	78
Wilmot	3769	364	159
All	19,187	927	372

* For the assumption made in preparing this table, see paragraph 6 of the report. A voter who gives his No. 1 choice to a Liberal candidate and his No. 2 choice to a Labour candidate, is here counted as a Liberal supporter, and if his paper is transferred to the Labour candidate it is counted as a Liberal loss. If, as is quite probable, the voter should be counted as a Labour supporter, the paper should be excluded from the enumeration of losses.

The ballot-papers tabulated in the first column are those (i) on which the No. 1 choice was given to a Labour candidate; and (ii) which were examined for No. 2 or higher choice at a later count when there was still an unexcluded Labour candidate. Any votes transferred to a Liberal candidate after all the Labour candidates had been elected or excluded are not treated as lost, as their transfer did not affect the result of the election as between the parties; and the papers on which any such votes were recorded are, accordingly, not included in the first column.

The second column includes only the papers from which, when finally dealt with, votes were lost; a paper which, when examined a second time, was transferred to a Liberal candidate, and when examined for the last time showed a preference for a Labour candidate, is not treated as lost by the Labour party.

TABLE VI.—General Elections, 30th April, 1909, 30th April, 1912—Postal Votes.

District.	Total Number of Ballot-papers.				Number of Postal Ballot-papers.				Percentage of Postal Ballot-papers to all Ballot-papers.			
	1912			1909	1912			1909	1912			1909
	Males.	Females.	All.	All.	Males.	Females.	All.	All.	Males.	Females.	All.	All.
Bass.. ..	7860	7273	15,133	9308	115	163	278	124†	1·46	2·24	1·84	1·33
Darwin	8504	5660	14,164	9688	58	50	108	35	0·68	0·88	0·76	0·36
Denison	7662*	8938*	16,600	11,663	325	642	967	414	4·24	7·18	5·83	3·55
Franklin	9402*	7301*	16,703	10,564	106	178	284	105	1·13	2·44	1·70	1·00
Wiln.ot	7287*	6165*	13,452	9179	56	120	176	80*	0·77	1·95	1·38	0·87
All	40,715*	35,337*	76,052	50,402	660	1153	1813	758	1·62	3·26	2·38	1·50

* Approximate. † Excluding papers collected from Straits Islands by a special officer.

Postal Votes—Comparison with Previous Elections.

Election.	Total Number of Ballot-papers.	Number of Postal Ballot-papers.	Percentage of Postal Ballot-papers.
General Election for House of Assembly, 30th April, 1909	50,402	758	1·50
Federal Senate and House of Representatives, 13th April, 1910	57,609	1233	2·14
Federal Referendum, 26th April, 1911 ..	58,053	1483	2·55
General Election for House of Assembly, 30th April, 1912	76,052	1813	2·38

Number of valid Ballot-papers, **14,735.**

- Distribution of the Effective Votes.

No. of Count.	Count (entered above horizontal line) and Total Votes at end of Count (entered below horizontal line).							Exhausted Votes.	Votes lost by omitting Fractional remainders.	Total of Votes of all Candidates at end of Count.	Remarks.	No. of Count.
	Margetts	McKenzie	Moore	Oldham	Sadler	Solomon	Storrer					
	1531	1716			0	2106		122	36	14735		
41	7	13						81			Anderson excluded His first choices distributed Becher elected	41
42	1538	1729				2106		209	36	14735		42
								51	1			
43	1538	1729				2106		260	37	14735		43
	1	2						3				
44	1539	1731				2106		263	37	14735		44
	2	2						18				
45	1541	1733				2106		281	37	14735		45
								2	1			
46	1541	1733				2106		283	36	14735		46
								5				
47	1541	1733				2106		288	38	14735		47
		2						101				
48	1541	1735				2106		389	38	14735	Distribution of Anderson's transferred votes	48
								33	1			
49	1541	1735				2106		422	39	14735		49
								7				
50	1541	1735				2106		429	39	14735		50
								1				
51	1541	1735				2106		430	39	14735		51
								69				
52	1541	1735				2106		499	39	14735		52
	3	3						13				
53	1544	1738				2106		512	39	14735		53
		1						1				
54	1544	1739				2106		513	39	14735		54
								2				
55	1544	1739				2106		515	39	14735	Margetts excluded McKenzie elected	55
	4	3						360	1			
	1548	1742				2106		875	40	14735		



RESULT-SHEET OF ELECTION FOR BASS

Number of Members to be elected, **8.**

Number of Ballot-papers, **15,138.**

Number of Ballot-papers rejected as informal, **398.**

Number of valid Ballot-papers, **14,785.**

$$\text{Quota} = \frac{14,735}{7} + 1 = 2106 \text{ (neglecting remainder).}$$

Table 1.—Counting of the Choices.

No. of Case	Description of Chances Counted. ["N. e." means "Not available (lost)"]	Number of chances obtained for each Candidate at Close or in List of Papers placed in each Candidate's List (marked as follows)												Papers Not Counted	Total of Chances Counted	Transfer Value	Total Value of Chances Counted	
		Is number for chance of (Name) the number of (List of papers) at which the Paper shows it was placed and indicates that the Paper shows it was placed in the (Name) of (Name)																
		Andrew	Betham	Baker	Burns	By	Conroy	Hargrett	McIntosh	Reese	Others	Reider	Solomon					Storver
1	First Chance on all Papers	931 ⁽⁴⁾	1979	1318	263 ⁽⁸⁾	1360	2794 ⁽⁷⁾	968	991	543 ⁽¹⁷⁾	271 ⁽¹¹⁾	126 ⁽¹⁷⁾	2592 ⁽¹³⁾	199 ⁽¹³⁾		14735	1	14735
2	N. e. after his name on Storver's papers at Count 1	215 ⁽⁴²⁾		17	319 ⁽⁹⁾	75	1780		9	316 ⁽¹⁸⁾	111 ⁽¹⁴⁾	13 ⁽²³⁾		12 ⁽¹⁶⁾		2794	638	688
3	N. e. after his name on Solomon's papers at Count 1	5 ⁽¹⁶⁾	676 ⁽⁴⁾	10	1 ⁽¹⁶⁾	13		1026	188	6 ⁽¹⁹⁾	125 ⁽¹⁰⁾	431 ⁽¹⁸⁾		51 ⁽¹⁷⁾		2592	236	466
4	N. e. after his name on Betham's papers at Count 4	1 ⁽¹⁶⁾		4	2 ⁽¹⁶⁾			361	130	54 ⁽¹⁶⁾	117 ⁽¹⁶⁾			4 ⁽¹⁶⁾		676	676	3
5	N. e. after his name on Storver's papers at Count 1	63 ⁽¹³⁾		7	2 ⁽¹³⁾	34		43	11	8 ⁽¹⁸⁾	10 ⁽¹⁴⁾	76 ⁽¹⁶⁾			2	199	1	199
6	N. e. after his name on Storver's papers at Count 1	1 ⁽¹⁶⁾				3				5 ⁽¹⁸⁾		2 ⁽¹⁶⁾			1	12	638	2
7	N. e. after his name on Storver's papers at Count 1			3		1		21	8		51 ⁽¹⁶⁾	12 ⁽¹⁶⁾				51	466	9
8	N. e. after his name on Burns's papers at Count 1	22 ⁽⁴⁴⁾		64		107		11	19	23 ⁽¹³⁾	3 ⁽¹⁶⁾	8 ⁽¹²⁾			4	263	1	263
9	N. e. after his name on Burns's papers at Count 1	18 ⁽¹³⁾		24		30				6 ⁽¹³⁾						75	638	18
10	N. e. after his name on Burns's papers at Count 1			1						1 ⁽¹⁴⁾						2	1	2
11	N. e. after his name on Burns's papers at Count 1	5 ⁽¹⁶⁾		1		9		60	49			140 ⁽¹³⁾			7	271	1	271
12	N. e. after his name on Burns's papers at Count 1			1								54 ⁽¹⁶⁾			2	8	638	1
13	N. e. after his name on Burns's papers at Count 1			1				50	24	1 ⁽¹⁶⁾	46 ⁽¹⁶⁾				3	125	466	23
14	N. e. after his name on Burns's papers at Count 4							3		1 ⁽¹⁶⁾	4 ⁽¹⁶⁾				2	10	1	10
15	N. e. after his name on Burns's papers at Count 4							1	1			14 ⁽¹⁶⁾			6	466	2592	
16	N. e. after his name on Burns's papers at Count 1											2 ⁽¹⁷⁾			1	1	3	
17	N. e. after his name on Burns's papers at Count 1	105 ⁽¹⁶⁾		79		340 ⁽¹⁶⁾		4	4		10 ⁽¹⁶⁾				3	543	1	543
18	N. e. after his name on Burns's papers at Count 2	140 ⁽¹⁶⁾		163				2				14 ⁽¹⁶⁾			7	316	638	77
19	N. e. after his name on Burns's papers at Count 1							1	2			2 ⁽¹⁶⁾			1	6	466	1
20	N. e. after his name on Burns's papers at Count 1			2				1	1			1 ⁽¹⁶⁾			3	6	1	6
21	N. e. after his name on Burns's papers at Count 1			5											5	5	638	1
22	N. e. after his name on Burns's papers at Count 1	7 ⁽¹⁶⁾		10				1							7	25	1	25
23	N. e. after his name on Burns's papers at Count 1	2 ⁽¹⁶⁾		1											3	6	638	1
24	N. e. after his name on Burns's papers at Count 1	1 ⁽¹⁶⁾													1	1	1	
25	N. e. after his name on Burns's papers at Count 1							1							1	1	1	
26	N. e. after his name on Burns's papers at Count 17			196				1				2 ⁽¹⁶⁾			16	340	191	191
27	N. e. after his name on Burns's papers at Count 1	19 ⁽¹⁶⁾		23				222	425						37	726	1	726
28	N. e. after his name on Burns's papers at Count 1	2 ⁽¹⁶⁾		1				•	3						2	13	638	3
29	N. e. after his name on Burns's papers at Count 1	3 ⁽¹⁶⁾		2				239	224						23	491	496	92
30	N. e. after his name on Burns's papers at Count 1	2 ⁽¹⁶⁾		2				25	26						19	76	1	76
31	N. e. after his name on Burns's papers at Count 7							3	1						2	12	466	2
32	N. e. after his name on Burns's papers at Count 1			1				1							3	6	1	6
33	N. e. after his name on Burns's papers at Count 11			2				38	69						11	140	1	140
34	N. e. after his name on Burns's papers at Count 12	1 ⁽¹⁶⁾		1				1	2						5	638	2794	1
35	N. e. after his name on Burns's papers at Count 13							11	28						6	46	466	9
36	N. e. after his name on Burns's papers at Count 14							2	2						4	1	4	
37	N. e. after his name on Burns's papers at Count 15														2	2	1	2
38	N. e. after his name on Burns's papers at Count 17	2 ⁽¹⁶⁾						1	1						6	10	1	16
39	N. e. after his name on Burns's papers at Count 18														1	1	1	1
40	N. e. after his name on Burns's papers at Count 19	1 ⁽¹⁶⁾		1											2	1	191	2
41	N. e. after his name on Burns's papers at Count 1					724 ⁽¹⁵⁾		1	13						67	631	1	631
42	N. e. after his name on Burns's papers at Count 1							1	3						211	215	638	52
43	N. e. after his name on Burns's papers at Count 1							1	2						3	6	1	6
44	N. e. after his name on Burns's papers at Count 1							2	2						18	22	1	22
45	N. e. after his name on Burns's papers at Count 1							1							14	16	638	3
46	N. e. after his name on Burns's papers at Count 11														5	5	1	5
47	N. e. after his name on Burns's papers at Count 17								2						101	103	1	103
48	N. e. after his name on Burns's papers at Count 18							1	1						136	140	638	34
49	N. e. after his name on Burns's papers at Count 18														7	1	1	7
50	N. e. after his name on Burns's papers at Count 16														1	1	1	1
51	N. e. after his name on Burns's papers at Count 16														123	123	191	69
52	N. e. after his name on Burns's papers at Count 17							3	3						13	19	1	19
53	N. e. after his name on Burns's papers at Count 16							1	1						1	2	1	2
54	N. e. after his name on Burns's papers at Count 18														2	2	1	2
55	N. e. after his name on Burns's papers at Count 17							9	6						709	724	368	368

Table II.—Distribution of the Effective Votes.

No.	Effective Votes credited to each Candidate at Count (entered above horizontal line) and Total Votes standing to the Credit of each Candidate at end of Count (entered below horizontal line).													Total of Votes of all Candidates at end of Count	Remarks.	No. of Count		
	Anderson	Belmont	Becker	Cann	Gray	Hewes	Margott	Mohr	Oldham	Rader	Storers	Storers						
1	831	1792	1318	263	1360	2784	866	991	543	271	726	2592	199		14135	Murray & Solomon elected	1	
2	32	4	83	18	438	688	2	2	77	1	3		2	6	14735	Murray's surplus distributed	2	
3	983	1963	1491	251	1798	2106	870	993	620	212	729	2592	201	6	14735	Solomon's surplus distributed & Dakhop elected	3	
4	126	1			2	192	35	1	23	92	499	9		5		Dakhop's surplus distributed	4	
5	983	2109	1402	241	1800	2106	1062	1028	621	895	821	2106	210	11	14735	Storers excluded & his first choice distributed	5	
6	683	2106	1402	231	1800	2106	1063	1028	621	295	621	2106	210	13	14735	Storers' trans-ferred votes	6	
7	889	2106	1409	293	1834	2106	1106	1039	630	305	897	2106	9	2	14735	Storers' trans-ferred votes	7	
8	889	2106	1409	283	1834	2106	1109	1040	630	306	899	2106	0	2	14735	Storers' trans-ferred votes	8	
9	22	64	263	107			11	19	25	3	8			4		Cann excluded & his first choice distributed	9	
10	911	2106	1473	20	1941	2106	1120	1059	635	309	907	2106		6	14735	Cann excluded & his first choice distributed	10	
11	3	5	18	7										2			11	
12	914	2106	1474	2	1948	2106	1120	1059	636	309	907	2106		6	14735	Distribution of Cann's transferred votes	12	
13	914	2106	1479	0	1948	2106	1120	1059	637	309	907	2106		6	14735	Distribution of Cann's transferred votes	13	
14	5	1			9		60	49		21	140			7	14735	Oldham excluded & his first choice distributed	14	
15	919	2106	1480		1957	2106	1130	1068	637	31	1048	2106		13	14735	Oldham excluded & his first choice distributed	15	
16	919	2106	1480		1957	2106	1135	1112	637	14	1038	2106		13	14735	Oldham excluded & his first choice distributed	16	
17	103	78			34		4	4	543		10			3		Mohr excluded & his first choice distributed	17	
18	103	78			34		4	4	543		10			3		Mohr excluded & his first choice distributed	18	
19	1056	2106	1598		2297	2106	1196	1116	38		1072	2106		19	14735	Mohr excluded & his first choice distributed	19	
20	1056	2106	1599		2297	2106	1196	1116	37		1072	2106		19	14735	Mohr excluded & his first choice distributed	20	
21	1056	2106	1601		2297	2106	1197	1117	29		1073	2106		22	14735	Mohr excluded & his first choice distributed	21	
22	1056	2106	1602		2297	2106	1197	1117	28		1073	2106		22	14735	Mohr excluded & his first choice distributed	22	
23	1063	2106	1612		2297	2106	1197	1118	3		1073	2106		29	14735	Mohr excluded & his first choice distributed	23	
24	1063	2106	1612		2297	2106	1197	1118	2		1073	2106		29	14735	Mohr excluded & his first choice distributed	24	
25	1063	2106	1612		2297	2106	1197	1119	0		1073	2106		29	14735	Mohr excluded & his first choice distributed	25	
26	69	110			181					12				3	2	Sadler excluded & his first choice distributed	26	
27	1133	2106	1722		2106	2106	1197	1119		105	2106			37	28	14735	Sadler excluded & his first choice distributed	27
28	19	23					222	425		326				37			28	
29	1152	2106	1745		2106	2106	1419	1541		149	2106			74	31	14735		29
30	1152	2106	1745		2106	2106	1419	1541		149	2106			74	31	14735		30
31	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		31
32	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		32
33	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		33
34	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		34
35	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		35
36	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		36
37	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		37
38	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		38
39	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		39
40	1154	2106	1747		2106	2106	1419	1541		149	2106			74	31	14735		40
41	831	724					7	13						87		Anderson excluded & his first choice distributed	41	
42	32	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	42	
43	267	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	43	
44	22	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	44	
45	242	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	45	
46	242	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	46	
47	103	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	47	
48	34	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	48	
49	100	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	49	
50	92	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	50	
51	69	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	51	
52	19	4	2106	2474		2106	2106	1538	1729		2106			51	1	Becker elected	52	
53	2	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	53	
54	0	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	54	
55	366	2106	2474		2106	2106	1538	1729		2106				51	1	Becker elected	55	

VIN.

Number

Number of valid Ballot-papers, 13,743.

Table II.—Distribution of the Effective Votes.

No. of Count.	Description of Choice Counted. ["N.a.c." means "no available choice."]	Count at Count (entered above to the Credit of each below horizontal line).			Exhausted Votes.	Votes lost by omitting Fractional remainders.	Total of Votes of all Candidates at end of Count.	Remarks.	No. of Count.
		Pullen	Watkins	Whitsitt					
1	First Choices on all Ballots	1235	1176	2097			13743	Whitsitt, Payne & Bellon elected	1
2	N.a.c. after his name Whitsitt's papers at Count 1	93	2	-133	1	2		Distribution of Whitsitt's surplus	2
		1328	1178	1964	1	2	13743		
3	N.a.c. after his name Payne's papers at Count 2	44				3		Distribution of Payne's surplus	3
		1372	1178	1964	1	5	13743		
4	N.a.c. after his name Bellon's papers at Count 3	1	1			3		Distribution of Bellon's surplus	4
		1373	1179	1964	1	8	13743		
5	N.a.c. after his name Kean's papers at Count 4	6	293		8			Kean excluded & his first choices distributed	5
		1379	1472	1964	9	8	13743	Ogden elected	6
6	N.a.c. after his name Kean's papers at Count 5					1			
		1379	1472	1964	9	9	13743		
7	N.a.c. after his name Kean's papers at Count 6							Distribution of Kean's transferred votes	7
		1379	1472	1964	9	9	13743		
8	N.a.c. after his name Kean's papers at Count 7					1			
		1379	1472	1964	9	10	13743		
9	N.a.c. after his name Ogden's papers at Count 8	5	182		15	3		Distribution of Ogden's surplus	9
		1384	1654	1964	24	13	13743		
10	N.a.c. after his name Lamerton's papers at Count 1	975	48		87			Lamerton excluded & his first choices distributed	10
		2359	1702	1964	111	13	13743		
11	N.a.c. after his name Lamerton's papers at Count 2				27	2		Pullen elected	11
		2359	1702	1964	138	15	13743		
12	N.a.c. after his name Lamerton's papers at Count 3				12	1			
		2359	1702	1964	150	16	13743		
13	N.a.c. after his name Lamerton's papers at Count 4							Distribution of Lamerton's transferred votes	13
		2359	1702	1964	150	16	13743		
14	N.a.c. after his name Lamerton's papers at Count 5		2		8				
		2359	1704	1964	158	16	13743		
15	N.a.c. after his name Lamerton's papers at Count 6				1				
		2359	1704	1964	159	16	13743		
16	N.a.c. after his name Pullen's papers at Count 7	395	17		372			Pullen's surplus distributed	16
		1964	1721	1964	531	16	13743	Watkins declared elected	

RESULT-SHEET OF ELECTION FOR DARWIN.

Number of Members to be elected, 8.

Number of Ballot-papers, 14,164.

Number of Ballot-papers rejected as informal, 421.

Number of valid Ballot-papers, 13,743.

$$\text{Quota} = \frac{13,743}{7} + 1 = 1964 \text{ (neglecting remainder).}$$

Table I.—Counting of the Choices.

No. of Count.	Description of Choices Counted ("N.a.c." means "Not available choice.")	Number of choices allotted by each Candidate at Count or Transfer of Papers placed in each Candidate's Column at Count.										Papers excluded at Count.	Total of Papers counted.	Transfer Value.	Votes transferred to Table II.
		Belton	Maret	Kean	Lamerton	Ogden	Payne	Pullen	Watkins	Whitsett					
1	First Choices on all Papers	2022	1444	786	1128	1831	2024	1235	1176	2097	2		13743	1	13743
2	N.a.c. after his name on Whitsett's papers at Count 1		34	32	462	39		1473	41			16	2097	133	133
3	N.a.c. after his name on Payne's papers at Count 1		14	7	452	15		1504	27			5	2024	60	60
4	N.a.c. after his name on Pullen's papers at Count 1		1674	67	25	153		40	47			16	2028	58	58
5	N.a.c. after his name on Kean's papers at Count 1		121		10	346		6	293			8	786	1	786
6	N.a.c. after his name on Kean's papers at Count 2		17		5			1	1			8	32	133	2
7	N.a.c. after his name on Kean's papers at Count 3											1	7	60	0
8	N.a.c. after his name on Kean's papers at Count 4		24		7			4	14			15	67	58	1
9	N.a.c. after his name on Ogden's papers at Count 3		23		4			8	287			26	348	22	221
10	N.a.c. after his name on Lamerton's papers at Count 1		18					975	48			87	1128	1	1128
11	N.a.c. after his name on Lamerton's papers at Count 2		10						9			443	462	133	29
12	N.a.c. after his name on Lamerton's papers at Count 3		3						10			439	432	60	13
13	N.a.c. after his name on Lamerton's papers at Count 4		1						2			22	25	68	0
14	N.a.c. after his name on Lamerton's papers at Count 5								2			8	10	1	10
15	N.a.c. after his name on Pullen's papers at Count 1		2									1	4	221	2
16	N.a.c. after his name on Pullen's papers at Count 10		16					43				916	975	395	395

Table II.—Distribution of the Effective Votes.

No. of Count.	Effective Votes credited to each Candidate at Count (entered above horizontal line) and Total Votes standing to the Credit of each Candidate at end of Count (entered below horizontal line).										No. of Invalid Votes.	Votes lost by Splitting of Transferring members.	Total of Votes of all Candidates at end of Count.	Remarks.	No. of Count.
	Belton	Maret	Kean	Lamerton	Ogden	Payne	Pullen	Watkins	Whitsett						
1	2022	1444	786	1128	1831	2024	1235	1176	2097				13743	Whitsett, Payne & Belton elected	1
2		2	2	29	2		93	2	133		1	2	13743	Distribution of Whitsett's surplus	2
3							60	44				3	13743	Distribution of Payne's surplus	3
4												3	13743	Distribution of Belton's surplus	4
5												8	13743	Kean excluded & his 1st choice distributed	5
6												1	13743	Ogden elected	6
7												9	13743	Distribution of Kean's transferred votes	7
8												1	13743		8
9												15	13743	Distribution of Ogden's surplus	9
10												87	13743	Lamerton excluded & his 1st choice distributed	10
11												27	13743	Pullen elected	11
12												12	13743		12
13												130	13743	Distribution of Lamerton's transferred votes	13
14												158	13743		14
15												17	13743		15
16												372	13743	Pullen's surplus distributed & Watkins declared elected	16



12.

DENISON.

nformal, 444.

der).

973		1213	2309
3		301	
976		1514	2309
			2309
		25	
		1539	2309
			2309
		1	
		1540	2309
			2309
			2309
1			
977			2309
		1	
		1541	2309
		58	
		1599	
		1	
		1600	
		1	
		1601	
		45	
		1646	
977	-	1646	2309

RESULT-SHEET OF ELECTION FOR DENISON.

Number of Members to be elected, 6.

Number of Ballot-papers, 16,600.

Number of Ballot-papers rejected as informal, 444.

Number of valid Ballot-papers, 16,156.

$$\text{Quota} = \frac{16,156}{7} + 1 = 2309 \text{ (neglecting remainder).}$$

Table I.—Counting of the Choices.

Table II.—Distribution of the Effective Votes.

No. of Count.	Description of Choices Counted. (If "N.A." means "Not available choice.")	Number of votes received by each Candidate at Count or Number of Papers sent to each Candidate at Count														Total of Papers counted at Count.	Total of Votes received by each Candidate at Count.	Total of Votes received by each Candidate at Count.
		Amott	Barter	Clifford	Devlin	Devlin	Edmonds	Lewis	Macdonald	Metcalf	Reid	Sherrin	Stewart	Taylor	Woods			
1	First Choices on all Papers	377	1124	220	1392	312	1054	2132	986	73	517	509	2044	1058	623	2537	2309	2309
2	N.A. after his name on Lewis' papers at Count 1	63	5	58	142	110	2	653	25	3	96	14	327	6	26		2134	423
3	N.A. after his name on Woods' papers at Count 1	7	116		5	2	96	2	3	95	6	1683	6	473	29		2537	228
4	N.A. after his name on Macdonald's papers at Count 1	14		22	6	6	1	8		4	1	1	7	2	1		73	173
5	N.A. after his name on Metcalf's papers at Count 2															1	25	3
6	N.A. after his name on Clifford's papers at Count 1	17	5		67	15	2	40				4	47	2	11		220	1220
7	N.A. after his name on Reid's papers at Count 1	4			17	6		13				4		9			56	8
8	Clifford's papers at Count 1	2	1		3							1	1	1	1		22	22
9	N.A. after his name on Devlin's papers at Count 1	7	4		35	5		55		4	53	2	64	1	76		2	312
10	N.A. after his name on Devlin's papers at Count 2				43			20				11	17		10		110	17
11	N.A. after his name on Devlin's papers at Count 4																6	6
12	N.A. after his name on Devlin's papers at Count 8				1							2	1	2			1	15
13	N.A. after his name on Amott's papers at Count 1	44			150	5		56		4	19	17	46	5	18		9	377
14	N.A. after his name on Amott's papers at Count 3				34			10				3	1	7			63	9
15	N.A. after his name on Amott's papers at Count 4				1			2				1	2	1			1	14
16	N.A. after his name on Amott's papers at Count 6				5								7				2	17
17	N.A. after his name on Amott's papers at Count 8																1	2
18	N.A. after his name on Amott's papers at Count 10				2			2									2	7
19	N.A. after his name on Amott's papers at Count 16				4												1	9
20	N.A. after his name on Macdonald's papers at Count 1	59			103							6	232	4	109	2	2	517
21	N.A. after his name on Macdonald's papers at Count 8	20			33								42	1			98	8
22	N.A. after his name on Macdonald's papers at Count 1											2					4	4
23	N.A. after his name on Macdonald's papers at Count 8																1	1
24	N.A. after his name on Macdonald's papers at Count 1				1							1	1				4	4
25	N.A. after his name on Macdonald's papers at Count 16																1	1
26	N.A. after his name on Macdonald's papers at Count 16																1	4
27	N.A. after his name on Macdonald's papers at Count 16																1	1
28	N.A. after his name on Macdonald's papers at Count 16																1	1
29	N.A. after his name on Macdonald's papers at Count 16																1	1
30	N.A. after his name on Macdonald's papers at Count 16																1	1
31	N.A. after his name on Macdonald's papers at Count 16																1	1
32	N.A. after his name on Macdonald's papers at Count 16																1	1
33	N.A. after his name on Macdonald's papers at Count 16																1	1
34	N.A. after his name on Macdonald's papers at Count 16																1	1
35	N.A. after his name on Macdonald's papers at Count 16																1	1
36	N.A. after his name on Macdonald's papers at Count 16																1	1
37	N.A. after his name on Macdonald's papers at Count 16																1	1
38	N.A. after his name on Macdonald's papers at Count 16																1	1
39	N.A. after his name on Macdonald's papers at Count 16																1	1
40	N.A. after his name on Macdonald's papers at Count 16																1	1
41	N.A. after his name on Macdonald's papers at Count 16																1	1

Effective Votes credited to each Candidate at Count (entered above horizontal line) and Total Votes standing to the Credit of each Candidate at end of Count (entered below horizontal line).																	Remarks.		No. of Count.	
No. of Count.	Amott	Barter	Clifford	Devlin	Edmonds	Lewis	Macdonald	Metcalf	Reid	Sherrin	Stewart	Taylor	Woods	Total of Votes credited to each Candidate at end of Count.	Total of Votes credited to each Candidate at end of Count.	Total of Votes credited to each Candidate at end of Count.	Total of Votes credited to each Candidate at end of Count.	Total of Votes credited to each Candidate at end of Count.	Total of Votes credited to each Candidate at end of Count.	Total of Votes credited to each Candidate at end of Count.
1	377	1124	220	1392	312	1094	2132	986	73	517	509	2044	1058	623	2537	16156	Lewis & Woods elected	1		
2	9	9	176	17	-423	101	3	14	2	90	1	34		8		Lewis's Surplus distributed	2			
3	356	1134	228	1568	329	1062	2309	1087	76	523	523	2197	1108	668	632	2308	Woods' Surplus distributed	3		
4	14	22	6	6	1	8	-73	4	1	7	2	1		15	16156	Metcalf excluded & his first choice distributed	4			
5	400	1134	250	1574	335	1063	2309	1095	3	529	524	2198	1119	670	633	2309	Distribution of Metcalf's transferred votes	5		
6	417	1133	30	1641	350	1065	2309	1136		530	531	2202	1162	674	644	2309	Clifford excluded & his first choice distributed	6		
7	417	1133	-8	2	1643	350	1065	2309	1136	630	531	2202	1165	674	644	2309	Distribution of Metcalf's transferred votes	7		
8	419	1140	1	-22	3	1646	350	1065	2309	530	531	2203	1164	661	644	2309	Davis excluded & his first choice distributed	8		
9	426	1144	7	4	35	-312	5	53		534	590	2205	1232	682	720	2309	Davis excluded & his first choice distributed	9		
10	427	1144	6	-17	21	1070	2309	1201		534	591	2203	1230	682	721	2309	Distribution of Davis's transferred votes	10		
11	427	1144	1687	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Distribution of Davis's transferred votes	11		
12	427	1144	1689	0	1070	2309	1209			535	594	2205	1232	683	725	2309	Davis excluded & his first choice distributed	12		
13	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	13		
14	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	14		
15	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	15		
16	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	16		
17	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	17		
18	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	18		
19	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	19		
20	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	20		
21	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	21		
22	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	22		
23	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	23		
24	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	24		
25	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	25		
26	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	26		
27	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	27		
28	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	28		
29	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	29		
30	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	30		
31	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	31		
32	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	32		
33	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	33		
34	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	34		
35	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	35		
36	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	36		
37	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	37		
38	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	38		
39	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	39		
40	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	40		
41	427	1144	1689	15	1070	2309	1202			534	594	2203	1230	682	723	2309	Davis excluded & his first choice distributed	41		

13	N. e. after his name on Amey's papers at Count 1	44		150	5	(542) 58	(24) 4	(36) 19	17	46	(52) 9	(14) 16		9	371	1	3
14	N. e. after his name on Amey's papers at Count 1			34		(103) 10		(140) 3	1	7		(178) 6			63	423 2732	8
15	N. e. after his name on Amey's papers at Count 4	1	4	1		(104) 2	(27) 1	(37) 1	2	1				1	14	1	14
16	N. e. after his name on Amey's papers at Count 15			5		(102) 2		(35) 1		7				2	17	1	17
17	N. e. after his name on Amey's papers at Count 15					(101) 1								1	2	1	2
18	N. e. after his name on Amey's papers at Count 19			2		(102) 2		(35) 1						2	7	1	7
19	N. e. after his name on Amey's papers at Count 19			4		(104) 1		(14) 1	1					1	9	423 2732	1
20	N. e. after his name on Amey's papers at Count 1	59		103				(40) 6	232	4	(103) 103	(14) 2		2	517	1	5
21	N. e. after his name on Amey's papers at Count 1	20		33		(104) 1			1	42	(54) 1	(14) 2		98	228 2357	8	8
22	N. e. after his name on Amey's papers at Count 1							(40) 2			(54) 2			4	1	4	
23	N. e. after his name on Amey's papers at Count 1								1					1	1	1	
24	N. e. after his name on Amey's papers at Count 1	1						(40) 1	1	(54) 1				4	1	4	
25	N. e. after his name on Amey's papers at Count 1													1	1	1	
26	N. e. after his name on Amey's papers at Count 1	1						(45) 1			(54) 1			1	4	1	4
27	N. e. after his name on Amey's papers at Count 1													1	1	1	
28	N. e. after his name on Amey's papers at Count 20	35		50					6	137	(54) 137	(14) 2		4	232	147 232	14
29	N. e. after his name on Amey's papers at Count 1	7	104	1		(103) 39		(54) 11	160	(54) 11	(14) 193			4	509	1	509
30	N. e. after his name on Amey's papers at Count 1	35				(104) 19			24	(104) 17				1	96	423 2732	14
31	N. e. after his name on Amey's papers at Count 1								1					1	1	1	
32	N. e. after his name on Amey's papers at Count 1								4	1	(60) 2	(17) 2		7	1	7	
33	N. e. after his name on Amey's papers at Count 1		5			(140) 3			26		(30) 25			59	1	59	
34	N. e. after his name on Amey's papers at Count 19	3				(104) 2		(14) 1		5				11	423 2732	1	
35	N. e. after his name on Amey's papers at Count 1					(104) 1				2	(14) 2			3	1	3	
36	N. e. after his name on Amey's papers at Count 1	3				(114) 4			2		(60) 9			1	19	1	19
37	N. e. after his name on Amey's papers at Count 1								1					1	1	1	
38	N. e. after his name on Amey's papers at Count 1										(54) 1			1	1	1	
39	N. e. after his name on Amey's papers at Count 1	1												1	1	1	
40	N. e. after his name on Amey's papers at Count 1								3	2	(60) 2			1	6	1	6
41	N. e. after his name on Amey's papers at Count 1								2					2	1	2	
42	N. e. after his name on Amey's papers at Count 1										(62) 1			1	1	1	
43	N. e. after his name on Amey's papers at Count 1								1					1	1	1	
44	N. e. after his name on Amey's papers at Count 1	279	3	301		(114) 5			10		(62) 9			15	625	1	625
45	N. e. after his name on Amey's papers at Count 1			2		(114) 5			1		(60) 1			1	8	432 2732	1

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	1		170
	1647	2309	1504
			150
			-3
			273
			-1
			272
			-4
			268
	2		-8
	1665		260
			260
			-1
			259
			-1
			258
	1		-170
	1666		88
			-10
			78
			-5
			73
			-22
			51
			-3
			48
	1		-32
	1667		16
			-1
			15
			-12
			3
			-1
			2
			-1
			1
			-1
	1667	2309	0
	3		
	1670	2309	
	1670	2309	-

62	N. e. after his name on Williams' papers at Counl 1	6	161	1	(170) 170	242			16	596	1	596
64	N. e. after his name on Williams' papers at Counl 2		81	1	(179) 70	73			1	226	<u>423</u> 2732	34
65	N. e. after his name on Williams' papers at Counl 3	6	2	7	(181) 1	8			5	29	<u>226</u> 2537	2
66	N. e. after his name on Williams' papers at Counl 4					1				1	1	1
67	N. e. after his name on Williams' papers at Counl 5				(182) 5	4			2	11	1	11
68	N. e. after his name on Williams' papers at Counl 6		9	1	(183) 22	42			2	76	1	76
69	N. e. after his name on Williams' papers at Counl 10		2		(187) 1	7				10	<u>423</u> 2732	1
70	N. e. after his name on Williams' papers at Counl 11					1			1	2	1	2
71	N. e. after his name on Williams' papers at Counl 12					1			1	2	1	2
72	N. e. after his name on Williams' papers at Counl 13		7		(188) 3	3			3	16	1	16
73	N. e. after his name on Williams' papers at Counl 14		7						1	8	<u>423</u> 2732	1
74	N. e. after his name on Williams' papers at Counl 15								2	2	1	2
75	N. e. after his name on Williams' papers at Counl 19	2	57	1	(189) 32	80			11	183	1	183
76	N. e. after his name on Williams' papers at Counl 20		6		(191) 7	4			17	<u>423</u> 2732	2	
77	N. e. after his name on Williams' papers at Counl 22		2						2	1	2	
78	N. e. after his name on Williams' papers at Counl 23		3		(192) 12	9			1	25	1	25
79	N. e. after his name on Williams' papers at Counl 25					2			2	1	2	
80	N. e. after his name on Williams' papers at Counl 26		4		(193) 1	1			3	9	1	9
81	N. e. after his name on Williams' papers at Counl 28									1	1	1
82	N. e. after his name on Williams' papers at Counl 31	5			(197) 1	3				9	1	9
83	N. e. after his name on Williams' papers at Counl 34				(198) 1					1	1	1
84	N. e. after his name on Williams' papers at Counl 35					1				1	1	1
85	N. e. after his name on Williams' papers at Counl 36								1	1	1	1
86	N. e. after his name on Williams' papers at Counl 37								1	1	1	1
87	N. e. after his name on Williams' papers at Counl 38	2							1	3	<u>423</u> 2732	1
88	N. e. after his name on Williams' papers at Counl 39					2			1	3	1	3
89	N. e. after his name on Williams' papers at Counl 40								1	1	1	1
90	N. e. after his name on Williams' papers at Counl 41								1	1	1	1
91	N. e. after his name on Hastock's papers at Counl 1	7	309	7		423			40	986	1	986
92	N. e. after his name on Hastock's papers at Counl 1	8		4					643	635	<u>423</u> 2732	101
93	N. e. after his name on Hastock's papers at Counl 4	1							7	8	1	8
94	N. e. after his name on Hastock's papers at Counl 5			1					10	11	<u>423</u> 2732	1
95	N. e. after his name on Hastock's papers at Counl 6			1					39	40	1	40
96	N. e. after his name on Hastock's papers at Counl 7								13	13	<u>423</u> 2732	2
97	N. e. after his name on Hastock's papers at Counl 8			1					6	7	1	7
98	N. e. after his name on Hastock's papers at Counl 9	2							51	53	1	53
99	N. e. after his name on Hastock's papers at Counl 10								20	20	<u>423</u> 2732	3
100	N. e. after his name on Hastock's papers at Counl 11								1	1	1	1
101	N. e. after his name on Hastock's papers at Counl 12	1							6	2	1	7
102	N. e. after his name on Hastock's papers at Counl 13	1		2					55	58	1	58
103	N. e. after his name on Hastock's papers at Counl 14								10	10	<u>423</u> 2732	1
104	N. e. after his name on Hastock's papers at Counl 15								2	2	1	2
105	N. e. after his name on Hastock's papers at Counl 16								2	2	1	2
106	N. e. after his name on Hastock's papers at Counl 17								2	1	1	1
107	N. e. after his name on Hastock's papers at Counl 18								2	2	1	2
108	N. e. after his name on Hastock's papers at Counl 19	2		3					34	39	1	39
109	N. e. after his name on Hastock's papers at Counl 20								19	19	<u>423</u> 2732	2

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	N. e. after his name on William's papers at Count 36		4		1		1		3	9	1	9
81	N. e. after his name on William's papers at Count 37								1	1	1	1
82	N. e. after his name on William's papers at Count 44	5			(173) 1		3			9	1	9
83	N. e. after his name on William's papers at Count 43				(183) 1					1	1	1
84	N. e. after his name on William's papers at Count 45						1			1	1	1
85	N. e. after his name on William's papers at Count 46									1	1	1
86	N. e. after his name on William's papers at Count 57									1	1	1
87	N. e. after his name on William's papers at Count 56	2								1	3	147 232
88	N. e. after his name on William's papers at Count 59						2			1	3	1
89	N. e. after his name on William's papers at Count 60									1	1	1
90	N. e. after his name on William's papers at Count 61									1	1	1
91	N. e. after his name on Macdon's papers at Count 1	7	309	7			425			40	916	1 986
92	N. e. after his name on Macdon's papers at Count 2	6		4						643	685	423 2732
93	N. e. after his name on Macdon's papers at Count 3	1								7	8	1 8
94	N. e. after his name on Macdon's papers at Count 4			1						10	11	423 2732
95	N. e. after his name on Macdon's papers at Count 5			1						39	40	1 40
96	N. e. after his name on Macdon's papers at Count 7									13	13	423 2732
97	N. e. after his name on Macdon's papers at Count 8			1						6	7	1 7
98	N. e. after his name on Macdon's papers at Count 9	2								51	53	1 53
99	N. e. after his name on Macdon's papers at Count 10									20	20	423 2732
100	N. e. after his name on Macdon's papers at Count 11									1	1	1
101	N. e. after his name on Macdon's papers at Count 12	1								6	7	1 7
102	N. e. after his name on Macdon's papers at Count 13	1		2						55	58	1 58
103	N. e. after his name on Macdon's papers at Count 14									10	10	423 2732
104	N. e. after his name on Macdon's papers at Count 15									2	2	1 2
105	N. e. after his name on Macdon's papers at Count 16									2	2	1 2
106	N. e. after his name on Macdon's papers at Count 17									1	1	1
107	N. e. after his name on Macdon's papers at Count 18									2	2	1 2
108	N. e. after his name on Macdon's papers at Count 19	2		3						34	39	1 39
109	N. e. after his name on Macdon's papers at Count 20									19	19	423 2732
110	N. e. after his name on Macdon's papers at Count 21									3	3	1 3
111	N. e. after his name on Macdon's papers at Count 22									1	1	1
112	N. e. after his name on Macdon's papers at Count 23	1								3	4	1 4
113	N. e. after his name on Macdon's papers at Count 24	3		2						3	9	1 8
114	N. e. after his name on Macdon's papers at Count 25										3	423 2732
115	N. e. after his name on Macdon's papers at Count 26									6		282 2837
116	N. e. after his name on Macdon's papers at Count 27									1	1	1
117	N. e. after his name on Macdon's papers at Count 28									1	1	1
118	N. e. after his name on Macdon's papers at Count 29	1		1						166	170	1 170
119	N. e. after his name on Macdon's papers at Count 30									70	70	423 2732
120	N. e. after his name on Macdon's papers at Count 31									5	5	1 5
121	N. e. after his name on Macdon's papers at Count 32									22	22	1 22
122	N. e. after his name on Macdon's papers at Count 33									3	3	1 3
123	N. e. after his name on Macdon's papers at Count 34			1						31	32	1 32
124	N. e. after his name on Macdon's papers at Count 35									7	7	423 2732
125	N. e. after his name on Macdon's papers at Count 36									12	12	1 12
126	N. e. after his name on Macdon's papers at Count 37									1	1	1
127	N. e. after his name on Macdon's papers at Count 38	1								1	1	1
128	N. e. after his name on Macdon's papers at Count 39									1	1	1
129	N. e. after his name on Macdon's papers at Count 40											
130	N. e. after his name on Macdon's papers at Count 41	7		4						498	509	423 509
131	N. e. after his name on Macdon's papers at Count 42	4		2						417	423	32 423

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Number of valid Ballot-papers, **16,239.**

Distribution of the Effective Votes.

No. of Count.	Description of Count. ("N.a.c." means "available choice")	Entered above			Exhausted Votes.	Votes lost by omitting Fractional Remainders.	Total of Votes of all Candidates at end of Count.	Remarks.	No. of Count.
		Leatham	Martin	Shoobridge					
1	First Choices on all	861	613	838			16239	Earle elected	1
2	N.a.c. after his name Earle's papers at C	7	276	195		3		Earle's surplus distributed	2
3	N.a.c. after his name Dicker's papers at C	868	889	1033		3	16239	Dicker elected	3
			228	76		6		Dicker's surplus distributed	
4	N.a.c. after his name Bottrill's papers at C	868	1117	1109		9	16239	Bottrill excluded & his first choices distributed	4
		5	5	4	7				
5	N.a.c. after his name Bottrill's papers at C	873	1122	1113		1	16239	Distribution of Bottrill's transferred votes	5
				1	7	10			
6	N.a.c. after his name Fullerton's papers Count 1	68	5	8				Fullerton excluded and his first choices distributed	6
		941	1127	1122	7	10	16239		
7	N.a.c. after his name Fullerton's papers Count 2		1			2			
		941	1128	1122	7	12	16239	Distribution of Fullerton's transferred votes	7
8	N.a.c. after his name Fullerton's papers Count 4	2	1	1	2				
		943	1129	1123	9	12	16239		
9	N.a.c. after his name Leatham's papers at C	861	54	51	9			Leatham excluded & his first choices distributed.	9
		82	1183	1174	18	12	16239	Evans, Ewing & Hean elected	
10	N.a.c. after his name Leatham's papers at C	7	1	2	2	2			
		75	1184	1176	20	14	16239		
11	N.a.c. after his name Leatham's papers at C	5		1				Distribution of Leatham's transferred votes	11
		70	1184	1177	20	14	16239		
12	N.a.c. after his name Leatham's papers at C	68	2	1	14				
		2	1186	1178	34	14	16239		
13	N.a.c. after his name Leatham's papers at C	2			2				
		0	1186	1178	36	14	16239		
14	N.a.c. after his name Ewing's papers at C		1		37	2		Ewing's surplus distributed	14
			1187	1178	73	16	16239		
15	N.a.c. after his name Evans' papers at C		6	5	49	2		Evans' surplus distributed	15
			1193	1183	122	18	16239		
16	N.a.c. after his name		2		40	2		Hean's surplus distributed	16

RESULT-SHEET OF ELECTION FOR FRANKLIN.

Number of Members to be elected, 6.

Number of Ballot-papers, 16,703.

Number of Ballot-papers rejected as informal, 464.

Number of valid Ballot-papers, 16,239.

$$\text{Quota} = \frac{16,239}{7} + 1 = 2320 \text{ (neglecting remainder).}$$

Table I.—Counting of the Choices.

No. of Choice	Description of Choice	Number of votes credited to each Candidate at Count or Place of Papers placed at each Candidate's													Total of Papers counted.	Transfer Value	Votes transferred to Table II.
		Buttrill	Cotton	Wheeler	Earle	Evans	Fowler	Hean	Leatham	Martin	Shoobridge	Wheeler	Wheeler	Wheeler			
1	First Choice on all Papers	152	1215	1826	3662	1958	1015	811	1958	661	613	538			16239		16239
2	N. e. after his name on Earle's papers at Count 1	8	9	2198		69	33	13	25	20	754	533			3662	1342	1042
3	N. e. after his name on Buttrill's papers at Count 2	2	8			13	7	2	7	7	1612	540			2198	312	312
4	N. e. after his name on Buttrill's papers at Count 1		265			87	50	25	30	5	4	7	487	1	487		487
5	N. e. after his name on Buttrill's papers at Count 2					1				2	20				3662	2	2
6	N. e. after his name on Fullerton's papers at Count 1		117			233	226		154	68	5	8	811	1	811		811
7	N. e. after his name on Fullerton's papers at Count 2					2	2		3	3	2		13		1342	4	4
8	N. e. after his name on Fullerton's papers at Count 4		9			3	4		7	2	1	2	29	1	29		29
9	N. e. after his name on Leatham's papers at Count 1		119			173	165		212	54	5	9	961	1	961		961
10	N. e. after his name on Leatham's papers at Count 2		2						5	5	2		1342		1342	7	7
11	N. e. after his name on Leatham's papers at Count 4		4										5	1	5		5
12	N. e. after his name on Leatham's papers at Count 6		51						2	14	68	1	68				68
13	N. e. after his name on Leatham's papers at Count 8									2	2	1	2				2
14	N. e. after his name on Evans's papers at Count 6		140						2	1	40	183	170		170		170
15	N. e. after his name on Evans's papers at Count 9		107						7	6	53	173	160		160		160
16	N. e. after his name on Hean's papers at Count 19		165						7	1	99	212	111		111		111
17	N. e. after his name on Shoobridge's papers at Count 1		24						741	73	538	1	838				838
18	N. e. after his name on Shoobridge's papers at Count 5		6						482	45	555		1342		1342	195	195
19	N. e. after his name on Shoobridge's papers at Count 5		3						452	65	540		312		312	76	76
20	N. e. after his name on Shoobridge's papers at Count 4		2							2	4	1	4				4
21	N. e. after his name on Shoobridge's papers at Count 5								1	3	4		1342		1342	1	1
22	N. e. after his name on Shoobridge's papers at Count 6		3						3	2	8	1	8				8
23	N. e. after his name on Shoobridge's papers at Count 8									1	1	1	1				1
24	N. e. after his name on Shoobridge's papers at Count 8		3						18	30	51	1	51				51
25	N. e. after his name on Shoobridge's papers at Count 10		1						1	6	8		1342		1342	2	2
26	N. e. after his name on Shoobridge's papers at Count 11									1	1	1	1				1
27	N. e. after his name on Shoobridge's papers at Count 11		1							1	1	1	1				1
28	N. e. after his name on Shoobridge's papers at Count 18								1	5	6		160		160	5	5

Table II.—Distribution of the Effective Votes.

No. of Choice	Effective Votes credited to each Candidate at Count (entered above horizontal line) and Total Votes standing to the Credit of each Candidate at end of Count (entered below horizontal line).													Ex. Surplus Votes.	Total of Votes transferred to Table II.	Total of Votes transferred to Table II.	Remarks.	No. of Count
	Buttrill	Cotton	Wheeler	Earle	Evans	Fowler	Hean	Leatham	Martin	Shoobridge	Wheeler	Wheeler	Wheeler					
1	487	1215	1826	3662	1958	811	1958	661	613	538					16239		Earle elected	1
2	487	1215	1826	3662	1958	811	1958	661	613	538				3	16239		Earle's surplus distributed. Earle elected. Dicher's surplus distributed.	2
3	487	1215	1826	3662	1958	811	1958	661	613	538				6	16239		Dicher's surplus distributed.	3
4	487	1215	1826	3662	1958	811	1958	661	613	538				7	16239		Buttrill excluded. Earle's first choice distributed.	4
5	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239		Distribution of Buttrill's transferred votes.	5
6	487	1215	1826	3662	1958	811	1958	661	613	538				5	16239		Fullerton excluded. and his first choice distributed.	6
7	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239		Distribution of Fullerton's transferred votes.	7
8	487	1215	1826	3662	1958	811	1958	661	613	538				2	16239		Leatham excluded. Earle's first choice distributed. Evans, Evangelical elected.	8
9	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239		Distribution of Leatham's transferred votes.	9
10	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			10
11	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			11
12	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			12
13	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			13
14	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			14
15	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			15
16	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			16
17	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			17
18	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			18
19	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			19
20	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			20
21	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			21
22	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			22
23	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			23
24	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			24
25	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			25
26	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			26
27	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			27
28	487	1215	1826	3662	1958	811	1958	661	613	538				1	16239			28

Number of valid Ballot-papers, **13,013**

Distribution of the Effective Votes.

No. of Count.	Description of Count ("N.a.c." means available at)	Count (entered above the Credit of each horizontal line).			Exhausted Votes.	Votes lost by omitting Fractional remainders.	Total of Votes of all Candidates at end of Count.	Remarks.	No. of Count.
		Mulcahy	O'Keefe	Shackcloth					
1	First Choices of	61603	657	668			13013	Lyons elected	1
2	N.a.c. after his Lyons' papers a	19	181	105		4	13013	Lyons surplus distributed	2
3	N.a.c. after his Shackcloth's p Count 1	16	453	-668		4	13013	Shackcloth excluded & his first choices distributed	3
4	N.a.c. after his Shackcloth's p Count 2	1	55	-105		3	13013		4
5	N.a.c. after his Field's papers a	305	26		1	7	13013	Field excluded & his first choices distributed Lee & Mulcahy elected	5
6	N.a.c. after his Field's papers a	1944	1373		1	2	13013		6
7	N.a.c. after his Field's papers a	1944	1373		1	9	13013	Distribution of Field's transferred votes	7
8	N.a.c. after his Field's papers a	1944	1373		1	9	13013		8
9	N.a.c. after his Lee's papers a	5			26	3	13013	Lee's surplus distributed & Hays elected	9
10	N.a.c. after his Mulcahy's paper	-84	1		7	3	13013	Mulcahy's surplus distributed	10
11	N.a.c. after his Hays' papers a	1860	1379		35	17	13013	Hays' surplus distributed	11
12	N.a.c. after his Curwen's paper	626			79		13013	Curwen excluded & his first choices distributed O'Keefe elected	12
13	N.a.c. after his Curwen's paper	1860	2005		110	1	13013		13
14	N.a.c. after his Curwen's paper	1860	2005		148		13013		14
15	N.a.c. after his Curwen's paper	1860	2005		35		13013		15
16	N.a.c. after his Curwen's paper	1860	2005		407	18	13013	Distribution of Curwen's transferred votes	16
17	N.a.c. after his Curwen's paper	1860	2005		7		13013		17
18	N.a.c. after his Curwen's paper	1860	2005		414	18	13013		18
19	N.a.c. after his O'Keefe's paper	1860	1860		3	1	13013	Best excluded & Cameron declared elected	19
			-145		131	2			
					548	21	13013		

RESULT-SHEET OF ELECTION FOR WILMOT.

Number of Members to be elected, **6**.

Number of Ballot-papers, **13,452**.

Number of Ballot-papers rejected as informal, **438**.

Number of valid Ballot-papers, **13,013**.

Quota = $\frac{13,013}{7} + 1 = 1860$ (neglecting remainder).

Table I.—Counting of the Choices.

No. of Count.	Description of Choices Counted. ("N.e." means "Not available choice.")	Franchise of choice marked by each Candidate or Name of Paper placed in each Candidate's box. The number of votes marked by the name of the Candidate or Name of Paper placed in each box is entered in the "N.e." column, and the number of the Paper placed in each box is entered in the "N.e." column.										Total of Papers marked in each Count.	Transfer Value.	Votes transferred to Table II.
		Doel	Garnham	Curwen	Field	Hays	Lee	Lynn	Mulcahy	O'Keefe	Shackleton			
1	First Choices on all Papers	1104	1388	775	1056	1536	1623	2326	1603	637	668	13013		13013
2	N.e. after his name on Lee's papers at Count 1	17	63	668	15	20	13		97	905	52 ^(a)	2326	466 2538	466
3	N.e. after his name on Shackleton's papers at Count 1	2	10	170	17	2	1	6	16	453		668	1	668
4	N.e. after his name on Shackleton's papers at Count 2	1	16	210	2	2	4	7	279			328	466 2528	105
5	N.e. after his name on Field's papers at Count 1	109	76	3 ^(a)		182	348		305	26		1	1056	1
6	N.e. after his name on Field's papers at Count 2	4	3	171		2				5			15	2
7	N.e. after his name on Field's papers at Count 3	1	1										2	1
8	N.e. after his name on Field's papers at Count 4											2	2	
9	N.e. after his name on Lee's papers at Count 3	98	35	6 ^(a)		174			6			29	348	319
10	N.e. after his name on Mulcahy's papers at Count 5	223	46	3 ^(a)					4			29	305	84
11	N.e. after his name on Hays' papers at Count 9	142	21	1 ^(a)					1			9	174	22
12	N.e. after his name on Curwen's papers at Count 1	34	36						626			79	775	1
13	N.e. after his name on Curwen's papers at Count 2	23	93									352	668	133
14	N.e. after his name on Curwen's papers at Count 3	3	19									146	170	1
15	N.e. after his name on Curwen's papers at Count 4	6	35									177	218	43
16	N.e. after his name on Curwen's papers at Count 5	1	1									7	9	1
17	N.e. after his name on Curwen's papers at Count 6	1										1	466 2528	
18	N.e. after his name on Curwen's papers at Count 9	2										4	319 348	5
19	N.e. after his name on O'Keefe's papers at Count 12	3	56									567	626	145

Table II.—Distribution of the Effective Votes.

No. of Count	Effective Votes credited to each Candidate at Count (entered above horizontal line) and Total Votes standing to the Credit of each Candidate at end of Count (entered below horizontal line).										Exhausted Votes.	Votes lost by not meeting Franchise (majority).	Total of Votes at end of Count.	Remarks.	No. of Count.	
	Best	Curwen	Field	Hays	Lee	Lynn	Mulcahy	O'Keefe	Shackleton							
1	1104	1388	775	1086	1236	1623	2326	1603	637	668			13013	Lynn elected	1	
2	3	12	153	3	4	2	-466	19	161	105		4	13013	Lynn surplus distributed	2	
3	2	18	170	2	1	6	16	453	-666	105			13013	Shackleton excluded his first choice distributed	3	
4	1169	1416	1121	1061	1541	1651	1860	1659	1546	0		3	13013	Field excluded his first choice distributed Lee elected	4	
5	109	76	9	-1036	162	348		305	26		1	7	13013		5	
6	1298	1494	1130		3	1123	2179	1860	1944	1573		1	2	13013	Distribution of votes transferred	6
7	1	1		-2	0	1123	2179	1860	1944	1573		1	9	13013		7
8	1269	1495	1130		1723	2179	1860	1944	1573		1	9	13013		8	
9	98	32	6		159	-319		3			26	3	13013	Lee's surplus distributed Hays elected	9	
10	1505	1527	1135		1602	1860	1860	1944	1573		21	12	13013	Mulcahy's surplus distributed	10	
11	17	2		-22							1	2	13013	Hays's surplus distributed	11	
12	34	36	-779								626	79	13013	Curwen excluded his first choice distributed O'Keefe elected	12	
13	1504	1595	227		1860	1860	1860	1860	2005		110	1	13013		13	
14	3	19	-170		1860	1860	1860	1860	2005		148		13013		14	
15	1508	1621	14		1860	1860	1860	1860	2005		407	18	13013	Distribution of Curwen's transferred votes	15	
16	1509	1622	5		1860	1860	1860	1860	2005		414	18	13013		16	
17	1509	1622	5		1860	1860	1860	1860	2005		414	18	13013		17	
18	1510	1622	0		1860	1860	1860	1860	2005		417	19	13013		18	
19	1510	1624			1860	1860	1860	1860	2005		548	21	13013	Doel excluded Cameron declared elected	19	



1912.

PARLIAMENT OF TASMANIA

LAUNCESTON HOME FOR INVALIDS:
REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£1 1s.]

LAUNCESTON HOME FOR INVALIDS: REPORT FOR YEAR 1911-12.

SIR,

I HAVE the honour to submit the annual report of the Home for Invalids for Year ending 1911-12.

The number of inmates on the books during the year was—males, 63; and females, 33; total, 96. The average ages—males, 54·76; and females, 50·88

The average daily number during the year was—males, 10·12; females, 7·16; total, 17·28.

The number in the institution on 30th June, 1911, was—males, 10; and females, 10; total, 20.

The number admitted during the year was—males, 53; and females, 23; total, 76.

The number discharged during the year was—males, 54; and females, 28; total, 82.

The number of deaths during the year was—males, 9, and females, 5; total, 14; the average age 77·14; the minimum age 56; and the maximum age 97.

The approximate ages of the inmates admitted into the institution during the year were as under:—

	Males.	Females.	Total.	Per Cent.
15 to 25 years	8	11	19	19·79
25 to 35 years	4	1	5	5·21
35 to 45 years	9	1	10	10·42
45 to 55 years	8	—	8	8·33
55 to 65 years	9	2	11	11·46
65 to 75 years	16	8	24	25·00
75 to 85 years	8	8	16	16·66
85 years and upwards	1	2	3	3·13
	63	33	96	100·00

Civil Condition.

	Males.	Females.	Total.	Per Cent.
Free by servitude	5	5	10	10·42
Free to State	2	2	4	4·16
Free	56	26	82	85·42
	63	33	96	100·00

Education.

	Males.	Females.	Total.	Per Cent.
Read and write	52	23	75	78·12
Read only	1	4	5	5·21
Cannot read	10	6	16	16·67
	63	33	96	100·00

Religion.

	Males.	Females.	Total.	Per Cent.
Church of England	47	19	66	68·75
Church of Scotland	0	2	2	2·00
Church of Rome	16	12	28	29·25
	63	33	96	100·00

Birthplaces.

	Males.	Females.	Total.	Per Cent.
Commonwealth and New Zealand	39	17	56	58·34
England and Wales	15	7	22	22·92
Ireland	7	8	15	15·63
Scotland	2	1	3	3·11
	63	33	96	100·00

Maternity Ward.

Return of Inmates in the Maternity Ward, Home for Invalids, during the Year ending 30th June, 1912.

Number of Lying-in patients on 30th June, 1911	1
Admitted during the year	5
Total	6
Discharged during the year	5
Transferred to New Town	1
Total	6
Remaining on 1st July, 1912	Nil

Expenditure.

The gross expenditure for the year was £425 0s. 6d., and the net expenditure was £357 11s. 5d.
The cost per head on the gross expenditure was £24 11s. 1½d., and the net expenditure £20 13s. 2½d.
The daily cost on the gross was 1s. 4¼d., and the net cost 1s. 1½d.

and they performed their duties in a satisfactory manner. The institution was closed on 24th June, 1912, and the keys handed over to the Honourable Chas. Russen.

I have, &c.,
H. E. PACKER, Superintendent.

Remarks.

The general conduct of the inmates has been good, The Hon. the Chief Secretary, Hobart.

A.

RETURN showing the Expenditure of the Launceston Home for Invalids for the Year ending 30th June, 1912.

EXPENDITURE.	£	s.	d.	RECEIPTS.	£	s.	d.
Salaries	108	16	0	By fees from inmates.....	67	9	1
Provisions	137	7	3	By balance, being net cost of establishment.	357	11	5
Fuel and light	68	14	7				
Miscellaneous	78	17	1				
Clothing and stores	16	14	1				
Medical comforts	6	1	5				
Repairs to buildings.....	4	5	2				
Telephone, telegrams, postages	5	5	8				
Stationery	1	0	9				
Printing	2	18	6				
Total.....	£425	0	6		£425	0	6

B.

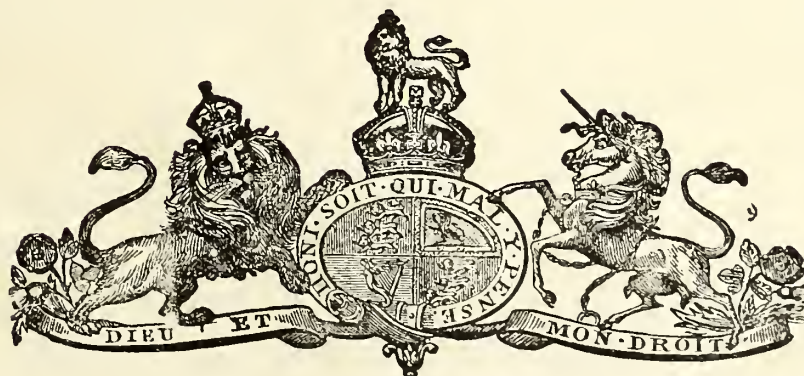
RETURN showing the Deaths at the Home for Invalids for the Year ending 30th June, 1912.

Disease.	50 to 60.	60 to 70.	70 to 80.	80 to 90.	90 to 100.	Total.
Senility ....	...	1	1	1	2	5
Heart Failure .....	...	1	1	1	...	3
Chronic Nephritis	1	...	...	1	1	3
Heart Disease .....	...	1	1	...	1	3
Total.....	1	3	3	3	4	14

STATISTICS
OF
THE STATE OF TASMANIA
FOR THE YEAR
1911-12.

COMPILED IN THE OFFICE OF THE GOVERNMENT STATISTICIAN FROM
OFFICIAL RECORDS.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.



By Authority :

JOHN VAIL, GOVERNMENT PRINTER, TASMANIA.

1912.

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Poke, A. M.	42	Shephard, C. M.	60
Pope, E. P.	37	Sherwood, Clara	40
Porthouse, Hannah	39	Shield, J. G.	55
Powell, Evelyn M.	36	Shimmins, Walter	45
Power, R. D.	55	Shimmins, Athol Geo.	57
Power, Jane	39	Shirley, Henry	51
Pratt, J. Courtney	41	Sibley, A. H.	60
Prendergast, J. J.	42	Simm, Edric Wm.	56
Pretymann, Ernest H.	45	Simmons, Charles Stephen	51
Pretymann, William A.	56	Simmons, George	55
Pridham, G.	50	Simmons, G. K.	46
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SECTION I.

GOVERNORS, PARLIAMENTS, FOREIGN CONSULS, &c.

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GOVERNORS.

RETURN showing the Names of the Governors and Acting-Governors of the State of Tasmania, and the Dates of their Assumption of, and Retirement from, Office.

Name.	Office.	Date of Assumption of Office.	Date of Retirement from Office.
Colonel David Collins	Lieutenant-Governor of the Colony of Van Diemen's Land	19 Feb. 1804	24 Mar. 1810
Lieutenant Edward Lord }	Commandants	24 Mar. 1810	Feb. 1812
Capt. Murray, 73rd Regt. }			
Lieu.-Colonel Geiles, 73rd Regt.	Commandant	Feb. 1812	4 Feb. 1813
Colonel Davey ..	Lieutenant-Governor	4 Feb. 1813	9 April, 1817
Colonel Sorell	Ditto	9 April, 1817	14 May, 1824
Colonel Arthur	Ditto	14 May, 1824	3 Dec. 1825
Lieutenant-General Sir R. Darling	Governor-in-Chief	3 Dec. 1825	6 Dec. 1825
Colonel Arthur	Lieutenant-Governor	6 Dec. 1825	30 Oct. 1836
Lieutenant-Colonel Snodgrass ..	Acting Lieutenant-Governor	31 Oct. 1836	5 Jan. 1837
Sir John Franklin, K.C.H.	Lieutenant-Governor	6 Jan. 1837	21 Aug. 1843
Sir J. E. Eardley-Wilmot, Bart..	Ditto	21 Aug. 1843	13 Oct. 1846
C. J. Latrobe, Esq.	Administrator of the Government ..	13 Oct. 1846	25 Jan. 1847
Sir W. T. Denison, Kt.	Lieutenant-Governor	26 Jan. 1847	8 Jan. 1855
Sir H. E. F. Young, Kt. C.B. ..	Governor-in-Chief	8 Jan. 1855	10 Dec. 1861
Colonel T. Gore Browne, C.B. }	Administrator of the Government ..	11 Dec. 1861	16 June, 1862
Lieutenant-Colonel W. C. Tre-		16 June, 1862	30 Dec. 1868
vor, C.B.	Administrator of the Government ..	30 Dec. 1868	15 Jan. 1869
C. Du Cane, Esq.	Governor and Commander-in-Chief	15 Jan. 1869	28 Nov. 1874
Sir Valentine Fleming, Kt.	Administrator of the Government ..	26 Mar. 1874	8 June, 1874
Sir Francis Smith, Kt.	Ditto	30 Nov. 1874	13 Jan. 1875
F. A. Weld, Esq., C.M.G.	Governor and Commander-in-Chief	13 Jan. 1875	5 April, 1880
Sir Francis Smith, Kt.	Administrator of the Government ..	6 April, 1880	21 Oct. 1880
Sir J. H. Lefroy, K.C.M.G., C.B.	Ditto	21 Oct. 1880	6 Dec. 1881
Major Sir George Cumine Strahan, R.A., K.C.M.G.	Governor and Commander-in-Chief.	7 Dec. 1881	28 Oct. 1886
Acting Chief Justice the Hon. W. L. Dobson	Administrator of the Government ..	21 April, 1884	19 May, 1884
Acting Chief Justice the Hon. W. R. Giblin	Ditto ..	29 Oct. 1886	18 Nov. 1886
Chief Justice Sir W. L. Dobson, Knight	Ditto	18 Nov. 1886	11 Mar. 1887
Sir R. G. C. Hamilton, K.C.B.	Governor and Commander-in-Chief.	11 Mar. 1887	31 Mar. 1893
Chief Justice Sir W. L. Dobson, Knight	Administrator of the Government ..	1 Dec. 1892	8 Aug. 1893
Viscount Gormanston, K.C.M.G.	Governor and Commander-in-Chief ..	8 Aug. 1893	13 Oct. 1900
Sir John Dodds, Knt., } K.C.M.G.	Administrator of the Government {	1 May, 1899	8 Nov. 1899
Sir A. E. Havelock, G.C.S.I., G.C.M.G., G.C.I.E.		14 Aug. 1900	8 Nov. 1901
Sir John Dodds, Knt., K.C.M.G.	Governor and Commander-in-Chief.	8 Nov. 1901	15 July, 1904
Sir Gerald Strickland, K.C.M.G.	Lieutenant-Governor	16 Apr. 1904	26 Oct. 1904
Sir John Dodds, Knt., K.C.M.G.	Governor	27 Oct. 1904	May 2, 1909
Major-General Sir H. Barron, K.C.M.G.	Lieutenant-Governor	20 May, 1909	Sept. 29, 1909
	Governor	29 Sept. 1909	Still in office

DEPUTY-GOVERNORS.

RETURN showing Names of Deputy-Governors appointed from time to time, with the Dates of their Assumption of, and Retirement from, Office.

Name.	Office.	Date of Assumption of Office.	Date of Retirement from Office.
Sir V. Fleming, Kt., C.J.....	Deputy-Governor	26 Mar. 1874	8 June. 1874
W.L. Dobson, Esq. Acting C.J.	Ditto	21 Apr. 1884	19 May, 1884
Ditto	Ditto	28 Oct. 1884	Nov. 1884
W. R. Giblin, Esq., C.J.	Ditto	27 Apr. 1886	13 May, 1886
Sir W. Lambert Dobson, Kt., C.J.	Ditto	21 Jan. 1888	31 Jan. 1888
J. S. Dodds, Esq., C.M.G., Puisne Judge	Ditto	5 Aug. 1888	17 Aug. 1888
Sir W. Lambert Dobson, Kt., C.J.	Ditto	16 Aug. 1890	16 Sept. 1890
Ditto	Ditto	22 Oct. 1894	10 Nov. 1894
Sir W. Lambert Dobson, K.C.M.G., C.J.....	Ditto	5 Aug. 1897	13 Aug. 1897
Sir John Dodds, Kt., K.C.M.G., C.J.....	Ditto	7 Aug. 1900	14 Aug. 1900
A. I. Clark, Esq., Puisne Judge	Ditto	2 May, 1901	17 May, 1901
Sir J. S. Dodds, K.C.M.G.	Ditto	31 Oct. 1902	8 Nov. 1902
Ditto	Ditto	3 Nov. 1905	17 Nov. 1905
Ditto	Ditto	12 Mar. 1907	27 Mar. 1907
Ditto	Ditto	22 Oct. 1907	11 Nov. 1907
Mr. Justice McIntyre, Puisne Judge	Ditto	28 Oct. 1909	9 Nov. 1909
Sir J. S. Dodds, K.C.M.G., C.J.	Ditto	28 July 1911	6 Aug. 1911
Ditto	Ditto	31 Oct. 1911	9 Nov. 1911

MINISTRIES.

NAMES of the Members of the successive Ministries which have held Office in Tasmania since the inauguration of Responsible Government, together with the Dates of their Appointment and Retirement.

Number of Ministry.	Name of Minister.	Office.	Date of Appointment or of joining the Ministry.	Date of Retirement.
I.	William Thomas Napier Champ..... Thomas Daniel Chapman.. Francis Smith	Colonial Secretary and Premier Colonial Treasurer	1 Nov. 1856	26 Feb. 1857
	John Warrington Rogers.. Henry Frampton Anstey.. William Edward Nairn...	Attorney-General	15 Dec. 1856	26 Feb. 1857
		Solicitor-General	1 Nov. 1856	26 Feb. 1857
		Secretary of Lands and Works. Seat in Ex. Council without office		
II.	Thomas George Gregson.. Charles Meredith	Colonial Secretary and Premier Colonial Treasurer	26 Feb. 1857	25 April, 1857
	John Compton Gregson.. James Whyte	Attorney-General		
	Maxwell Miller	Seat in Ex. Council without office Ditto		
	John Helder Wedge	Ditto		
III.	William Pritchard Weston.. William Henty	Premier without office	25 April, 1857	12 May, 1857
	Frederick Maitland Innes.. Francis Smith	Colonial Secretary		
	Thomas John Knight	Colonial Treasurer		
	Robert Quayle Kermode.. Seat in Ex. Council without office	Attorney-General		
		Solicitor-General		
IV.	Francis Smith	Attorney-General and Premier.	12 May, 1857	1 Nov. 1860
	William Henty	Colonial Secretary		
	Frederick Maitland Innes.. Thomas John Knight ..	Colonial Treasurer		
	Robert Quayle Kermode.. William Pritchard Weston.	Solicitor-General		
	John Walker	Seat in Ex. Council without office Ditto		
		Ditto		
V.	William Pritchard Weston.. William Henty	Premier without office	1 Nov. 1860	22 July, 1861
	Frederick Maitland Innes.. Thomas John Knight	Colonial Secretary	1 Nov. 1860	2 Aug. 1861
	succeeded by William Lambert Dobson.. William Archer	Colonial Treasurer	2 Nov. 1860	4 Feb. 1861
		Attorney-General	5 Feb. 1861	2 Aug. 1861
		Ditto	2 Nov. 1860	
		Seat in Ex. Council without office		
VI.	Thomas Daniel Chapman.. William Henty	Premier without office	2 Aug. 1861	1 Nov. 1862
	succeeded by Frederick Maitland Innes.. Frederick Maitland Innes..	Colonial Secretary	1 Nov. 1862	20 Jan. 1863
	succeeded by Thomas Daniel Chapman.. William Lambert Dobson ..	Ditto	2 Aug. 1861	1 Nov. 1862
		Ditto and Premier	1 Nov. 1862	20 Jan. 1863
		Attorney-General	2 Aug. 1861	
VII.	James Whyte	Colonial Secretary and Premier	20 Jan. 1863	24 Nov. 1866
	Charles Meredith	Colonial Treasurer		
	Robert Byron Miller	Attorney-General		
	James Milne Wilson	Seat in Ex. Council without office		
VIII.	Sir Richard Dry	Colonial Secretary and Premier	24 Nov. 1866	1 Aug. 1869
	Thomas Daniel Chapman.. William Lambert Dobson ..	Colonial Treasurer	24 Nov. 1866	4 Aug. 1869
		Attorney-General		

MINISTRIES—*continued.*

Number of Ministry.	Name of Minister.	Office.	Date of Appointment or of joining the Ministry.	Date of Retirement.
IX.	James Milne Wilson	Colonial Secretary and Premier	4 Aug. 1869	4 Nov. 1872
	Thomas Daniel Chapman..	Colonial Treasurer		
	William Lambert Dobson..	Attorney-General	4 Aug. 1869	5 Feb. 1870
	succeeded by			
	William Robert Giblin....	Ditto	5 Feb. 1870	4 Nov. 1872
	Henry Butler	Seat in Ex. Council without office	5 Aug. 1869	26 Oct. 1869
	Henry Butler	Minister of Lands and Works .	27 Oct. 1869	4 Nov. 1872
James Alfred Dunn	Seat in Ex. Council without office	5 Aug. 1869		
X.	Frederick Maitland Innes .	Colonial Treasurer and Premier	4 Nov. 1872	4 Aug. 1873
	James Reid Scott	Colonial Secretary		
	John Alexander Jackson..	Attorney-General		
	Charles Meredith	Minister of Lands and Works..		
XI.	Alfred Kennerley	Premier without office	4 Aug. 1873	20 July, 1876
	Thomas Daniel Chapman..	Colonial Secretary	4 Aug. 1873	1 April, 1876
	succeeded by			
	George Gilmore	Ditto	10 April, 1876	20 July, 1876
	Philip Oakley Fysh	Colonial Treasurer	4 Aug. 1873	13 Mar. 1875
	succeeded by			
	Frederick Maitland Innes..	Ditto	13 Mar. 1875	20 July, 1876
William Robert Giblin....	Attorney-General	4 Aug. 1873		
William Moore	Minister of Lands and Works..	4 Aug. 1873		
XII.	Thomas Reibey.	Colonial Secretary and Premier	20 July, 1876	9 Aug. 1877
	Charles Meredith	Colonial Treasurer		
	Charles Hamilton Bromby	Minister of Lands and Works..	21 July, 1876	21 Aug. 1876
	Christopher O'Reilly	Attorney-General	20 July, 1876	9 Aug. 1877
	Christopher O'Reilly	Minister of Lands and Works..	21 Aug. 1876	
	William Lodewyk Crowther	Seat in Ex. Council without office	20 July, 1876	
XIII.	Philip Oakley Fysh*	Premier without office	9 Aug. 1877	5 Mar. 1878
	William Robert Giblin..	Attorney-General	9 Aug. 1877	13 Aug. 1877
	William Moore	Colonial Treasurer	13 Aug. 1877	20 Dec. 1878
		Minister of Lands and Works..	9 Aug. 1877	13 Aug. 1877
	Alfred Dobson..	Colonial Secretary	13 Aug. 1877	20 Dec. 1878
		Attorney-General	13 Aug. 1877	
	Nicholas John Brown	Minister of Lands and Works..	13 Aug. 1877	
James Wilson Agnew	Seat in Ex. Council without office	9 Aug. 1877		
XIV.	William Lodewyk Crowther	Premier without office	20 Dec. 1878	29 Oct. 1879
	Thomas Reibey	Colonial Secretary		
	David Lewis	Colonial Treasurer		
	John Stokell Dodds	Attorney-General		
Christopher O'Reilly	Minister of Lands and Works..			
XV.	William Robert Giblin..	Colonial Treasurer and Premier	30 Oct. 1879	1 Dec. 1881
	William Moore	Attorney-General and Premier	1 Dec. 1881	
	William Moore	Chief Secretary	30 Oct. 1879	15 Aug. 1884
	John Stokell Dodds	Attorney-General	30 Oct. 1879	
	John Stokell Dodds	Treasurer	30 Oct. 1879	1 Dec. 1881
		Treasurer	1 Dec. 1881	15 Aug. 1884
	Christopher O'Reilly	Minister of Lands and Works.	30 Oct. 1879	1 Dec. 1882
	succeeded by			
	Nicholas John Brown	Ditto	1 Dec. 1882	15 Aug. 1884
James Wilson Agnew	Seat in Ex. Council without office	30 Oct. 1879	5 Feb. 1881	
Thomas Christie Smart....	Ditto	1 Dec. 1882	15 Aug. 1884	

* On Mr. Fysh's retirement from the position of Premier, in March, 1878, he was succeeded by Mr. Giblin, without any further change in the constitution of the Ministry. The same remark, *mutatis mutandis*, applies also to Mr. Douglas (XVI.), and V. A. I. Clark (XIX.).

MINISTRIES—*continued.*

Number of Ministry.	Name of Minister.	Office.	Date of Appointment or of joining the Ministry.	Date of Retirement.
XVI.	Adye Douglas	Chief Secretary and Premier ..	15 Aug. 1884	8 Mar. 1886
	succeeded by			
	James Wilson Agnew	Ditto	8 Mar. 1886	1 Mar. 1887
	Ditto	Premier only	1 Mar. 1887	29 Mar. 1887
	Henry Isidore Joachim			
	Raphael Rooke	Chief Secretary	1 Mar. 1887	29 Mar. 1887
	William Henry Burgess ..	Treasurer	15 Aug. 1884	29 Mar. 1887
	John Stokell Dodds ..	Attorney-General	15 Aug. 1884	15 Feb. 1887
XVII.	succeeded by			
	Richard James Lucas ..	Ditto	25 Feb. 1887	} 29 Mar. 1887
	Nicholas John Brown	Minister of Lands and Works	15 Aug. 1884	
XVIII.	Philip Oakley Fysh	Chief Secretary and Premier ..	} 30 Mar. 1887	17 Aug. 1892
	Bolton Stafford Bird	Treasurer		
	Andrew Inglis Clark	Attorney-General		
	Edward Nicholas Coventry Braddon	Minister of Lands and Works ..	30 Mar. 1887	29 Oct. 1888
	succeeded by			
	Alfred Thomas Pillinger ..	Ditto	29 Oct. 1888	17 Aug. 1892
XIX.	George Parker Fitzgerald	Seat in Ex. Council without office	29 Oct. 1888	23 May, 1891
	Henry Dobson	Premier without office	} 17 Aug. 1892	14 April, 1894
	Adye Douglas	Chief Secretary		
	John Henry	Treasurer		
	Neil Elliott Lewis	Attorney-General		
	William Hartnoll	Minister of Lands and Works ..		
	Charles Henry Grant ..	Seat in Ex. Council without office		
XX.	The Right Hon. Sir Edward Nicholas Coventry Braddon	Premier without salaried office ..	14 April, 1894	30 Dec. 1898
	William Moore	Chief Secretary	14 April, 1894	12 Oct. 1899
	Sir Philip Oakley Fysh ..	Treasurer	14 April, 1894	30 Dec. 1898
	succeeded by			
	The Right Hon. Sir Edward Nicholas Coventry Braddon	Treasurer and Premier	1 Jan. 1899	12 Oct. 1899
	Andrew Inglis Clark	Attorney-General	14 April, 1894	23 Oct. 1897
	succeeded by			
	Donald Campbell Urquhart	Ditto	10 Nov. 1897	12 Oct. 1899
	Alfred Thomas Pillinger ..	Minister of Lands and Works ..	14 April, 1894	Died 6 May 1899
	succeeded by			
XXI.	Edward Thomas Miles	Ditto	10 May, 1899	12 Oct. 1899
	Thomas Reibey	Seat in Ex. Council without office	14 April, 1894	12 Oct. 1899
	Sir Neil Elliott Lewis	Attorney-General and Premier ..	} 12 Oct. 1899	8 April, 1903
	George Thomas Collins ...	Chief Secretary		
	Bolton Stafford Bird	Treasurer		
	Edward Mulcahy	Minister of Lands and Works		
XXII.	Frederick William Piesse..	Seat in Ex. Council without office		
	William Bispham Propsting	Treasurer and Premier	} 9 April, 1903	11 July, 1904
	John McCall	Chief Secretary		
	Herbert Nicholls	Attorney-General		
	Carmichael Lyne	Minister of Lands and Works ..		
XXIII.	Arthur Morrisby	Seat in Ex. Council without office	31 July, 1903	11 July, 1904
	John William Evans	Premier	12 July, 1904	19 June, 1909
	William Moore	Chief Secretary	12 July, 1904	1 May, 1906
	succeeded by			
	John William Evans	Chief Secretary and Premier ..	1 May, 1906	19 June, 1909
	Charles Lennox Stewart ..	Treasurer	12 July, 1904	9 Oct., 1905
	succeeded by			
	John William Evans	Treasurer and Premier	9 Oct. 1905	Vacated office of Treasurer, 1 May, 1906.
	succeeded by			
XXIV.	Donald Campbell Urquhart	Treasurer	1 May, 1906	19 June, 1909
	George Crosby Gilmore ..	Attorney-General	12 July, 1904	1 May, 1906
	succeeded by			
	William Bispham Propsting	Attorney-General	1 May, 1906	} 19 June, 1909
	Alexander Hean	Minister of Lands and Works ..	12 July, 1904	
	William Moore	Seat in Ex. Council without office	1 May, 1906	

MINISTRIES—*continued.*

Number of Ministry.	Name of Minister.	Office.	Date of Appointment or of joining the Ministry.	Date of Retirement.
XXIII.	Sir Neil Elliott Lewis .. Gamaliel Henry Butler .. Albert Edgar Solomon.. Alexander Hean John Hope Charles Russen.....	Treasurer and Premier . . . Chief Secretary Attorney-General Minister of Lands and Works .. Seat in Ex. Council without office Ditto	19 June, 1909	20 Oct. 1909
XXIV.	John Earle Jens August Jensen.... James Ernest Ogden ... James Joseph Long John William Cheek ...	Attorney-General and Premier . Chief Secretary Treasurer Minister of Lands and Works .. Seat in Ex. Council without office	20 Oct. 1909	27 Oct. 1909
XXV.	Sir Neil Elliott Lewis .. Gamaliel Henry Butler.. Albert Edgar Solomon.. Alexander Hean Charles Russen.. ...	Treasurer and Premier Chief Secretary Attorney-General Minister of Lands and Works.. Seat in Ex. Council without office	27 Oct. 1909	Still in office

PARLIAMENTS.

RETURN showing the Number of Parliaments of Tasmania since the inauguration of Responsible Government; also the Number of Sessions, and the Dates of Opening and Closing the same.

Number of Parliament.	Number of Session.	Date of Opening.	Day of Closing or Dissolution.
I.	1	2 December, 1856	5 June, 1857
	2	13 October, 1857	25 February, 1858
	3	7 September, 1858	5 November, 1858
	4	9 December, 1858	10 December, 1858
	5	4 August, 1859	23 September, 1859
	6	18 July, 1860	4 October, 1860 <i>Dissolved 8 May, 1861.</i>
II.	1	15 August, 1861	1 February, 1862
	2	22 July, 1862	20 October, 1862 <i>Dissolved 21 October, 1862.</i>
III.	1	15 January, 1863	25 March, 1863
	2	16 June, 1863	29 September, 1863
	3	13 October, 1863	17 October, 1863
	4	29 June, 1864	21 September, 1864
	5	18 July, 1865	29 September, 1865
	6	31 July, 1866	10 September, 1866 <i>Dissolved 18 September, 1866</i>
IV.	1	20 November, 1866	20 February, 1867
	2	20 August, 1867	11 October, 1867
	3	28 July, 1868	17 September, 1868
	4	24 August, 1869	22 October, 1869
	5	23 August, 1870	18 October, 1870 <i>Dissolved 7 August, 1871</i>
V.	1	7 November, 1871	21 December, 1871
	2	25 June, 1872	19 August, 1872 <i>Dissolved 20 August, 1872.</i>
VI.	1	22 October, 1872	27 December, 1872
	2	17 June, 1873	31 October, 1873
	3	21 July, 1874	18 September, 1874
	4	27 July, 1875	30 September, 1875
	5	26 October, 1875	3 November, 1875
	6	12 September, 1876	20 November, 1876
	7	18 January, 1877	27 January, 1877
	8	24 April, 1877	17 May, 1877 <i>Dissolved 19 May, 1877.</i>
VII.	1	12 July, 1877	9 August, 1877
	2	25 September, 1877	11 December, 1877
	3	16 July, 1878	19 June, 1879
	4	9 September, 1879	11 March, 1880
	5	10 August, 1880	1 November, 1880
	6	19 July, 1881	8 November, 1881 <i>Dissolved 5 May, 1882.</i>
VIII.	1	11 July, 1882	6 November, 1882
	2	24 July, 1883	29 October, 1883
	3	14 December, 1883	20 December, 1883
	4	1 July, 1884	24 November, 1884
	5	21 July, 1885	5 December, 1885 <i>Dissolved 28 June, 1886.</i>
IX.	1	24 August, 1886	8 December, 1886
	2	12 July, 1887	20 December, 1887
	3	29 May, 1888	4 February, 1889
	4	9 July, 1889	11 December, 1889
	5	1 July, 1890	28 November, 1890 <i>Dissolved 30 April, 1891.</i>
X.	1	7 July, 1891	23 December, 1891
	2	26 July, 1892	21 December, 1892
	3	18 July, 1893	14 November, 1893 <i>Dissolved 2 December, 1893.</i>
XI.	1	27 February, 1894	3 September, 1894
	2	23 October, 1894	26 October, 1894
	3	25 June, 1895	24 October, 1895
	4	7 January, 1896	10 January, 1896
	5	7 July, 1896	26 November, 1896 <i>Dissolved 29 December, 1896.</i>
XII.	1	9 March, 1897	11 March, 1897
	2	13 July, 1897	24 December, 1897
	3	3 May, 1898	29 October, 1898
	4	30 May, 1899	22 December, 1899 <i>Dissolved 26 January, 1900.</i>

PARLIAMENTS—*continued.*

Number of Parliament.	Number of Session.	Date of Opening.	Day of Closing or Dissolution.
XIII.	1	24 April, 1900	11 January, 1901
	2	28 May, 1901	8 January, 1902
	3	22 July, 1902	1 November, 1902
	4	12 November, 1902	20 December, 1902 <i>Dissolved 11 March, 1903.</i>
XIV.	1	21 May, 1903	25 May, 1903
	2	18 August, 1903	8 January, 1904
	3	15 March, 1904	24 May, 1904
	4	7 June, 1904	11 November, 1904
	5	11 July, 1905	20 November, 1905 <i>Dissolved 2 March, 1906.</i>
XV.	1	29 May, 1906	18 June, 1906
	2	10 July, 1906	30 November, 1906
	3	9 July, 1907	5 December, 1907
	4	14 July, 1908	14 December, 1908 <i>Dissolved 26 March, 1909.</i>
XVI.	1	29 June, 1909	13 January, 1910
	2	12 July, 1910	13 January, 1911
	3	18 July, 1911	23 January, 1912

EXECUTIVE COUNCIL.

RETURN of Members of the Executive Council of Tasmania on 1st January, 1911.

Name.	Date of subscribing the Oath.	Holding what Office (if any)
Fysh, Sir Philip Oakley, K.C.M.G.	4 August, 1873	Chief Justice.
Moore, William	4 August, 1873	
Reibey, Thomas	20 July, 1876	
Dodds, Sir John Stokell, K.C.M.G.	20 December, 1878	
Burgess, William Henry	15 August, 1884	
Lucas, Richard James.	28 February, 1887	
Bird, Bolton Stafford	29 March, 1887	
Fitzgerald, George Parker	29 October, 1888	Premier.
Dobson, Henry	17 August, 1892	
Henry, John		
Lewis, Sir Neil Elliott, K.C.M.G.		
Hartnoll, William		
Miles, Edward Thomas	10 May, 1899	Puisne Judge.
Collins, George Thomas	12 October, 1899	
Mulcahy, Edward	14 June, 1901	Agent-General.
McIntyre, John	9 April, 1903	
Propsting, William Bispham	9 April, 1903	Puisne Judge.
M'Call, John	9 April, 1903	
Nicholls, Herbert	9 April, 1903	Chairman of Committees, Legislative Council
Lyne, Carmichael	9 April, 1903	
Morrisby, Arthur	31 July, 1903	
Evans, John Wm., C.M.G.	11 July, 1904	Minister of Lands and Works. Chief Secretary
Stewart, Charles Lennox	11 July, 1904	
Gilmòre, George Crosby	11 July, 1904	
Hean, Alec	11 July, 1904	
Butler, Gamaliel Henry.	19 June, 1909	
Solomon, Albert Edgar	19 June, 1909	
Hope, John	24 June, 1909	
Russen, Charles	24 June, 1909	
Earle, John	20 October, 1909	
Jensen, Jens August	20 October, 1909	
Ogden, James Ernest	20 October, 1909	
Long, James Joseph	20 October, 1909	
Cheek, John William	20 October, 1909	

D. W. ADDISON, *Clerk of the Council.*

LEGISLATIVE COUNCIL.

RETURN of Members of the Legislative Council of Tasmania on 1st January, 1912.

Name of Member.	Name of Electoral District.	Date of last Election.	Holding what Office (if any).
Bird, Bolton Stafford.....	Huon	4 May, 1909	Chief Secretary
Bond, Frank	Hobart	4 May, 1909	
Butler, Gamaliel Henry	Hobart	3 May, 1910	
Cheek, John William	Westmorland.....	7 May, 1907	
Collins, George Thomas	Tamar	7 May, 1907	
Davies, Charles Ellis	Cambridge	4 May, 1909	President of the Council
Dean, Ellis	Derwent	7 May, 1907	
Gant, Tetley	Buckingham	4 May, 1909	
Hall, Charles Henry	Russell	4 May, 1909	
Hope, John.....	Meander	2 May, 1911	
Loone, Arthur William	South Esk	3 May, 1910	Chairman of Committees
M'Crackan, Peter	Launceston.....	3 May, 1910	
Morrisby, Arthur	Gordon	2 May, 1910	
Murdoch, James	Pembroke	2 May, 1911	
Nichols, Hubert Allan	Mersey	8 May, 1906	
Propsting, William Bispham	Hobart	2 May, 1911	
Russen, Charles	Launceston.....	8 May, 1906	
Youl, Alfred	Macquarie	3 May, 1909	

C. H. D. CHEPMELL, *Clerk of the Council.*

HOUSE OF ASSEMBLY.

RETURN of Members of the House of Assembly.

Name of Member.	Electoral District.	Date of Election.	Holding what Office (if any).
Bakhap, Thomas Jerome Kingston	Bass	30 April, 1909	Speaker
Belton, James	Darwin	"	
Best, Jonathan	Wilmot	"	
Crowther, Edward Lodewyk, M.D.	Denison	"	
Davies, Sir John George, K.C.M.G.	Denison	"	
Dicker, David Edward	Franklin	"	
Earle, John	Franklin	"	
Evans, John William, C.M.G.	Franklin	"	
Ewing, Norman Kirkwood ..	Franklin	"	
Field, Richard Charles	Wilmot	"	
Guy, James	Bass	"	Minister of Lands & Works
Haye, Herbert	Wilmot	8 June, 1911	
Hean, Alexander, C.M.G.	Franklin	30 April, 1909	
Hodgman, Thomas Christopher	Franklin	"	
Howroyd, Charles Richard ..	Bass	"	
Hurst, James Abraham	Darwin	8 June, 1910	Premier and Treasurer
Lee, Walter Henry	Wilmot	30 April, 1909	
Lewis, Sir Neil Elliott, K.C.M.G.	Denison	"	
Lyons, Joseph Aloysius	Darwin	"	
McKenzie, Richard John Stevenson	Bass	"	
Mulcahy, Edward	Wilmot	8 June, 1910	Chairman of Committees
Ogden, James Ernest	Darwin	30 April, 1909	
Payne, Herbert James Mock- ford	Darwin	"	
Rattle, Frederick Bowden ..	Denison	"	
Sadler, Robert James	Bass	"	
Sheridan, William	Denison	"	Attorney-General
Solomon, Albert Edgar	Bass	"	
Watkins, Benjamin	Darwin	"	
Whitsitt, Joshua Thomas Hoskins	Darwin	"	
Woods, Walter Alan	Denison	"	

JOHN KIDSTON REID, *Clerk of the House*

COMMONWEALTH REPRESENTATION.

RETURN of Members representing Tasmania in the Parliament of the Commonwealth of Australia.

SENATE—(Six Members.)		Date of Election.
1. Cameron, Hon. Cyril St. Clair		12 Dec , 1906
2. Clemons, Hon. John Singleton		12 Dec., 1906
3. Keating, Hon. John Henry		12 Dec , 1906
4. Long, Hon. James Joseph		1 July, 1910*
5. O'Keefe, Hon. David John		1 July, 1910*
6. Ready, Hon. Rudolph Keith		1 July, 1910*
HOUSE OF REPRESENTATIVES—(Five Members.)		
1. Atkinson, Llewelyn		13 Apr., 1910
2. Jensen, Jens August		13 Apr., 1910
3. McWilliams, William James		13 Apr., 1910
4. O'Malley, Hon. King		13 Apr., 1910
5. Smith, W. H. Laird		13 Apr., 1910

* No. 1, 1907.

J. P. BICHARD,
Commonwealth Electoral Officer for Tasmania.

RETURNING OFFICERS, 1ST JANUARY, 1912.

LEGISLATIVE COUNCIL.

District.	Returning Officer.	Address or Place of Business.
Buckingham	Birchall, W. A.	Law Department, Hobart.
Cambridge	Horsfall, R. J.	Council Chambers, Pontville
Derwent	Rex, C. G.	Council Chambers, New Norfolk
Gordon	Turner, E. W.	Court House, Zeehan
Hobart	Turner, Fredk. E.	Public Buildings, Davey-street, Hobart
Huon	Howard, Harold	"The Emporium," Franklin
Launceston	Rocher, C. W.	Town Hall, Launceston
Macquarie	Mayson, V. A. J. ..	Longford
Meander	Freeman, H. H.	Council Chambers, Deloraine
Mersey	Hall, C. J.	Ulverstone
Pembroke	Grant, Robert	Police Office, Sorell
Russell	Mace, T. L.	Burnie
South Esk	Button, E.	Scottsdale
Tamar	Chamberlain, J.	Latrobe
Westmorland	Whitfeld, E.	Tourist Bureau, Public Buildings, Launceston

HOUSE OF ASSEMBLY.

District.	Returning Officer.	Address.
Bass	Bain, W. J.	H.M. Customs, Launceston
Darwin	Turner, E. W.	Zeehan
Denison	M'Donald, F. A.	H.M. Customs, Hobart
Franklin	Brammall, A. G.	Supreme Court, Hobart
Wilmot.....	Cooke, A. R.	Deloraine

H E. PACKER, Chief Electoral Officer.

PENSIONS.

RETURN of Pensions chargeable upon the Revenue of the State of Tasmania on 1st January, 1912.

The mark * denotes that the person is still an officer in the Civil Service.

Authority under which the Pension was granted.	Name.	Office, &c.	Amount of Pension per Annum.
			£ s. d.
Act 24 V. No. 15	Baudinet, Charles Chaulk.....	Head Keeper, Lighthouse	142 3 4
	Baxter, Allan	Schoolmaster	96 3 0
	Baxter, Margaret	Schoolmistress	14 13 4
	Bell, Elizabeth	Sub-Matron Hospital for Insane, New Norfolk	35 5 4
	Campbell, John William	Collector of Customs, Launceston	333 6 8
	Cavanagh, Joseph	Sub-Inspector of Police, Registrar and Bailiff, Court of Requests	84 10 0
	Chisholm, Duncan D. H.	Schoolmaster	76 2 0
	Clemons, Alicia Annie	Schoolmistress	16 18 0
	Grahame, Wm.	Government Printer	260 12 11
	Hill, George	Chief Attendant Hospital for Insane, New Norfolk	89 11 0
	Honey, William Richard	Clerk, Audit Department	186 13 4
	Horan, Catherine	Schoolmistress, Queen's Asylum ..	36 8 7
	Haskell, Thomas Henry	Police Clerk	149 10 0
	Innes, Edward	Police Clerk, Kingston	153 6 8
	Leitch, Robert	Constable	54 17 11
	Lovett, George Frederick ..	Chief Clerk and Draughtsman, Mines Office..	266 13 4
	Marsden, E. Alex.	Foreman, Government Printing Department ..	140 0 0
	M'Creary, Susan	Schoolmistress.....	16 13 4
	Perkins, Thomas	Chief District Constable	49 2 9
	Saunders, Catherine M.....	Schoolmistress	9 0 7
	Simpson, Thomas Hume	Chief District Constable	60 10 11
	Stevens, Esther	Schoolmistress	10 0 0
	Tolmey, Jane	Schoolmistress	26 2 3
	Uniacke, Richard	Police Clerk	56 10 0
	Adams, George Patten	Registrar, Supreme Court....	400 0 0
	Browne, George	Judges' Associate ..	450 0 0
	Cox, Henry James.....	Compositor, Printing Department	121 1 4
	Freeman, John Thomas.....	Schoolmaster	65 18 1
	Grubb, Archibald	Sub-Inspector of Police	84 14 8
	Jones, Alfred George	Gaoler, Hobart	283 4 9
	Reynolds, Lawrence	Bench Clerk, Hobart	268 6 8
	Smallhorn, Alfred Thomas	Compositor, Printing Department	120 3 11
	Stephens, Thomas	Director of Education	400 0 0
	Stops, Frederick	Secretary Law Department	366 13 4
	Willison, Thomas McKindley ..	Compositor, Printing Department	104 0 0
Act 59 V. No. 40	Armstrong, Robert.....	Superintendent of Police	201 10 10
Act 61 V. No. 11	Kidd, Emily M.....	Schoolmistress	112 9 10
Act 61 V. No. 12	Smith, Mary Jane.....	Widow of late James Smith	100 0 0
Act 63 V. No. 17	Willicombe, Alfred	Teacher	74 16 8
	Smith, William	Secretary for Public Works	283 6 8
	Biddelph, Mary Ann	Widow, late Engine Driver, Railway Department	78 0 0
	Marra, N.....	Widow, late Fireman, Railway Department ..	26 0 0
	Darcey, Martin Francis ..	School Teacher	136 3 6
	Hayes, Michael John	Superintendent of Police	157 17 0
	Abbott, Frederick Wm.	Custodian of Plans, Survey Department	146 13 4
	Cooke, Wm. Reynolds	Compositor, Printing Department	120 0 0
	Hurford, John	Caretaker, Government House.....	78 9 9
	Finnigan, Patrick	Sub-Inspector of Police	26 0 0
	Colhoun, Arthur	Sub-Inspector of Police	138 17 1
	Martini, Frank	Inspector of Explosives	60 0 0
	Richardson, George.....	Commissioner of Police....	350 0 0
	Wright, Charles	Superintendent of Police	26 0 0

Wherever the Acts 24 V. No. 15, 32 V. No. 30, 58 V. No. 23, 59 V. No. 40, 60 V. No. 25, 61 V. No. 12, are mentioned in this Return, it is to be understood that the Pensions were granted by the Governor in Council under those Acts.

H. E. PACKER, *Under-Secretary.*

FOREIGN CONSULS.

RETURN of Consuls of Foreign Countries in Tasmania during the Year 1911.

Country represented.	Name.	When gazetted.
France	Hon. W. H. Burgess, ^a M.E.C., Consular Agent, Hobart	14 January, 1890
Germany.....	A. C. Dehle, Consul, Hobart	7 June, 1902
Italy	P. C. Smith, Consular Agent, Launceston	— *
Ditto	A. C. Dehle, Consular Agent, Hobart	—
Netherlands	R. F. Crosby, ^b Consul, Hobart	12 August, 1910
Belgium	A. E. L. McGregor, Consul, Hobart	20 March, 1902
Denmark.....	Johannes Jensen, Vice-Consul, Hobart	19 December, 1910
Sweden	Louis L. Dobson, Hon. Vice-Consul, Hobart	19 September, 1907
Norway	James Macfarlane, Consul, Hobart	18 September, 1906
Ditto	George Edward Harrap, Vice-Consul, Launceston	9 August, 1910
United States.....	H. D. Baker, Consul, Hobart	7 January, 1908
Ditto	C. E. Webster, Vice-Consul, Hobart	22 December, 1873
Ditto	Lindsay Tulloch, Consular Agent, Launceston	13 September, 1887
Brazil	John H. G. Murdoch, Vice-Consul, Hobart	6 February, 1905
Argentine Republic	W. H. Burgess, jun., Vice-Consul, Hobart	21 November, 1908
Hawaii	Audley Coote, ^c Consul	24 December, 1878
Panama	J. T. T. Paxton	1 September, 1909

* Exequatur not received.

^a Owing to constitutional change in administration of Australian States the district of jurisdiction allotted to Consul-General, Sydney, will comprise the whole of Australia.^b Office under jurisdiction of W. Bosschart, Consul-General, Melbourne.^c Now residing in Sydney: "Ivanhoe," Porter-street, Waverley, Sydney.D. W. ADDISON, *Secretary to the Premier.*

Civil Establishments.

SECTIONS II. TO VII.

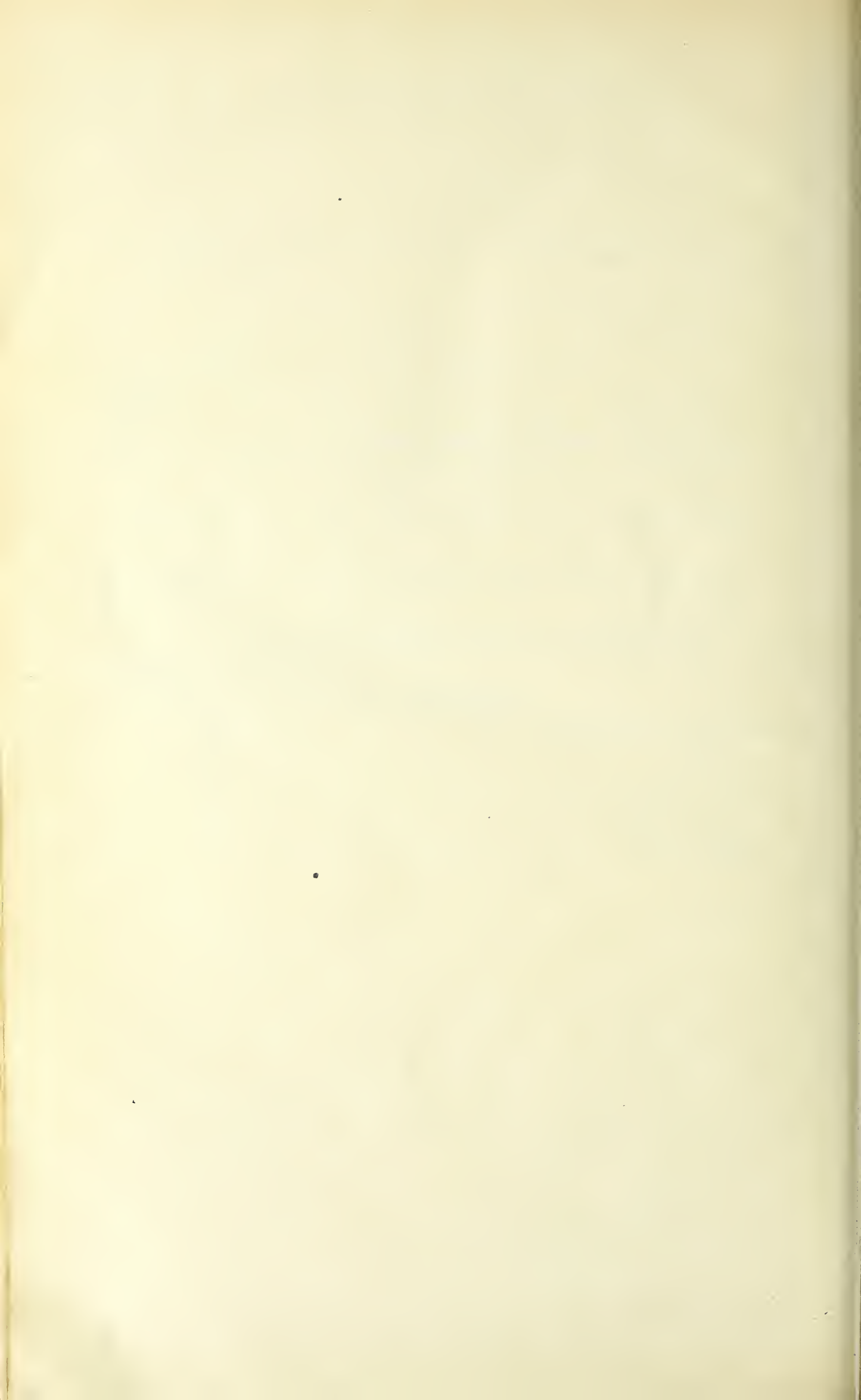
SECTION II.

EXECUTIVE AND LEGISLATIVE.

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CIVIL ESTABLISHMENTS.

RETURN of Officers and other Persons in the Civil Service of the Government of Tasmania on the 1st January, 1912.

HIS EXCELLENCY THE GOVERNOR'S ESTABLISHMENT

Governor	Barron, Sir Harry, Major-General, K.C.M.G., C.V.O.	22 July 1909...	King, under Royal Sign Manual and Signet	2750 ..	--
Private Secretary and Aide-de-Camp	Cadell, Major Harry Ernest, R.A.	22 July 1909...	The Governor	-- ..	--
Extra Aide-de-Camp	Lindsell, Captain Wilfred Gordon, R.A.	6 Dec. 1910...	Ditto	-- ..	--
Hon. Private Secretary ...	Browne, George, I.S.O.	22 July 1909...	Ditto	-- ..	--
Hon. Aide-de-Camp	Evans, Colonel Thomas May, V.D.	29 Sept. 1909...	Ditto	-- ..	--
Office-keeper, Caretaker, and Bailiff, Government House	Bentley, Edmund (1)	1 Mar. 1902..	Governor in Council	116 ..	5 Oct. 1892
Overseer of Grounds	Osborne, Wilfred (1)	11 Sept. 1905...	Ditto	100 ..	11 Sept. 1905

(1) With quarters at Government House.

EXECUTIVE COUNCIL.

Clerk to the Council	Addison, D'Arcy Worth	1 Sept. 1903...	Governor in Council	-- ..	1 Dec. 1887
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LEGISLATIVE COUNCIL.

President	Gant, Tetley	29 June 1909...	Elected by the Council	350 ..	--
Chairman of Committees...	Morrisby, Arthur	14 July, 1910...	Ditto	200 ..	--
Clerk of the Council	Chepmell, Charles Haviland Douglas	1 Mar. 1911...	Governor in Council, by Letters Patent	250 ..	1 July, 1896
Clerk Assistant and Usher of the Black Rod	Pitman, Charles Aubin	1 May, 1911...	Governor in Council	130 ..	1 Mar. 1904
Officekeeper, Chamber-Attendant, and Clerk of Papers	M'Villy, William Thomas (1) (2)	1 Jan. 1899...	Ditto	150 ..	25 Jan. 1867
Messenger	Mulcahy, Henry	1 Aug. 1908...	Ditto	70 ..	1 Aug. 1908

(1) Service not continuous; quarters, fuel, light, water, and uniform.

(2) Also £10 under Q.C.A.

HOUSE OF ASSEMBLY.

Speaker	Davies, Sir John George, K.C.M.G.	29 June, 1909...	Elected by the House	350 ..	--
Chairman of Committees	Payne, Herbert Jas. M.	29 June, 1909...	Ditto	250 ..	--
Clerk of the House and Librarian to Parliament	Reid, John Kidston	1 July, 1896...	Governor in Council, by Letters Patent	400 ..	8 Jan. 1884
Sergeant-at-Arms	Blyth, Thomas Bolivar	27 Apr. 1900...	Governor in Council	100 ..	27 Apr. 1900
Clerk Assistant	Green, Frank Clifton	1 Aug. 1911...	Ditto	130 ..	2 Mar. 1909
Officekeeper, Assistant-Librarian, and Clerk of Papers	McPherson, Henry (1)	1 Oct. 1903...	Ditto	160 ..	1 Jan. 1895
Housekeeper	Mrs. McPherson	1 July, 1906 ..	Ditto	25 ..	1 July, 1906
Doorkeeper and Messenger	Muir, William	1 Oct. 1903...	Ditto	115 ..	1 Oct. 1903

(1) With quarters, fuel, and light.

Members, £150 per year from 1st January, 1911.

SECTION III.

DEPARTMENTS UNDER THE SUPERVISION AND CONTROL OF THE PREMIER.

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PREMIER.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

MINISTERIAL.

Premier and Treasurer ...	Lewis, Sir Neil Elliott, K.C.M.G.	27 Oct. 1909...	Governor, by Letters Patent	950 ...	—
Chief Secretary	Butler, Gamaliel Henry..	27 Oct. 1909...	Ditto	750 ..	—
Attorney-General	Solomon, Albert Edgar...	27 Oct. 1909...	Ditto	750 ..	—
Minister for Lands	Hean, Alexander	27 Oct. 1909...	Ditto	750 ..	—

PREMIER'S OFFICE.

Premier	Lewis, Sir N. E.	27 Oct. 1909...	Governor, by Letters Patent	*— ...	—
Secretary	Addison, D'Arcy Wentworth	1 Jan. 1902...	Governor in Council	300 ...	1 Dec. 1887
Clerk	Edward Parkes	1 Sept. 1911...	Ditto	120 ...	1 Dec. 1905

* Salary, £200 included in above.

AGENT-GENERAL'S DEPARTMENT.

WESTMINSTER CHAMBERS, 5 VICTORIA-STREET, LONDON, S.W

Agent-General	McCall, Hon. John	1 May, 1909...	Governor in Council ...	1000 ...	1 May, 1909
Secretary	Ely, Herbert W.	17 June, 1895.	Ditto	300 ...	1 Sept. 1887
Clerk	Handcock, W. L.	15 Aug 1905.	Ditto	150 ...	15 Aug. 1905
Junior Clerk	Smeeton, L. F.	—	—	65 ...	—

SECTION IV.

DEPARTMENTS UNDER THE SUPERVISION AND CONTROL OF THE CHIEF SECRETARY.

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CHIEF SECRETARY.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

CHIEF SECRETARY'S DEPARTMENT.

Chief Secretary and Registrar of Records	Butler, Gamaliel Henry	27 Oct. 1909...	Governor, by Letters Patent	750 ...	--
Under Secretary	Packer, Harry Effingham	19 Jan. 1911...	Ditto	450 ...	1 Jan. 1877
Chief Clerk	Daly, John Francis	1 April, 1899...	Ditto	210 ...	1 Sept. 1890
Clerk	Lipscombe, Gladys	2 Aug. 1911...	Ditto	40 ...	2 Aug. 1911
Ditto	Cooper, Roy	1 Jan. 1912...	Ditto	40 ...	1 Jan. 1912
Ditto	Westbrook, Frank	1 Jan. 1912...	Ditto	40 ...	1 Jan. 1912

ADMINISTRATION OF CHARITIES.

Administrator of Charitable Grants	Packer, Harry Effingham	2 Mar. 1911...	Governor in Council...	*— ...	1 Jan. 1877
Clerk	Seager, Chas. Fredk.	1 July, 1900...	Ditto	195 ...	1 July, 1900
Inspecting Nurse	Crawford, Kate May	1 May, 1911...	Ditto	85 ...	1 Mar. 1911
Inquiring Officer, Launceston	Welsh, William	1 May, 1895...	Ditto	*45 ...	24 Nov. 1882
Medical Officer for all Government Departments	Clarke, Arthur Hopkins.	3 July, 1903...	Ditto	100 ...	3 July, 1903

* Held in conjunction with other duties.

ANALYST'S DEPARTMENT.

Analyst ..	Ward, William Fowlie	1 Jan. 1882...	Governor in Council, under Food and Drugs Act	400 ...	1 Jan. 1882
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MAGAZINES AND EXPLOSIVES DEPARTMENT.

Chief Inspector	Ross, Ernest Sydney (1)...	1 Jan. 1904...	Governor in Council	— ...	4 Feb. 1892
Inspector and Magazine-keeper, Southern District	Pope, Edward Pawley (2)	1 Mar. 1908...	Ditto	140 ...	27 July, 1890
Inspector, Western District	Harrison, James (3)	26 Oct. 1891...	Ditto	— ...	26 Oct. 1891
Inspector and Magazine-keeper, Northern District	Lee, Walter P. (5)	1 April, 1906...	Ditto	— ...	1 Apl., 1906
Inspector, North-Eastern District	Griffin, Michael Joseph (3)	1 Jan. 1898...	Ditto	— ...	1 Jan. 1898
Magazine-keeper, Strahan	Ross, A. P. C. (4)	1 July, 1904...	Ditto	50 ...	1 July, 1904
Inspector, Queenstown District	Curtain, Con Henry (3)...	19 Sept. 1904...	Ditto	— ...	1 July, 1901

(1) Also Chief Inspector of Machinery, £335.

(2) Quarters, fuel, and light.

(3) Inspector of Mines.

(4) Master Warden Strahan Marine Board.

(5) Quarters.

AUDIT DEPARTMENT

Auditor-General	Bennison, James Ernest	17 Jan. 1910...	Governor in Council	550 ...	24 Oct. 1869
Chief Clerk	Miller, George Rice	1 Sept. 1896...	The Governor	360 ...	4 Aug. 1880
Inspector	Young, David Pantom	6 Jan. 1902...	Governor in Council	260 ...	24 Feb. 1891
Ditto	Hughes, John Weavell	1 Jan. 1895...	Ditto	260 ...	1 Feb. 1891
Ditto	Batt, Frederick John	1 Sept. 1890...	Deputy-Governor	225 ...	1 Sept. 1890
Ditto	Harrison, Charles Hezekiah Hill	1 Mar. 1891...	The Governor	225 ...	1 Feb. 1891
Clerk	O'Brien, John Patrick	1 May, 1910...	Governor in Council	225 ...	22 Aug. 1891
Ditto	Eltham, William Cooper	1 July, 1899...	Administrator	202l. 10s...	1 Jan. 1899
Ditto	Vaughan, Harry George	1 Nov. 1910...	Governor in Council	180 ...	1 Jan. 1899
Ditto	Wadsley, Edwin William	1 Jan. 1911...	Ditto	160 ...	6 May, 1901
Ditto	Keats, Francis Henry	29 Aug. 1911...	Ditto	150 ...	30 June 1902
Ditto	Adams, Stanley Rupert	1 Jan. 1912...	Ditto	40 ...	1 Jan. 1912

HOBART GENERAL HOSPITAL.

Senior House Surgeon	Roberts, Edward John (1)	1 April, 1904...	Governor in Council	400 ...	1 Apr. 1904
Junior House Surgeon	Crowther, Lodewyk	10 Nov. 1911...	Ditto	200 ...	10 Nov. 1911
Secretary to the Board, Clerk, House Steward, and Storekeeper	Oldham, Frank Henry Hill (1)	18 Aug. 1890...	Ditto	300 ...	6 Jan. 1879
Clerical Assistant	Olney, George (6)	30 Oct. 1891...	Ditto	140 ...	1 June, 1883
Mortuary and Cells Attendant	Bryce, Henry (3) (4)	1 July, 1908...	Hired by Board of Management	75 ...	1 Nov. 1906
Dispenser	Bishop, James	11 Mar. 1902...	Ditto	150 ...	11 Mar. 1902

CHIEF SECRETARY—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

HOBART GENERAL HOSPITAL.—*continued.*

Attendant	Watt, Alec. (3) (4)	1 July 1910...	Board of Management	65 ...	1 May, 1909
Gardener and Cleaner	Weavers, John R. (3) (4)	1 July, 1908...	Ditto	65 ...	1 July, 1908
Assistant-Attendant	Johnston, Ernest E.	1 Aug. 1910...	Ditto	52 ...	1 Aug. 1910
Cook	Collins, William (2) (3)	1 Mar. 1908...	Ditto	63 ...	1 Mar. 1908
	(4) (5)				
Cook's Assistant	Collins, Walter	1 Mar. 1908...	Ditto	45 ...	1 Apr. 1903
Day Porter	Robinson, William (3) (4)	12 June, 1911...	Ditto	52 ...	12 June 1911
Night Porter	Scurrah, George (3) (4)	1 Dec. 1910...	Ditto	52 ...	1 Dec. 1910
Messenger	Bryce, Roy	1 Mar. 1908...	Ditto	2s. per diem	1 Mar. 1908
Lady Superintendent and Matron	Turnbull, Nancy Johnstone (2) (3)	1 Oct. 1896...	Governor in Council	125 ...	1 June, 188 ^a
Head Nurse or "Sister" ..	Chisholm, Susan (2) (3)	1 July, 1907	Hired by Board of Management	82 ...	1 July, 1903
	(4)				
Ditto	McKillop, Margaret	1 Jan. 1910...	Ditto	73 ...	1 June 1906
Ditto	Burbury, Muriel G.	1 June, 1910...	Ditto	73 ...	1 July, 1906
Ditto	Rust, Kate	12 Dec. 1910...	Ditto	73 ...	4 Dec. 1906
Ditto	Sayce, Eleanor	1 Jan. 1911...	Ditto	70 ...	2 May, 1907
Ditto	Kite, Jane A.	1 Dec. 1911...	Ditto	70 ...	19 Nov. 1907

28 Nurses—5 at £30, 5 at £25, 7 at £20, 9 at £15, 2 at £10. Eight Servants and Cleaners—1 at £30, 7 at £25.

Cook at Nurses' Home, £39—with rations, quarters, and uniform. Seamstress, £39, with rations.

- (1) Unfurnished quarters, fuel, and light. (2) Furnished quarters, fuel, and light. (3) Personal ration. (4) Uniform.
(5) Services not continuous. (6) With commission on fees collected, 7½ per cent.

LAUNCESTON GENERAL HOSPITAL.

Surgeon Superintendent...	Ramsay, John (1) (2)	1 Jan. 1896...	Board of Management	600 ...	1 Jan. 1896
House Surgeon	Sweetnam, Herbert William (2)	1 July, 1908...	Ditto	200 ...	27 April, 1907
Assistant House Surgeon...	Seelenmeyer, Adolph (2) ..	4 Mar. 1911...	Ditto	50 ...	4 Mar. 1911
Secretary to Board	Gladman, Thomas	1 Jan. 1879...	Governor in Council...	60 ...	1 Jan. 1879
House Steward and Collector	Jowett, Henry Walter Holmes	17 Dec. 1896...	Board of Management,	240 ...	23 Oct. 1896
Clerk	Martin, Eric Stanley	1 June, 1911...	Ditto	71l. 10s. ...	1 June 1911
Dispenser	Freeman, Jean Lamont	16 Nov. 1909...	Ditto	100 ...	16 Nov. 1909
	(2)				
Matron	Milne, Jeannette Helen	1 Sept. 1886...	Governor in Council...	175 ..	22 Mar. 1885
	(2) (3)				
Sister	Hayden, Teresa Mary (2) ..	1 Oct. 1908...	Board of Management	78 ...	7 Sept. 1901
	(3)				
Ditto	Macaulay, Margaret Christina (2) (3) ..	1 Mar. 1911...	Ditto	70 ...	16 Feb. 1907
Ditto	Paterson, Jean McMurtrie (2) (3) ..	1 April, 1911...	Ditto	70 ...	1 Sept. 1909
Ditto	Hattersley, Sarah Florence (2) (3) ..	20 May, 1911...	Ditto	70 ...	20 May, 1911
Ditto	Knowles, Ethel L. (2) (3) ..	19 June, 1911...	Ditto	70 ...	19 June 1911
Boilerman	Prismall, James Edward	28 April 1910...	Ditto	55 ...	28 Apr. 1910
	(2) (3)				
Messenger	Laird, Wm. Hy. (2) (3) ...	12 Oct. 1911...	Ditto	48 ...	12 Oct. 1911
Gatekeeper	McDougall, Floran (2) (3) ..	7 Mar. 1910...	Ditto	55 ...	7 Mar. 1910
Porter	Bellinger, Victor (2) (3) ...	8 May, 1911...	Ditto	48 ...	8 May, 1911
Yardman	Conacher, David (2)	1 July, 1909...	Ditto	45 ...	1 Feb. 1903
Dispensary Porter	Winburn, Percy (2) (3) ...	30 Oct. 1911...	Ditto	45 ...	30 Oct. 1911
Reception House Attendant ..	Downes, Geo. (2) (3)	20 Aug. 1911...	Ditto	55 ...	20 Aug. 1911
Cook	Airey, Mary (2)	1 May, 1894...	Ditto	55 ...	2 Nov. 1892
Cook, Assistant	Airey, Eva (2)	4 Feb., 1902...	Ditto	42 ...	1 July, 1901
Laundress	Chapman, Ruby (2)	1 Mar. 1910...	Ditto	52 ...	15 Aug. 1903

38 Nurses—1 at £70, 7 at £30, 8 at £25, 13 at £20, 7 at £15, and 3 without pay; 20 Maids—1 at £33, 6 at £30, 2 at £28, 8 at £25, 1 at £23, 1 at £20; 1 at £13,

GIBSON CONVALESCENT HOME, PERTH.

Nurse in Charge	Dunning, Mary C. (2) (3) ..	1 Mar. 1909...	Board of Management, L.G.H.	60 ...	1 July, 1902
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(1) Visiting Surgeon General, Charitable Establishment, and Contagious Diseases Hospital, Launceston. (2) Quarters, rations, fuel, and light. (3) Uniform.

HOSPITAL FOR CONTAGIOUS DISEASES, HOBART.

Medical Officer	Clarke, Arthur Hopkins (1) ..	3 July, 1903...	Governor in Council	25 ...	3 July, 1903
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(1) Also Government Medical Officer, £190; and Medical Inspector for State Schools, Hobart, £50.

CHIEF SECRETARY—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

CONTAGIOUS DISEASES HOSPITAL, LAUNCESTON.

Medical Officer	Ramsay, John (1)	1 April, 1898...	Ditto	10 ...	11 Jan. 1896
Nurse	M'Intee, Julia (2)	1 April, 1902...	Ditto	50 ...	1 April, 1902

(1) Also Surgeon-Superintendent, General Hospital, Launceston.

(2) With quarters, fuel, light, and ration.

HOSPITAL FOR INSANE, NEW NORFOLK.

Medical Superintendent ...	Macfarlane, William	1 Oct. 1880...	Governor in Council ...	550 ...	7 May, 1874
Assistant Medical Officer...	Read, George Frederick	1 Aug. 1896..	Ditto	325 ...	1 Aug. 1896
Clerk and Storekeeper	Elliott, B. A., Clyde ...	1 May, 1911...	Ditto	195 ...	10 June 1901
Clerk	Parker, J. W. Percy ...	1 July, 1911...	Governor in Council...	120 ...	1 Aug. 1904
Engineer	Schott, William Ed.	1 Jan. 1909...	Ditto	220 ...	1 Jan. 1909
Chief Attendant	Bennett, William Henry	1 Mar. 1889...	The Hon. the Chief Secretary, on the recommendation of the Official Visitors	170 ...	10 Mar. 1883
First Senior Attendant ...	Triffitt, Benjamin J. (4)..	1 July, 1905...	Governor in Council ...	135 ...	1 Aug. 1881
Second ditto	Jones, Jas. F. (3)	1 July, 1905...	Ditto	137 ...	15 June 1885
Third ditto	Anderson, John (5)	29 Oct. 1907...	Ditto	110 ...	1 Dec. 1888
Matron	Power, Jane (6)	16 Nov. 1895...	Ditto	150 ...	11 Mar. 1890
Sub-matron	Davies, Eliza Louisa (6).	1 Dec. 1895...	Ditto	120 ...	17 Oct. 1888
Messenger	Reggett, Arthur (5)	1 Aug. 1904...	Ditto	95 ...	1 Oct. 1899
Working Farm Overseer..	Coleman, Francis John (1)	11 Nov. 1893...	Ditto	110 ...	7 Jan. 1889
Gatekeeper	Lynskey, John	1 July, 1907...	The Hon. the Chief Secretary, on the recommendation of the Official Visitors	95 ...	4 Mar. 1890
Baker	Howard, Charles (5)	1 Oct. 1910...	Ditto	122 ...	16 July, 1892
Ditto, Assistant	Howard, Jack (5)	1 Oct. 1910...	Ditto	43 ...	1 Oct. 1910
Carpenter	Smyth, Richard (10) ...	3 Jan. 1894...	Governor in Council..	116 ...	3 Jan. 1894
Shoemaker	Ball, Frederick Wm. (7)	18 Mar. 1889...	Ditto	90 ...	18 Mar. 1889
Cook, Assistant	Bell C. (5)	1 Oct. 1910...	Ditto	90 ...	3 Feb. 1908
Cook	Johnston, J. T. (5)	1 Oct. 1910...	Ditto	110 ...	23 Dec. 1899
Gardener	Maxfield, William (5)	15 Oct. 1898...	The Hon. the Chief Secretary, on the recommendation of the Official Visitors	85 ...	2 Aug. 1890
Milkman	Wiggins, Geo. (11)	1 Nov. 1911...	Ditto	92 ...	1 Dec. 1909
Painter and Plumber	Wood, Henry (10)	17 Feb. 1900...	Ditto	116 ...	17 Feb. 1900
Painter, Extra	Pye, Charles (10)	1 Jan. 1910...	Ditto	102 ...	25 July, 1907
Stoker	Berry, William (10) ...	9 Jan. 1902...	Ditto	112 ...	4 Dec. 1893
Ditto	Frost, George (10)	2 June, 1902...	Ditto	112 ...	5 Feb. 1894
Ditto	Young, W.	1 Jan. 1912...	Ditto	— ...	2 May, 1902
Tailor	Heald, Andrew H. (10)...	5 Feb. 1907...	Governor in Council ..	100 ...	5 Feb. 1907
Ploughman	Hoare, Thomas James (9)	4 Oct. 1899...	The Hon. the Chief Secretary, on the recommendation of the Official Visitors	80 ...	4 Oct. 1899
Storeman	MacLean, A. A.	1 Feb. 1911...	Ditto	80 ...	20 Oct. 1909
Senior Night Attendant...	Thorne, Fredk. (10)	1 July, 1905...	Ditto	112 ...	1 Jan. 1886
Senior Nurse	Anderson, Mary Elizabeth	1 Jan. 1891...	Ditto	80 ...	28 Nov. 1885
Ditto	Porthouse, Hannah (7)...	1 July, 1896...	Ditto	80 ...	2 Jan. 1888
Ditto	Gaul, Mary (7)	1 July, 1896...	Ditto	75 ...	20 May, 1887
Ditto	Lawler, Bridget (7)	1 Nov. 1899...	Ditto	75 ...	15 Mar. 1881

Attendants 46—Night Attendants—2 at £112 each and uniform; 3 at £97 each and uniform. Attendants—2 at £90, 4 at £85, 17 at £80, 1 at £75, 5 at £70, 12 at £65 each, with uniform and ration. Nurses, 44—Night Nurses, 2 at £70, 3 at £50, 1 at £40. Nurses, 1 at £65, 2 at £60, 1 at £55, 8 at £50, 6 at £45, 9 at £40, 9 at £35, and 2 Special Nurses at £35.

(1) House, fuel, and light. (2) Furnished quarters, fuel, and light. (3) Ration, fuel, and light. (4) House, ration, fuel, light, and uniform. (5) Ration and uniform. (6) Furnished quarters, ration, fuel, light, and attendance. (7) House, fuel, and light. (8) Lodging, uniform, and ration. (9) Lodging and ration. (10) Uniform. (11) Quarters and uniforms.

BOYS' TRAINING SCHOOL.

Superintendent	Seager, Frederick Robert	1 Jan. 1899...	Governor in Council ..	* ...	5 Mar. 1869
Working Overseer	Read, Charles (2)	1 May, 1896...	Ditto ..	110 <i>l.</i> 16 <i>s.</i> 8 <i>d.</i>	1 Feb. 1885
Discipline Officer and Drill Instructor	Smyth, Frank J. (2)	1 Mar. 1897...	Ditto ...	100 <i>l.</i> 16 <i>s.</i> 8 <i>d.</i>	1 July 1896
General Help	Vacant				
Female Attendant	Ditto				
Schoolmistress	Jillett, Miss F. M. (3) ...	1 May, 1911...	Ditto	15 ...	11 Sept. 1889

(1) New Town Infirmary and Consumptive Home Department.

(2) Quarters, fuel, and light.

(3) Quarters; also Teacher in Education

CHIEF SECRETARY—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	
Superintendent	Seager, Frederick Robert (1)	1 Jan. 1899...	Governor in Council...	310 <i>l.</i> 16 <i>s.</i> 8 <i>d.</i>	5 Mar. 1869
Clerk	Vacant				
Head Warder and Store-keeper	Pearce, James	11 April, 1911...	Ditto	150 ...	1 Jan. 1884
Overseer	Scully, Joseph Francis (3)	6 June, 1890...	Ditto	110 <i>l.</i> 16 <i>s.</i> 8 <i>d.</i>	6 June 1890
Wardsman	Marchant, Harry Albert (3)	25 June, 1894...	Chief Secretary	81 <i>l.</i> 13 <i>s.</i> 4 <i>d.</i>	25 June 1894
Ditto	Ellison, Job (3)	11 May, 1891...	Ditto	81 <i>l.</i> 13 <i>s.</i> 4 <i>d.</i>	11 May 1891
Night Warder	McIntosh, Albert (3) ...	1 June, 1911...	Governor in Council...	71 <i>l.</i> 13 <i>s.</i> 4 <i>d.</i>	—
Matron	Lovett, Mary Sophia (4)	1 July, 1904...	Ditto	100 ...	1 July. 1904
Head Nurse	Baker, Elizabeth (3)	22 Oct. 1907...	Ditto	40 ...	1 Jan. 1905
Nurse	Geard, Ivy Ethel (3)	6 June, 1911...	Ditto	30 ...	6 June 1911
Ditto	Haines, E. C. E. (3)	1 July, 1911...	Ditto	30 ...	1 July, 1911
Ditto	Cooley, Ethel (3)	8 Nov. 1911...	Ditto	30 ...	8 Nov. 1911
Ditto	Burris, Minnie (3)	1 Mar. 1909...	Ditto	30 ...	7 Aug. 1904
Ditto	Sherwood, Clara (3)	1 Dec. 1909...	Ditto	30 ...	1 Dec. 1909
Cook	Davis, Elsie (3)	27 Oct. 1907...	Ditto	52 ...	14 July, 1904

(1) Also Superintendent Boys' Training School, with quarters, fuel, and light.

(3) With quarters, fuel, light, rations and uniform.

(3) With board and residence.

FISHERIES BOARD.

Secretary	Knight, Harrington	1 Mar. 1891...	Governor in Council ...	50 ...	1 Mar. 1891
Assistant Secretary	Wedge				
	Harrison, Charles H. ...	1 Jan. 1902...	Commissioners of Fisheries	25 ..	1 Jan. 1902
Caretaker at Plenty Hatchery	Jones, Michael (1)	24 Nov. 1891...	Ditto	5 <i>s.</i> per day	24 Nov. 1891
Assistant at Plenty Hatchery	Jones, Frank	1 May, 1905...	Ditto	30 <i>s.</i> per week	1 May, 1905
Caretaker at Waverley Hatchery	Bradshaw, A.	21 Jan. 1909...	Ditto	20 <i>s.</i> per week	—
Caretaker at Lake Leake Hatchery	Spencer, T.	11 Oct. 1906...	Ditto	£5 ...	—
Caretaker at Great Lake	Coplestone, Mrs.	22 Mar. 1910...	Ditto	£10 ...	—

(1) Horse allowance, fuel, and quarters.

INSPECTION OF MACHINERY.

Chief Inspector	Ross, Ernest Sydney (1)	1 Jan. 1898...	Governor in Council ..	335 ...	4 Feb. 1892
1st Assistant ditto	Smith, Charles Ernest ...	1 Jan. 1898...	Ditto	260 ...	1 Mar. 1897
2nd ditto	Green, Herbert (2)	1 Mar. 1898...	Ditto	260 ...	1 Mar. 1898
3rd ditto and Clerk	Reynolds, Frank Augustus	1 Jan. 1901...	Ditto	260 ...	1 May, 1900
4th ditto	Saul, William Silas	23 Jan. 1909...	Ditto	210 ...	23 Jan. 1909

(1) Also Chief Inspector of Magazines and Explosives.

(2) Also Warden of Strahan Marine Board; also £50 per annum as consulting Engineer to Leven Harbour Trust.

PUBLIC HEALTH DEPARTMENT.

Chief Health Officer	Purdy, John S.	10 Feb. 1910...	Governor in Council...	600 ...	10 Feb. 1910
Chief Clerk	Dixon, Bertram H.	1 Mar. 1911...	Ditto	180 ...	1 June 1900
Clerk	Crane, Percy R.	1 July, 1911...	Ditto	50 ...	1 July, 1911
Sanitary Inspector and Chief Inspector Food and Drugs	Wadsworth, Alfred E. ...	2 Feb. 1907...	Ditto	240 ...	2 Feb. 1907
Caretaker, Isolation Hospital, King's Meadows	Warrington, Vincent ...	7 Aug. 1911...	Ditto	30 ...	7 Aug. 1911

CHIEF SECRETARY—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	
Head Officekeeper, Hobart, and Supervisor of Stores Officekeeper, Davey-st. ...	Tapsell, Robert (1)	1 Mar. 1895..	Governor in Council ..	175 ...	1 Mar. 1888
Resident Messenger, Statistical and Lands Department	Vincent, Millist, Sen., (1) 31 Mar. 1890.		Ditto	135 ..	1 Jan. 1883
Messenger, Attorney General's Department	Vincent, Millist, Jun. (1) 22 Aug. 1902.		Ditto	105 ...	1 Feb. 1888
Messenger, Chief Secretary's Department	McGrath, John (1)	1 April, 1904..	Ditto	105 ...	14 Jan. 1893
Messenger, Education Department	Pratt, James Courtney (1) (3)	1 Nov. 1902...	Ditto	105 ...	6 July, 1891
Messenger, Public Works Department	Fowler, Arthur (2)	1 May, 1903..	Ditto	100 ...	1 Mar. 1889
Messenger, Lands Titles... Messenger, Audit and Stores Departments	Mills, Albert J. (4)*	1 April, 1909...	Ditto	105 ...	1 Sept. 1898
Messenger, Printing Department	Miles, John (4)	1 Aug. 1899...	Ditto	110 ...	1 May, 1884
Messenger, Solicitor-General and Supreme Court	Woodward, Walter H. ...	1 April, 1909...	Ditto	105 ...	1 May, 1903
Messenger, Office of Taxes and State Savings Bank	Hornsby, Ebenezer (4) ...	1 April, 1909...	Ditto	105 ...	1 Apr. 1897
Messenger, Judges' ...	Day, David (4)	1 Nov. 1899.	Ditto	105 ...	21 June, 1897
Messenger, Treasury ...	Emery, C. E. (4)	1 July 1909...	Ditto	95 ...	1 July, 1909
Messenger, Chief Secretary's Department	Cole, William J. (1)	1 July, 1908...	Ditto	105 ...	12 June 1902
Relieving Messenger ...	Hutchinson, Roland C. (4)	14 Oct. 1907.	Ditto	110 ...	1 July, 1896
Officekeeper, Launceston...	Street, Horace	—	Ditto	40 ...	—
	Bryan, Patrick (1)	16 Feb. 1896...	Ditto	115 ...	16 Feb. 1896

(1) Quarters, fuel, light, water, and uniform. (2) Quarters and uniform. (3) Services not continuous. (4) Uniform.

STATISTICAL AND REGISTRATION DEPARTMENT.

STATISTICAL BRANCH.

Government Statistician...	Johnston, Robt. Mackenzie, I.S.O.	1 July, 1882...	Governor in Council ...	600 ...	3 Aug. 1872
Assistant Statistician and Chief Clerk	Laughton, James Page (2)	1 Sept. 1910...	The Governor	280 ...	1 June 1891
Clerk and Deputy Registrar	Bond, George	1 Jan. 1911...	Ditto	195 ...	8 Oct. 1900
Clerk	Murphy, Wm. Timothy...	1 May, 1911...	Governor in Council...	202/10s. ...	31 Oct. 1889
Ditto	Stops, Frederick Rolfe ...	1 July, 1907...	Ditto	160 ...	1 Dec. 1891
Ditto	Betts, John Richard	1 July, 1911...	Ditto	160 ...	1 Aug. 1901

(2) Also Electoral Registrar £10.

BIRTHS, DEATHS, AND MARRIAGES.

Registrar-General	Johnston, Robert Mackenzie, I.S.O.	1 Sept. 1882...	Governor in Council ...	— ..	3 Aug. 1872
Deputy Registrar-General Registrars	Laughton, James P.	1 Sept. 1910...	Ditto	— ...	9 May, 1879
North-Eastern Division :					
Beaconsfield	Wyett, C. E.	4 July, 1911...	Ditto	— ...	—
Fingal	Lyne, Claud Henry	8 Jan. 1906...	The Governor	— ...	—
Frankford	Kern, E. (4)	2 April, 1903...	Ditto	— ...	—
George Town	Quinn, R. (1)	25 Feb. 1907...	Ditto	— ...	—
Launceston	Smith, A. G. (3)	30 May, 1911...	Governor in Council...	— ...	—
Flinders*	Blundstone, J. E.	1 Feb. 1912...	Ditto	— ...	—
Lilydale	Somerville, Marion	25 Oct. 1906...	The Governor	— ...	—
Evandale	Collins, C. M.	17 April, 1907...	Ditto	— ...	—
Portland	Midwood, V. C. (4)	25 Nov. 1911...	Governor in Council...	— ...	—
Ringarooma	Farrell, J. C.	1 Feb. 1912...	The Governor	— ...	—
Scottsdale	Bonner, E.	25 Aug. 1897...	Ditto	— ...	—
Westbury	Morris, Edney A.	16 June, 1898...	Governor in Council ...	— ...	—
North-Western Division :					
Deloraine	Fitzgerald, Marianne C.	12 Mar. 1896...	Ditto	— ...	—
Montagu	Enniss, Rose	1 July, 1897...	Ditto	— ...	—
Emu Bay	Seagrave, James	3 Aug. 1908...	Lieutenant-Governor in Council	— ...	—
Penguin	Murdoch, Alex.	1 Feb. 1912...	Governor in Council...	— ...	—
King Island	Whellock, R. Marcus	3 Sept. 1906...	The Governor	— ...	—

CHIEF SECRETARY—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

STATISTICAL AND REGISTRATION DEPARTMENT.—*continued*North-Western Division—*continued.*

Table Cape	Cole, Annie Louisa	1 Jan. 1898.	The Governor	— ..	—
Smithton	Poke, A. M.	1 Feb. 1912...	Ditto	— ..	—
Stanley	Spicer, Harry Griffin	22 Dec. 1894...	Ditto	— ..	—
Latrobe	Stephens, Antoinette (2) ..	1 April, 1889...	Ditto	— ..	—
Devonport	M. Cleveland	9 Aug. 1909...	Ditto	— ..	—
Kentish	Soutar, A. D.	1 April 1909...	Lieutenant-Governor in Council ..	— ..	—
Leven					
Waratah	Marshall, Mabel M.	6 Nov. 1907...	The Governor	— ..	—
	St. Leger, Frederick (4) ..	9 Aug. 1902...	Ditto	— ..	—

Midland Division:

Bothwell	Hirst, Arthur C.	20 Mar. 1905...	Ditto	— ..	—
Campbell Town	Pitt, C. F.	5 July 1910...	Ditto	— ..	—
Hamilton	Brown, William George ..	1 April, 1895...	Ditto	— ..	—
Green Ponds	Skipworth, J.	25 Nov. 1911...	Ditto	— ..	—
Longford	Mayson, V. A. J.	4 July, 1906...	Ditto	— ..	—
Oatlands	Burbury, G.	21 July 1910...	Ditto	— ..	—
Ross	W. Salmon	23 Aug. 1905...	Governor in Council ..	— ..	—

South-Eastern Division:

Brighton	Webb, R. B.	23 June 1910...	The Governor	— ..	—
Clarence	Morrisby, W. E.	1 Feb. 1912...	Ditto	— ..	—
Glamorgan	Smith, Katie Sinclare ..	15 Aug 1903...	Ditto	— ..	—
Hobart	Laughton, Jas. P.	1 Sept. 1910...	Governor in Council ..	— ..	—
Kingston	Green, J. R.	15 Aug. 1911...	Ditto	— ..	—
New Norfolk	Rex, Cyril Gracie	4 July, 1906...	The Governor	— ..	—
Port Cygnet	Harvey, Robert	29 May, 1889...	Ditto	— ..	—
Richmond	Thompson, H. G.	4 July, 1906...	Ditto	— ..	—
Sorell	Grant, Robert	31 Jul- 1906...	Ditto	— ..	—
Spring Bay	White, Bernard	16 Jan. 1912...	Ditto	— ..	—
Tasman Peninsula ..	Wellard, Christina Annie (4) ..	28 Mar. 1899...	Ditto	— ..	—

Victoria	Beaumont, A. C.	8 Aug. 1911...	Governor in Council ..	— ..	—
South-Western Division:					
Dover	Rowe, Elizabeth (4)	30 Oct. 1896...	Ditto	— ..	—
Franklin	Howard, Harold	25 Aug. 1908...	Lieutenant-Governor in Council ..	— ..	—

Geeveston	O'Reilly, Winifred (4) ..	26 Aug 1889...	The Governor	— ..	—
Southport	Ransom, Margaret (4) ...	1 Jan. 1889...	Ditto	— ..	—
Strahan	Root, Sophia	11 Mar. 1898...	Ditto	— ..	—
Zeehan	Goldsmid, Ev. Vaughan (1) (5) ..	26 Sept 1894...	Ditto	— ..	—
Lyell	Bain, W.	24 Mar. 1908...	Ditto	— ..	—
*Bruni	Vaughan, Wm.	1 Feb. 1912...	Ditto	— ..	—

DENTISTS AND MIDWIVES.

Registrar of Dentists ..	Johnston, Robt. Mackenzie ..	13 Dec. 1901...	Act of Council	— ..	—
Registrar of Midwives ..	Ditto	13 Dec. 1901...	Ditto	— ..	—

* All Registrars, with the exception of those for the Districts of Hobart and Launceston, are allowed 2s. per entry for each Birth and Death registered, and Fees prescribed by the Statutes relating to the Registration of Births, Deaths, and Marriages, viz., 53 Vict. Nos. 9 and 23.

(1) *Vide* Magisterial. (2) Also State School Teacher, Education Department. (3) Also Clerk Lands Titles Office and Clerk Lands and Mines Department, Launceston. (4) Also Post and Telegraph Department. (5) *Vide* Mines Department.

PUBLIC SERVICE BOARD.

Chairman	Richardson, George	1 Jan. 1906†...	Governor in Council ..	200 ..	} Allowances
Member	Dobbie, Edward David...	13 Feb. 1906†...	Elected	25 ..	
Ditto	Meagher, Richard J.	1 Jan. 1911...	Governor in Council...	50 ..	
Secretary*	Rowland, Edward Owen..	1 Oct. 1907...	Ditto	240 ..	26 July, 1894

* Also Government Shorthand Writer.

† Re-appointed 1 January, 1911.

‡ Re-elected 1 February, 1911.

SECTION V

DEPARTMENTS UNDER THE SUPERVISION AND CONTROL OF THE TREASURER.

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TREASURER.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

TREASURY.

Treasurer	Lewis, The Hon. Sir Neil Elliott, K.C.M.G. (1)	28 Oct. 1909...	Governor by Letters Patent	750 ...	—
Under-Treasurer	Reid, Alexander, I.S.O. (2)	1 Jan. 1895...	Governor in Council ..	550 ...	1 April, 1858
Accountant	Pretyman, Ernest H. (3)	17 Jan. 1910...	Ditto	380 ...	1 Jan. 1882
Receiver and Paymaster...	Benson, William (4)	23 July, 1894...	Ditto	360 ...	19 May, 1873
Cashier, Pay Branch	Windsor, Thomas	23 July, 1894...	Ditto	320 ...	16 Nov. 1874
Cashier, Revenue Branch	Todd, William (5)	23 July, 1894...	Ditto	320 ...	1 June, 1871
Clerk	Strutt, Percival John	1 Mar. 1910...	Ditto	260 ...	1 Jan. 1889
Ditto	Westbrook, Percy N.	1 May 1910...	Ditto	240 ...	1 May, 1890
Ditto	Kemp, Evelyn D. F.	14 Jan. 1908...	Ditto	210 ...	26 Nov. 1896
Ditto	D'Emden, Ernest H.	1 July 1910...	Ditto	95 ...	1 Jan. 1899
Ditto	Mason, Arthur H.	1 Jan. 1911...	Ditto	180 ...	1 Sept. 1896
Ditto	Johnson, Chas. Edmund (5)	1 July 1910...	Ditto	140 ...	1 July, 1900
Ditto	Thümmeler, W. H.	1 Oct. 1911...	Ditto	140 ...	15 Dec. 1903
Ditto	Packer, D.	1 July 1910...	Ditto	65 ...	1 July, 1910
Ditto	Hope, E. L.	8 Aug. 1910...	Ditto	50 ...	8 Aug. 1910
Ditto	Parks, R. H.	1 July, 1911...	Ditto	50 ...	1 July, 1911

(1) Also Premier, £200.

Sub-Treasury).

(2) Also Acting Secretary Public Debts Sinking Fund, £50 (and Permanent Head Commonwealth

(3) Also Accountant Commonwealth Sub-Treasury.

(4) Also Commonwealth Sub-Treasury Paymaster.

(5) Services not continuous.

IMPERIAL PENSIONS BRANCH.

Paymaster	Lovett, Frank (6)	28 Aug. 1903...	Governor in Council ...	100 ...	1 Jan. 1876
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(6) Also Actuary State Savings Bank. Also Manager Agricultural Bank.

STORES BRANCH.

Inspector of Stores	Hull, Hugh	1 Jan. 1895...	Governor in Council ...	320 ...	15 Apr. 1867
Chief Clerk*	Dawson, George Fred- erick	1 Jan. 1895...	Ditto ...	260 ...	1 Jan. 1887
Clerk	Goldsmith, Harold Vivian	1 Nov. 1910...	On probation	50 ...	1 Nov. 1910
Storekeeper	Coombs, Charles (1)	1 July, 1901...	Governor in Council...	130 ...	8 Mar. 1886
Storeman	Coombs, Charles Hedley	1 July, 1901...	Ditto	140 ...	1 Jan. 1893

(1) With quarters, fuel, and light.

* Also Electoral Registrar, £8.

PRINTING DEPARTMENT.

Government Printer	Vail, John	24 April, 1899...	Administrator Govern- ment in Council	500 ...	24 Apr. 1899
Overseer	Prior, Tom Glenthorne...	1 Dec. 1902...	Governor in Council...	280 ...	1 Dec. 1902
Accountant	Hardinge, Francis Cecil	1 Jan. 1893...	Ditto	240 ...	15 Mar. 1888
Clerk	Crowther, Edward	8 Jan. 1900...	Ditto	110 ...	8 Jan. 1900
Ditto	Teniswood, Grace Harley	1 Aug. 1911...	Ditto	40 ...	10 June 1911
Foreman	Shimmins, Walter	1 July, 1903...	Ditto	210 ...	9 Jan. 1883
Foreman Machinist	Needham, Charles	1 Jan. 1898...	Ditto	174 ...	5 Mar. 1866

Compositors, machinists, bookbinders, &c. (37), at rates varying from 10s. to 12s. 2d. per diem. Linotype operators (2) at current piece rates. Lino. Engineer, 70s. per week. Women and learners (24) from 6s. to 24s. per week. Lithographers and assistant, from 60s. to 74s. per week.

BOARD OF EXAMINERS MERCHANTS SHIPS' OFFICERS.

Chairman and Examiner in Navigation and Sea- manship, and Officer to issue and Record Cer- tificates	Elliott, Henry Mark (1)	27 July, 1898...	Governor in Council ...	50 ...	1 Jan. 1867
Examiner in Steam	Ross, Ernest Sydney (2)	26 July, 1897...	Ditto	12 ...	4 Feb. 1892

(1) Also Registrar of Mines at £225.

(2) Chief Inspector of Machinery at £335. Also Chief Inspector of Explosives.

(3) Services not continuous.

TREASURER—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument	Annual Salary.	Date of First Appointment under Government.
				£	

STAMP DUTIES.

Commissioner of Stamp Duties	Seager, Philip Samuel, I.S.O. (1)	30 Nov. 1900...	Governor in Council ...	- ...	14 May, 1863
Collector of Stamp Duties, Hobart	Ditto	23 Oct. 1885...	Ditto	- ...	14 May, 1863
Ditto	Ross, Hector (2)	6 Sept. 1901...	Ditto	- ...	1 July, 1892
Ditto	Whyte, James Wilkinson (3)	1 April, 1884...	Ditto	- ...	29 May, 1883
Ditto	Turner, Frederick Edwd.	1 Dec. 1910...	Ditto	- ...	1 Jan. 1878
Collector of Stamp Duties, Launceston	Barnett, Nathaniel Vincent (4)	1 July, 1906...	Ditto	- ...	1 May, 1890
Ditto	Hogg, Wm. (5)	15 Oct. 1910	Ditto	- ...	22 May, 1884
Ditto, Zeehan	Turner, Ernest William (6)	12 Dec. 1907...	Ditto	- ...	12 Dec. 1907
Ditto, Ulverstone	Chambers, Lloyd Eld (7)	18 July, 1901...	Ditto	- ...	1 July, 1878

(1) Also Registrar of Supreme Court. (2) Also Sheriff. (3) Also Recorder of Titles, &c. (4) Also Clerk of the Peace, &c., Launceston. (5) Also officer in charge Lands and Surveys Department, Launceston; Registrar of Mines, and Registrar Births, Deaths, and Marriages, Launceston. (6) Also Commissioner of Mines, £100, and Divisional Returning Officer. (7) Also Commissioner of Mines and Stipendiary Magistrate, Zeehan; service not continuous.

OFFICE OF TAXES.

Commissioner*	Downie, Henry Edmonds	1 Jan. 1902...	Governor in Council ...	500 ...	1 Jan. 1882
Deputy Commissioner	Hogg, William	1 June, 1906...	Ditto	360 ...	22 May, 1884
Chief Clerk	Harrison, Malcolm Whiteford	1 Oct. 1894...	Ditto	340 ...	1 Dec. 1875
Clerk	Maddox, Ernest Arndell	1 Jan. 1897...	Ditto	260 ...	1 Jan. 1897
Ditto	Ryan, William	1 Nov. 1884...	Ditto	240 ...	1 Nov. 1884
Ditto	Honey, Walter Moss	14 Mar. 1897...	Ditto	215 ...	7 Feb. 1883
Ditto	Russell, Walter Osprey	1 Jan. 1904...	Ditto	210 ...	1 Jan. 1904
Ditto	Simmons, Kenneth	1 Sept. 1881...	Ditto	180 ...	1 Sept. 1881
Ditto	Simmons, George K.	1 April, 1905...	Ditto	210 ...	1 July, 1883
Ditto	Pennefather, George Shirley	1 April, 1905...	Ditto	210 ...	1 Apr. 1905
Ditto†	Rule, Thomas Edwin	1 July, 1908...	Ditto	225 ...	1 Mar. 1884
Ditto	Steele, Fredk. William	1 Oct. 1910...	Ditto	180 ...	12 Feb. 1900
Ditto	Page, Oliver Alfred	1 April, 1910...	Ditto	180 ...	1 July, 1896
Ditto	Hull, Fredk. Arthur	21 Nov. 1910...	Ditto	120 ...	22 Aug. 1902
Ditto	Dobbie, Eric Fenton	1 Aug. 1907...	Ditto	120 ...	1 Aug. 1907
Ditto	Innes, Miss Mary Gwendolyn	1 Sept. 1910...	Ditto	50 ...	1 Sept. 1910
Ditto	Smith, Miss Annie W.	1 July, 1911...	Ditto	50 ...	1 July, 1911

* Also Trustee Agricultural Bank, £26. † Also Assistant Returning Officer, £5.

STATE SAVINGS BANK.

Actuary	Lovett, Frank (1)	1 Nov. 1906...	Governor in Council ...	250 ...	1 Jan. 1876
Chief Clerk and Accountant	Smith, Ernest Hilmer	1 Jan. 1903...	Ditto	225 ...	— Nov. 1892
Teller	Okines, Ernest John	1 Feb. 1903...	Ditto	195 ...	26 Dec. 1897
Clerk and Ledger-keeper	Wallace, Edward Abbott	18 Oct. 1902	Ditto	140 ...	18 Oct. 1902
Clerk	Hope, Cornelius Edward	1 Dec. 1908...	Ditto	130 ...	1 Aug. 1904
Ditto	Stanley, Clyde Millwood	16 Oct. 1911...	Ditto	120 ...	13 May, 1907
Ditto	Fletcher, Richard Wellesley	1 Mar. 1911...	Ditto	95 ...	1 July, 1909
Ditto	Pillinger, Constance Mary	1 Feb. 1908...	Ditto	95 ...	1 Feb. 1908
Ditto	Sargison, Jessie Chrystal	1 Dec. 1908...	Ditto	80 ...	1 Dec. 1908
Ditto	Driscoll, Hilton Roy	1 Nov. 1911...	Ditto	40 ...	1 Nov. 1911

(1) Paymaster Imperial Pensions, £100.

SECTION VI.

DEPARTMENTS UNDER THE SUPERVISION AND CONTROL OF THE ATTORNEY-GENERAL.

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ATTORNEY-GENERAL.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

ATTORNEY-GENERAL.

Attorney-General	Solomon, Albert Edgar...	21 Oct. 1909...	Governor, by Letters Patent	750 ..	—
Secretary to Attorney-General	Lord, Chester	23 May 1910...	Governor in Council	195 ...	1 Jan. 1899
Clerk	Green, Frank C.	23 May 1910...	Ditto	40 ...	—

PARLIAMENTARY DRAUGHTSMAN.

Parliamentary Draughtsman	Birchall, William Andrew Bayley	1 May, 1904...	Governor in Council	360 ...	11 July, 1901
	Also Member of the Mining Board, £25. Also Returning Officer for Buckingham.				

SOLICITOR-GENERAL'S DEPARTMENT.

Solicitor-General, Grand Juror, and Crown Prosecutor	Dobbie, Edward David (1)	1 April, 1901...	Governor, by Letters Patent	600 ...	1 Mar. 1883
Clerk to Solicitor-General	Boniwell, Martin Charles	1 June, 1907...	Governor in Council	160 ...	14 May, 1899
Crown Solicitor; also Registrar Building Societies	Hobkirk, Louis John	23 May 1910...	Ditto	385 ...	1 Apr. 1895
Clerk in Charge and Clerk of the Peace	Dillon, Joseph Charles ...	1 Jan. 1895...	Ditto	285 ...	1 Jan. 1884

(1) Chairman Mining Board, £50.

JUDICIAL DEPARTMENT.

Chief Justice	Dodds, the Hon. Sir John Stokell, K.C.M.G.	20 Oct. 1898...	Governor in Council, by Letters Patent	1500 ...	14 Feb. 1887
Puisne Judge	M'Intyre, the Hon. John	21 Nov. 1898...	Ditto	1200 ...	21 Nov. 1898
Puisne Judge	Nicholls, the Hon. Herbert	1 Jan. 1909...	Ditto	1200 ...	1 Jan. 1909
Judges' Associate	Dodds, John Warren	1 Jan. 1904...	Governor in Council	175 ...	7 Apr. 1888

LANDS TITLES OFFICE.

Professional Staff.

Recorder of Titles	Whyte, James Wilkinson (1)	1 Aug. 1885...	Governor in Council	600 ...	29 May, 1883
Solicitor to Lands Titles Commissioners	Richardson, Allan Abraham	1 Jan. 1901...	Ditto	310 ...	1 Mar. 1898
Deputy Recorder of Titles, Chief Clerk and Draftsman	Farmer, George Finch...	1 Aug. 1883...	Ditto	385 ..	1 Nov. 1876
Draftsman	Reid, Albert Mowbray...	10 June, 1891...	Ditto	280 ...	1 Jan. 1883
Ditto	Walshe, Charles Clarence	10 June, 1891...	Ditto	240 ...	1 July, 1888
Ditto	M'Phee, Malcolm	18 Feb. 1901...	Ditto	160 ...	2 Jan. 1898
Ditto	McDonald, Lindley	1 July, 1909...	Ditto	140 ...	9 May, 1904

Clerical Staff.

Accountant, Receiving and Corresponding Clerk	Boyes, Blamey Edward...	1 Sept. 1910...	Ditto	225 ...	21 Apr. 1887
Engrossing Clerk	Atkins, Charles Richard	19 July, 1876...	Ditto	190 ...	19 July, 1876
Indexing Clerk	Bingham, Robert George	1 Aug. 1910...	Ditto	160 ...	1 Mar. 1902
Clerk	Windsor, Francis Victor	1 April, 1903...	Ditto	160 ...	17 Oct. 1887
Ditto	O'Shea, Thomas James ...	1 Sept. 1910...	Ditto	160 ...	31 Jan. 1898
Ditto	Parker, Henry Hartford..	1 Aug. 1908...	Ditto	80 ...	1 Aug. 1908
Ditto	Lucas Ronald Henwood...	18 Nov. 1909...	Ditto	65 ...	16 Nov. 1909

(1) Also Collector of Stamp Duties, Registrar of Public Trusts, Commissioner of Public Debts Sinking Fund, Trustee Agricultural Bank (£26), and Commissioner of Hobart Corporation Sinking Fund.

MAGISTERIAL.

Magistracy, Hobart and Southern Division.

Police Magistrate, Hobart, and Southern Division	Wise, Walter Ormsby (1)	1 Jan. 1904...	Governor in Council	450 ...	1 June, 1887
Bench Clerk	Stops, Frank Norwood ...	1 Mar. 1906...	Ditto	240 ...	1 Apr. 1898
Registrar Court of Requests	Edwards, Arthur C.	1 Jan. 1904...	Ditto	225 ...	1 Apr. 1888
Clerk	Hawson, Reginald James	1 Sept. 1904...	Ditto	180 ...	1 Jan. 1899

(1) Also Commissioner of Court of Requests.

ATTORNEY-GENERAL—continued.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

MAGISTERIAL—continued.

District of Launceston and Northern and North-Eastern Division.

Police Magistrate, Launceston, and Northern and North-Eastern Division	Hall, Edward Laret (1)...	1 Jan. 1904...	Governor in Council ...	400 ...	7 Jan. 1892
Bench Clerk and Information Clerk, Launceston	Madden, James Joseph...	1 Jan. 1901...	Ditto	240 ...	15 Oct. 1887

(1) Also Commissioner of Mines, £150.

Western Division.

Police Magistrate, Zeehan	Turner, Ernest Wm. (1)	1 Dec. 1907...	Governor in Council ...	300 ...	1 Dec. 1907
Registrar of Mines, Zeehan	Goldsmid, Everard Vaughan (2)	1 Oct. 1893...	Ditto	120 ...	24 Sept. 1890

(1) Also Commissioner of Mines, £100, and Returning Officer, and Commonwealth Returning Officer. (2) Also Registrar of Births, &c.

North-Western Division.

Police Magistrate, Devonport	Chambers, Lloyd Eld.*	1 Oct. 1907...	Governor in Council ...	400 ...	1 July 1878
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* Services not continuous.

SUPREME COURT, REGISTRAR OF DEEDS, PROBATE DUTIES, AND STAMP DUTIES.

Registrar Supreme Court, Registrar of Deeds, Collector of Probate Duties, and Commissioner of Stamp Duties; also District Registrar High Court	Seager, Philip Samuel, I.S.O.	1 Jan. 1895...	Governor in Council ...	550 ...	14 May, 1863
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Chief Clerk	Brammall, Alfred George (1)	1 Dec. 1891...	Ditto	340 ...	1 Mar. 1888
Clerk	Walker, Albert Edward (2)	1 Feb. 1910...	Ditto	210 ...	1 Jan. 1898
Ditto	Tapsell, Leslie Geo. Robt.	1 Aug. 1910...	Ditto	195 ...	1 July, 1897
Ditto	Croft, Clyde	13 Jan. 1908...	Ditto	95 ...	13 Jan. 1910
Ditto	Crane, George	1 July, 1911...	Ditto	40 ...	1 July, 1911

(1) Also Divisional Returning Officer for Franklin. (2) Also Clerk to Returning Officer for Franklin.

COMMISSIONER OF POLICE.

Commissioner	Lord, John Ernest Cecil	1 July, 1906...	Governor in Council ...	450 ...	19 July, 1886
Chief Clerk, Accountant, and Secretary to Provident Fund	Andrewartha, Edwin Percy	1 Oct. 1906...	Ditto	260 ...	8 Oct. 1899
Clerk	Cuthbert, Edwin Bassett	1 Feb. 1900...	Ditto	160 ...	1 Apr. 1899
Ditto	Newton, Albert Wilfred...	1 Nov. 1910...	Ditto	140 ...	15 Feb. 1904
Ditto	Vacant				
Superintendent of Police	Cook, John Valentine ...	1 April, 1899...	62 Vict. No. 48	280 ...	18 Oct. 1886
Ditto	Driscoll, Richard	1 Aug. 1876...	Governor in Council ...	350 ...	25 July, 1867
Ditto	Berresford, Henry	1 Jan. 1876...	Ditto	280 ...	1 May, 1871
Ditto	Hedberg, Oscar Elicus	1 Jan. 1895...	Ditto	350 ...	14 Feb. 1884
Ditto	Conlan, Michael	1 Jan. 1892...	Ditto	350 ...	19 Jan. 1880

9 Inspectors, 3 Sub-Inspectors, 28 Sergeants, 178 Constables, 10 Special Constables. 5 per cent. deducted from salaries and pay placed to credit in Provident Fund.

House Allowance, &c.—Superintendent M. Conlan, allowance of 1s. per diem; Superintendent O. E. Hedberg, house allowance 1s. per diem; Superintendent J. V. Cook, quarters, annual value, £20; Superintendent R. Driscoll, quarters, annual value £20; Superintendent H. Berresford, quarters, annual value, £20.

(1) Service not continuous.

H.M. GAOL, HOBART.

Superintendent	Dollery, Elias Mark (1)...	1 April, 1909...	Governor in Council ...	260 ...	1 May, 1887
Medical Officer	Roberts, E. J. (2)	1 April, 1904...	Ditto	25 ...	1 Apr. 1904
Deputy-Superintendent	M'Sherry, Michael (3) ...	12 June, 1904...	Ditto	178 ...	21 Nov. 1890
Clerk	Honey, Medland P.	1 April, 1900...	Ditto	162 ...	8 Dec. 1873
Clerk	Pridham, Geo. (6)	1 Oct. 1911...	Ditto	80 ...	— Feb. 1891
Overseer Mechanics	Harrison, Percy Eugene (4)	1 July, 1904...	Ditto	140 ...	10 Mar. 1897
Ditto Shoemakers	Miller, William G.	1 Oct. 1911...	Ditto	130 ...	1 Oct. 1911
Chief Warder	Carpenter, Frederick (3)	1 April, 1899...	Ditto	127l. 15s. ...	7 July, 1883
First-class Warder	Newman, Frank (4)	1 Mar. 1893...	Ditto	127l. 15s. ...	1 Sept. 1892
Ditto	Long, Richard (4)	1 April, 1899...	Ditto	127l. 15s. ...	3 Apr. 1886
Ditto	Wilson, James O. (4) ...	1 April, 1902...	Ditto	127l. 15s. ...	8 Feb. 1886
Ditto	Filby, Alfred H. (6) (4)...	1 Mar. 1905...	Ditto	127l. 15s. ...	2 Feb. 1891
Ditto	Moore, George N. (4) (6)...	15 Aug. 1907...	Ditto	127l. 15s. ...	27 Sep. 1884
Ditto	Askey, Samuel (4)	1 Nov. 1907...	Ditto	127l. 15s. ...	15 Jan. 1900
Ditto	Owen, William (4)	1 Nov. 1909...	Ditto	127l. 15s. ...	3 Aug. 1891
Ditto	Purkiss, James (4)	13 Nov. 1906...	Ditto	127l. 15s. ...	2 May 1892
Second-class Warder	Bates, Thomas (4)	1 Sept. 1907...	Ditto	118l. 12s. ...	14 May 1904
Ditto	M'Loughlin, James J. (6)	21 Sept. 1904...	Ditto	118l. 12s. ...	2 Sep. 1898
Ditto	Gibson, James (4) (6)	1 June, 1907...	Ditto	118l. 12s. ...	1 Nov. 1887

6d.

ATTORNEY-GENERAL—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	
H.M. GAOL, HOBART.— <i>continued.</i>					
Second-class Warder	Inns, Henry (4)	11 Oct. 1907...	Governor in Council...	118 <i>l.</i> 12 <i>s.</i> ... 6 <i>d.</i>	1 Jan. 1899
Third-class Warder	Long, Herbert Leslie (4)	1 Jan. 1908...	Ditto	109 <i>l.</i> 10 <i>s.</i> ...	17 Mar. 1898
Ditto	Scarborough, Wm. Henry (6) (4)	2 Jan. 1908...	Ditto	109 <i>l.</i> 10 <i>s.</i> ...	31 Aug. 1898
Ditto	Banks-Smith, Norman (4)	1 Jan. 1910...	Ditto	109 <i>l.</i> 10 <i>s.</i> ...	1 Jan. 1910
Female Warder	Goddard, Mary Ann (5) ...	1 Nov. 1904...	Ditto	62 ...	11 May, 1893
Ditto	Smith, Naomi (5)	12 Dec. 1909...	Ditto	52 ...	14 Feb. 1905
Foreman Baker	Johnstone, Thomas	11 Dec. 1882...	Ditto	140 ...	3 Jan. 1882
Assistant Baker	Conlan, Chas. (4)	1 Nov. 1909...	Ditto	118 <i>l.</i> 12 <i>s.</i> ... 6 <i>d.</i>	17 July, 1905

(1) Quarters, fuel, and light, washing, and servant. (2) Also House Surgeon, General Hospital. (3) Quarters, fuel, light, and uniform. (4) Uniform. (5) Quarters, fuel, and light. (6) Services not continuous.

H.M. GAOL, LAUNCESTON.

Superintendent	Welsh, William (1)	1 Oct. 1910...	Transferred from Education Department	110 ...	1 Feb. 1882
Senior Warder	Daly, Michael Francis (2)	1 April 1908...	Transferred from Sheriff's Department	110 ...	1899
Matron	McIntee, Julia (3)	12 April 1910...	Governor in Council..	60 ...	1 Apr. 1902
Warder and Clerk	Driscoll, Kevin Craven... ..	2 Sept. 1911...	Ditto	90 ...	2 Sept. 1911

(1) Superintendent; also Invalid Dépôt; Inquiring Officer Charitable Grants, and Superintendent C.D. Hospital. (2) With quarters, fuel and light. (3) With quarters, fuel, and light; also Matron of C.D. Hospital. (4) Quarters, fuel, and light.

SHERIFF.

HOBART.

Sheriff	Ross, Hector (1)	8 Sept. 1899...	The Governor	425 ...	1 July, 1892
Clerk	Simmons, Chas. Stephen..	1 Feb. 1910...	Ditto	240 ...	1 Apr. 1889
Sheriff's Officer, also Bailiff	Shirley, Henry	1 Jan. 1904...	Ditto	180 ...	20 July, 1891
Courts of Requests					
Court House Keeper and	Bradshaw, William	1 Jan. 1890...	Ditto	180 ...	1 May, 1884
Crier of the Court					

(1) Also Curator of Intestate Estates, Registrar of the Supreme Court in Bankruptcy, and in Local Courts Act Jurisdiction, and Clerk of the Supreme Court, and Member of Mining Board, £25.

LAUNCESTON.

Deputy Sheriff	Barnett, Nathaniel Vincent (1)	1 July, 1906...	Governor in Council ...	100 ...	1 May, 1891
Bailiff and Clerk, and	Dore, John William	1 Jan. 1900...	Ditto	160 ...	19 Mar. 1887
Bailiff of Court of Requests					
Crier of Court and Court	Duncan, Alfred Edward	1 Mar 1905...	Ditto	100 ...	1 May, 1897
House Keeper	(2)				

(1) Also Clerk of the Peace, Collector of Stamp Duties, Registrar of Courts of Requests and Bankruptcy, and Registrar Supreme Court, Local Courts Act Jurisdiction. (2) Also Police Court Messenger.

COURT OF REQUESTS, AND COURT OF BANKRUPTCY, LAUNCESTON.

Commissioner in Bankruptcy, Commissioner of the Court of Requests, and Police Magistrate, Launceston	Hall, Edward Laret (1)...	1 July, 1901...	Governor in Council ...	400 ...	1 Feb. 1892
Clerk of the Peace, Collector of Stamp Duties, Registrar Supreme Court in its Local Courts Act Jurisdiction, Registrar Court of Requests, and Registrar in Bankruptcy	Barnett, Nathaniel Vincent (2)	1 July, 1906...	Ditto	175 ...	1 May, 1890
Office-cleaner	Bryan, Kate	1 Apr. 1910...	Ditto	20 ...	1 Apr. 1910

(1) Also Commissioner of Mines, £150. (2) Also Deputy-Sheriff, £100.

UNIVERSITY OF TASMANIA.

Registrar	Cruikshank, James	1 Aug. 1892...	Resolution of Council of University	300 ...	1 Aug. 1892
Professor	Henry Robert Williams, William Henry	1 Jan. 1893...	Ditto	500 ...	1 Jan. 1893
Ditto	M'Aulay, Alexander	1 Jan. 1893...	Ditto	500 ...	1 Jan. 1893
Ditto	McDougall, Dugald Gordon	19 Nov 1900...	Ditto	500 ...	19 Nov. 1900
Ditto	Flynn, Theodore Thomson	23 Feb. 1911...	Ditto	500 ...	4 Mar. 1909
Lecturer	Ritz, Hermann Balthazar	5 Mar. 1901...	Ditto	300 ...	19 Feb. 1900
Ditto	Macleod, Peter Joseph (1)	14 Feb. 1901...	Ditto	350 ...	14 Feb. 1901
Ditto	Dunbabin, Robert Leslie	23 Nov. 1905...	Ditto	375 ...	23 Dec. 1901
Ditto	Mackay, John Hilton	11 June, 1903...	Ditto	300 ...	11 June, 1903

(1) Also Hobart Technical School.

ATTORNEY-GENERAL—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	
EDUCATION DEPARTMENT.					
Director of Education	McCoy, William Taylor, B.A. (1)	22 Jan. 1910...	Governor in Council ...	600 ...	22 Jan. 1910
Secretary	Masters, Joseph (1)	1 Jan. 1905...	Ditto	450 ...	6 Apr. 1887
Inspector of Schools	Lovell, Samuel Ouston (1) (2)	1 July. 1892...	Ditto	400 ...	25 Oct. 1869
Ditto	Brockett, Albert Lovell (1)	1 Mar. 1900...	Ditto	400 ...	1 Mar. 1887
Ditto	Garrett, Alfred William B.A. (1)	1 Dec. 1898...	Ditto	400 ...	1 Dec. 1898
Ditto	Heritage, George (1) (2)	1 May, 1908...	Ditto	400 ...	1 Feb. 1865
Ditto	Davis, David Manton (1)	11 May, 1908 ..	Ditto	400 ...	1 Jan. 1882
Chief Clerk and Accountant	Newman, George Edward Feneran	4 Nov. 1889...	Ditto	260 ...	4 Nov. 1889
Clerk	Hortin, Eric Dudley Babington (2) (4)	1 Jan. 1897...	Ditto	225 ...	1 Jan. 1891
Ditto	Park, Harold Wallace	25 July, 1904...	Ditto	150 ...	22 Apr. 1901
Ditto	Mason, Doris F.	1 July 1908	Ditto	95 ...	1 July, 1908
Ditto	McGough, Walter	7 Dec. 1908...	Ditto	80 ...	7 Dec. 1908
Ditto	Morton, C. Dorothy M.	1 April 1910	Ditto	65 ...	1 Apr. 1910
Ditto	Thomas, Harold J.	8 Aug. 1910...	Ditto	50 ...	8 Aug. 1910
Ditto	Seabrook, Walter	11 July, 1911...	Ditto	40 ...	11 July, 1911
Truant Officer, Hobart	Blakney, John	1 July. 1904...	Ditto	150 ...	9 July, 1874
Ditto, Launceston	Palamountain, J. R. (2)	1 Mar. 1911...	Ditto	110 ...	20 Jan. 1908

In State Schools there are 388 Head Teachers, at salaries and allowances ranging from £60 to £437 per annum, and 423 Assistant Teachers (inclusive of Junior Teachers, Paid Monitors, and Teachers in training), at salaries ranging from £10 to £210 per annum.

(1) And travelling expenses.

(2) Services not continuous.

(4) Also Secretary State Scholarship Board, £10 p.a.

TECHNICAL SCHOOL, HOBART.

Principal	Dechaineux, Lucien	1 Jan. 1907...	Governor in Council, on recommendation of Technical School Committee	275 ...	Aug. 1892 (N.S.W.)
Instructor	McLeod, Peter J.* (2)	1 Mar. 1901...	Ditto	50 ...	Feb. 1896 (Tas.)
Ditto	Pringle, John R.	1 Feb. 1907...	Ditto	75 ...	1 Feb. 1907
Ditto	Reading, Edward J.	Feb. 1907...	Ditto	35 ...	Feb. 1899
Ditto	Russell, William	Feb. 1899...	Ditto	120 ...	Feb. 1899
Ditto	Quarmby, Joseph W.	25 June, 1909...	Ditto	25 ...	25 June, 1909
Assistant-Instructor	Walker, Ursula R., Miss.	1 Jan. 1909...	Ditto	35 ...	1 June 1909
Ditto	Thompson, Ada, Mrs.	29 May, 1905...	Ditto	25 ...	29 May, 1905
Ditto	Johnson, Annie, Miss	1 Jan. 1909...	Ditto	Fees only	1 Jan. 1909
Instructor	Hughes, L. Llewellyn	1 Mar. 1912...	Governor in Council...	35 ...	1 Mar. 1912
Ditto	Bennetto, Cyril	1 Mar. 1912...	Ditto	25 ...	1 Mar. 1912
Ditto	Johnston, Archibald Thos.	1 April, 1910...	Ditto	45 ...	1 Apr. 1910
Ditto	Barclay, Dorothea Willis	1 Sept. 1911...	Ditto	20 ...	1 Sept. 1911
Ditto	Procter, Russell Claude†	1 Mar. 1912...	Ditto	25 ...	1 Mar. 1912
Ditto	Wells, Frank	1 Mar. 1912...	Ditto	35 ...	1 Mar. 1912
Ditto	Griffiths, Philip Lewis	1 Mar. 1912...	Ditto	40 ...	1 Mar. 1912
Clerk	Cheeseman, Stella	1 Aug. 1911...	Ditto	25 ...	1 Aug. 1911
Caretaker	Grant, Michael Edward.	1 Jan. 1911...	Ditto	65 ...	1 Jan. 1911

* (2) See also University. See also Education Department.

† See Railway Department.

‡ See also Education Department

TECHNICAL SCHOOL, LAUNCESTON.

Instructor	Cameron, Isabella	1 July, 1908...	Governor in Council ...	30 ...	—
Ditto	Cunningham, Hugh	1 July, 1907...	Ditto	40 ...	21 Oct. 1898
Ditto	Douglas, Alexander C.	1 July, 1907...	Ditto	80 ...	4 Feb. 1898
Ditto	Evershed, Hope S.	20 Mar. 1899...	Ditto	100 ...	20 Mar. 1899
Ditto	Evershed, Harold R.	1 July, 1907...	Ditto	80 ...	—
Ditto	Fraser, Hugh	1 July, 1907...	Ditto	80 ...	21 Oct. 1898
Ditto	Hills, Loftus	1 July, 1907...	Ditto	110 ...	—
Ditto	Lakin, Leslie H.	1 July, 1907...	Ditto	80 ...	15 Feb. 1900
Ditto and Principal...	Masters, A. Harold	1 July, 1907...	Ditto	150 ...	1 Sept. 1896
Caretaker	Riva, Annie	1 July 1910...	Ditto	50 ...	—

SECTION VII.

DEPARTMENTS UNDER THE SUPERVISION AND CONTROL OF THE MINISTER OF LANDS AND WORKS.

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MINISTER OF LANDS AND WORKS.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government
				£	

DEPARTMENT OF LANDS AND WORKS.

MINISTERIAL AND DEPARTMENT OF PUBLIC WORKS

Minister of Lands and Works and Railways	Hean, Alexander	11 July, 1904...	The Governor by Letters Patent	750 ...	—
Engineer-in-Chief	McCormick, J. M.	1 Oct. 1911...	Governor in Council ...	800 ...	1 Feb. 1884
Secretary	Reilly, George Henry ...	4 Sept. 1903...	Ditto	375 ...	8 Feb. 1875
Chief Clerk and Accountant	Kennedy, Edward Houlton	4 Sept. 1903...	Ditto	340 ...	29 Mar. 1883
Record Clerk	Piggott, J. P.	1 Feb. 1910...	Ditto	185 ...	12 Sept. 1898
Clerk	Wright, George Bentley...	28 Oct. 1897...	Ditto	160 ...	29 Feb. 1884
Ditto	Hamilton, Joshua Charles	28 Oct. 1897...	Ditto	95 ...	4 Oct. 1890
Cashier and Account Clerk	Richardson, Roland F. ...	4 Sept. 1903 ...	Ditto	185 ...	1 Feb. 1900
Clerk	Bateman, S. D.	1 June, 1911...	Ditto	120 ...	29 July, 1907
Ditto	Packer, Kathleen	1 Aug. 1907...	Ditto	110 ...	1 Aug. 1907
Ditto	Walker, Ernest G.	1 May, 1900...	Ditto	140 ...	1 May, 1900
Ditto	Guilbert, D. T.	20 Sept. 1911...	Ditto	140 ...	21 Feb. 1901
Ditto	Green, Alfred Osborn ...	1 Jan. 1902...	Ditto	230 ...	— Mar. 1887
Ditto	Langdale, E. W.	13 Nov., 1906 ...	Ditto	110 ...	13 Nov. 1906
Ditto	Harris, T. W. F.	1 Sept. 1911...	Ditto	80 ...	1 Apr. 1910
Engineer of Roads	Reynolds, W. Ross	1 June, 1904...	Ditto	500 ...	5 Oct. 1886
Inspector of Roads, North	Simmons, George	1 Aug. 1883...	Minister of Lands and Works	350 ...	1 Nov. 1875
Ditto, South	Trappes, F. W. (1)	1 Sept. 1903...	Ditto	250 ...	1 Apr. 1880
Sub-Inspector, South	Tait, Robert (1)	28 Oct. 1897...	Ditto	190 ...	1 Aug. 1872
Ditto, North	Simmons, H. H.	1 Jan. 1889...	Ditto	190 ...	1 Jan. 1889
Ditto	Holmes, A. E. (2)	— Oct. 1886...	Ditto	230 ...	— Aug. 1884
Sub-Inspector Roads, N.W.	Parsons, F. C. (2)	8 Mar. 1906...	Ditto	190 ...	8 Mar. 1906
Sub-Inspector, Roads	Duggan, Timothy	21 Jan. 1907...	Governor in Council ..	180 ...	21 Jan. 1907
Clerk, &c., North	Cresswell, Marshall E...	28 Oct. 1897...	Minister of Lands and Works	160 ...	28 Oct. 1897
Clerk, &c., South	Paton, W. U.	1 Aug. 1910...	Ditto	170 ...	— Aug. 1884
Inspector of Public Buildings	Shield, John G.	25 Mar. 1879...	Governor in Council ...	360 ...	25 Mar. 1879
Architectural Draftsman..	Power, R. D.	1 Oct. 1911...	Governor in Council...	180 ...	1 May, 1908
Chief Draftsman and Assistant Engineer	Middleton, Alfred E	4 Sept. 1903...	Minister of Lands and Works	310 ...	1 Apr. 1891
Draftsman	Midwood, T. C.	18 Sept. 1899...	Ditto	200 ...	4 June 1883
Ditto	Forrest, L. S. B.	1 Jan. 1892...	Ditto	220 ...	1 June 1878
Ditto	Westbrook, H.	12 Aug. 1906...	Ditto	220 ...	1 Aug. 1889
Ditto	Stewart, B. C.	1 July 1910...	Governor in Council...	80 ...	1 July, 1909
Clerk of Works	Bucirde, H.	1 May, 1900...	Minister of Lands and Works	230 ...	1 May, 1900
Ditto	Illingworth, J. H.	1 June, 1907...	Governor in Council ...	190 ...	1 June 1907
Ditto	Tucker, A. H.	1 July 1911...	Ditto	180 ...	1 May. 1908

(1) Forage allowance of £25 per annum.

(2) Ditto, £50 per annum.

DEPARTMENT OF LANDS AND SURVEYS.

Surveyor-General and Secretary for Lands	Counsel, Edward Albert*	8 Aug. 1894...	Governor in Council and 58 Vict. No. 13	550 ...	1 Mar. 1889
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CLERICAL STAFF.

Chief Clerk	Hurst, William Nevin Tatlow	9 May, 1907...	Governor in Council ..	340 ...	1 July, 1885
Clerk and Accountant; also Collector of Stamp Duties and Returning Officer Legislative Council, Hobart	Turner, Frederick Edwd. (1)	1 Jan. 1910...	Ditto	260 ...	1 Jan. 1878
Clerk	Molloy, Timothy Paul ...	1 June, 1882...	Ditto	280 ...	1 Jan. 1877
Ditto	Pitman, Charles Bigneil	1 July 1882...	Ditto	240 ...	1 July, 1882
Ditto	Cato, William Coggin ...	1 Oct. 1899...	Ditto	180 ...	8 Dec. 1873
Clerk (Engrossing, &c) ...	Bompas, Richard Carroll Delane (1)	21 April, 1893...	Ditto	180 ...	1 Oct. 1882
Clerk; also Secretary Closer Settlement Board	McGough, James Leslie...	1 Dec. 1906...	Ditto	225 ...	1 Aug. 1898
Ditto	Quinn, Joseph Robert ...	11 July, 1902...	Ditto	160 ...	22 Apr. 1901
Junior Clerk	Todd, Effie	1 July, 1909...	Ditto	80 ...	1 July, 1909
Clerk	Todjafield, Eric	1 July, 1911...	Ditto	50 ...	1 July, 1911
Officer in charge, Launceston	Garrard, Thomas	1 July, 1911...	Ditto	260 ...	1 June 1880
Clerk (Launceston)	Driscoll, P. A.	1 July, 1911...	Ditto	65 ...	4 Feb. 1907
Chief Forest Officer	Penny, John Compton ...	1 Jan. 1899...	Ditto	260 ...	1 April, 1870

(1) Service not continuous. (3) Also Mines Department. £140,

* Also Trustee Agricultural Bank.

MINISTER OF LANDS AND WORKS—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

DEPARTMENT OF LANDS AND SURVEYS—*continued.*

PROFESSIONAL STAFF.

Crown Lands Bailiff, West Coast	Levett, A. J.	22 Mar. 1905...	Governor in Council ...	104 ...	22 Mar. 1905
Crown Lands Bailiff, East Coast	Harvey, William	1 July, 1911...	Ditto	10 ...	1 July, 1911
Chief Draftsman	Hall, Leventhorpe (1) ..	1 Feb. 1889...	Ditto	385 ...	1 Jan. 1866
Draftsman in charge	Lovett, Ernest Philip	1 July, 1907...	Ditto	285 ...	1 Jan. 1866
Draftsman (computing) and Secretary Board of Examiners	Howell, Alfred Basil (2)...	1 Sept. 1889...	Ditto	325 ...	1 Sept. 1889
Draftsman	Oldmeadow, Charles Ken-ric	1 Jan. 1895...	Ditto	240 ...	19 Oct. 1888
Ditto ..	Clarke, James Mallard (1)	1 Sept. 1897...	Ditto	180 ...	25 July, 1860
Ditto	Scott, Walter	4 June, 1896...	Ditto	240 ...	4 June 1896
Ditto	Weber, Adolph	19 Nov. 1901...	Ditto	200 ...	19 Nov. 1901
Ditto	Weber, Otto Maseyk ...	1 June, 1904...	Ditto	140 ...	1 June 1904
Ditto	Duff, Marion Annie	1 July, 1909...	Ditto	180 ...	1 July, 1909
Ditto	Simm, Edric William ...	1 Nov. 1910...	Ditto	80 ...	1 Mar. 1909
Ditto	Clennett, James Hoskins	1 Jan. 1912...	Ditto	40 ...	1 Jan. 1912
	(1) Service not continuous.	(2) Also £10, Secretary Board of Examiners.			

MINING.

Chief Draftsman	Roper, Osmund	1 Jan. 1902..	Governor in Council ...	310 ...	1 June 1881
Draftsman	Turner, Lewis (1)	3 Mar. 1891...	Ditto	240 ...	2 Jan. 1884
Ditto	Oldmeadow, Alfred Ken-elm	4 June, 1896..	Ditto	220 ...	1 June 1891

(1) Service not continuous.

AGRICULTURAL AND STOCK DEPARTMENT.

Director of Agriculture ...	Benson, Albert H.	1 April, 1910...	Governor in Council...	500 ...	1 April, 1910
Chief Inspector of Stock...	Tabart, Thomas Alfred ...	1 June, 1885...	Ditto	400 ...	16 Nov. 1870
Chief Clerk	Black, Raleigh Adelbert (1)	1 July, 1902...	Ditto	240 ...	25 July, 1898
Clerk	Tudor, Edward Joseph...	1 Aug. 1911...	Ditto	140 ...	1 Mar. 1904
Ditto	Elliott, Edmund Alfred...	1 Oct. 1907...	Ditto	120 ...	1 Oct. 1907
Ditto	Cronly, John	1 Aug. 1911...	Ditto	80 ...	26 June 1905
Editor "Agricultural Gazette" and Agricultural Organiser	Evans, Leslie Arthur	16 Jan. 1893...	Ditto	260 ...	16 Jan. 1892
Agricultural Expert	Colbourn, Henry James...	1 June, 1900...	Ditto	240 ...	1 June, 1900
Dairy Instructor	Conlon, Augustus	1 June, 1900...	Ditto	270 ...	1 June, 1900
Poultry Expert	Terry, Robert J.	1 Nov. 1899...	Ditto	250 ...	1 Nov. 1899
Fruit Expert	Osborne, John, Jun.	1 July, 1907...	Ditto	240 ...	1 July, 1907
Fumigation Inspector	Grueber, Charles	1 Feb. 1906...	Ditto	150 ...	1 Apr. 1908
Inspector of Stock	Fletcher, Victor O.	6 Nov. 1870...	Ditto	150 ...	1 Apr. 1908
Caretaker, "Nubeena" ...	Vicary, Donald Robert...	1 June, 1905...	Ditto	86 ...	1 June, 1905
Caretaker, Middle Island	Walters, George (2)	1 Aug. 1907...	Ditto	70 ...	1 Aug. 1907

Inspectors of Imported and Exported Stock are appointed for the Ports of Hobart and Launceston, and North-West Coast, at salaries ranging from £10 to £150 per annum.

(1) Federal Quarantine Officer, £25.

(2) Allowance, £7 10s

MINES DEPARTMENT.

Secretary for Mines and Commissioner of Mines	Wallace, William Henry (1)*	1 Jan. 1898..	Governor in Council ...	450 ...	1 July, 1882
Chief Clerk	Pretymann, William Ar-thur	1 Jan. 1898...	Ditto	320 ...	1 July, 1882
Registrar of Mines	Elliott, Henry Mark (2) (15)	1 Jan. 1898...	Ditto	225 ...	19 Sept. 1877
Clerk; Cashier, & Accountant	Bryan, Alfred Brock	1 Jan. 1898...	Ditto	260 ...	19 Aug. 1887
Clerk	Green, Charles (18)	1 Jan. 1898...	Ditto	160 ...	4 June, 1896
Ditto	Smith, William Arthur...	4 June, 1896...	Ditto	160 ...	4 June 1896
Junior Clerk	Wardrop, James (19)	16 May, 1910...	Ditto	130 ...	9 Nov. 1901
<i>Launceston.</i>					
Warden of Mines, Launceston, North and North-Eastern Division	Hall, Edward Laret (1) (5)	1 Jan. 1902..	Ditto	150 ..	1 Jan. 1892
Registrar of Mines	Smith, Arthur Garnet (20)	1 July, 1911...	Ditto	180 ...	11 July, 1891
Clerk	Driscoll, Percival Alfred (14)	1 July, 1911...	Ditto	65 ...	4 Feb. 1907

MINISTER OF LANDS AND WORKS—continued.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

MINES DEPARTMENT—continued.

Government Geologist and Chief Inspector of Mines	Twelvetrees, Harper (1)	William	4 Aug. 1899...	Governor in Council...	500 ... 4 Aug. 1899
Assistant Government Geologist and Inspector of Mines	Vacant				
Clerk and Draftsman	Grove, Frank	Sneyd (2)	10 Feb. 1900...	Ditto	200 ... 7 Jan. 1889
North-Eastern Division					
Registrar of Mines, Bomford, Francis Edward	(8)		14 July, 1882...	Ditto	80 ... 12 May, 1882
Moorina					
Inspector of Mines	Griffin, Michael Joseph	(1)	26 Jan. 1898...	Ditto	350 .. 1 Oct. 1888
Eastern Division.					
Registrar of Mines, St. Helens	Haley, Thomas		20 May, 1909...	Ditto	50 ... 20 May, 1909
North-Western Division.					
Registrar of Mines, Waratah	Grant, P. J. E.	(12)	1 Jan. 1908...	Ditto	15 ... 1 Oct. 1900
Western Division.					
Warden of Mines	Turner, Ernest William	(1) (9)	5 Dec. 1907...	Ditto	100 ... 5 Dec. 1907
Registrar, Zeehan	Goldsmid, Everard Vaughan	(17)	1 Oct. 1893...	Ditto	120 ... 24 Sept. 1890
Inspector of Mines, Zeehan	Harrison, James	(1) (6)	26 Oct. 1891...	Ditto	325 ... 26 Oct. 1891
Inspector of Mines, Queenstown	Curtain, Cornelius Henry	(1)	19 July, 1904...	Ditto	285 ... 1 Feb. 1901

(1) Travelling Expenses. (2) Service not continuous. (4) Also Clerk and Draftsman, Lands Office, £120.
 (5) Also Commissioner Court of Requests, Launceston, &c., £400. (6) Also forage allowance, £25 per annum. (9) Also Stipendiary Magistrate, £300. (11) Also Postmistress, &c., Gladstone, £70. (12) Also £16, Registrar Court of Requests, Waratah, and Police Department, £96. (14) Also Clerk Lands Office, £65. (15) Also Examiner and Chairman of the Board of Examiners under "The Merchant Ships Officers Examination Act," £50. (17) Registrar Births, £43.
 (8) Temporary Staff Public Works, 13 March, 1889. (19) Also Secretary to Mining Board, £10. (20) Also Registrar of Births, £20. * Also £25 as Chairman Mt. Cameron Water-race Board.

TASMANIAN GOVERNMENT RAILWAYS.

GENERAL OFFICES.

Commissioner	Smith, Geo. W.		1 Oct. 1911...	Governor in Council...	1200 ... 1 Oct. 1911
Chief Accountant	Lovett, William Henry		1 July, 1882...	Ditto ...	550 ... 7 Jan. 1869
Cashier, Launceston	Weedon, Aubrey		1 Sept. 1880...	Ditto	365 ... 3 Aug. 1872
Ditto, Hobart	Todd, John		1 Oct. 1890...	Ditto	355 ... 1 Oct. 1890
Engineer of Existing Lines and Resident Engineer	Nairn, Chas. Cameron		1 Oct. 1890...	Ditto	550 ... 1 Oct. 1890
Resident Engineer, Launceston	Hales, William Prior		8 Feb. 1892...	Ditto	400 ... 8 Feb. 1892
Secretary	Winterson, Alfred John		1 Oct. 1890...	Ditto	400 ... 1 Oct. 1890
Clerk (Chief), General Manager's Office	Emmett, Evelyn Temple		1 Oct. 1890...	Ditto	268 ... 1 Oct. 1890
Clerk, ditto	Good, Chas. Goode		18 Sept. 1889...	Ditto	227l. 10s... 24 July 1889
Ditto	Norman, Leslie		30 Mar. 1908...	Ditto	167l. 10s... 19 June 1893
Ditto	Procter, R. C.		29 Oct. 1906...	Ditto	167l. 10s... 5 Apr. 1900
Ditto	Laue, A. B.		22 May, 1900...	Ditto	142 ... 7 Feb. 1900
Ditto	Robertson, Harry V.		1 Dec. 1908...	Ditto	80 ... 1 Dec. 1908
Clerk, Junior	Shimmins, Athol George		20 Oct. 1909...	Ditto	65 ... 1 Dec. 1909
Ditto	Dennis, Ambrose James		28 Feb. 1910...	Ditto	50 ... 28 Feb. 1910
Clerk	Harrison, Chas. Hardwicke		11 Aug. 1883...	Ditto	258 ... 11 Aug. 1883
Ditto	Reeves, Wilfred A.		23 Nov. 1901...	Ditto	152 ... 21 Dec. 1899
Medical Officer	Sprott, Gregory		1 Oct. 1911...	Ditto	53 ... 1 Oct. 1911
Chief Clerk, Engineer's	Smith, Chas. C.		1 Jan. 1902...	Ditto	200 ... 20 Nov. 1901
Clerk, Engineer's	Searl, Chas. J.		9 Sept. 1907...	Ditto	160 ... 8 Mar. 1889
Ditto	Bailey, Keith B.		2 Sept. 1907...	Ditto	160 ... 25 Apr. 1901
Ditto (Junior)	Pillinger, Jas. A.		1 Nov. 1905...	Ditto	115 ... 13 Mar. 1900
Chief Mechanical Engineer	Decble, William Rufus		1 July, 1898...	Ditto	530 ... 1 Oct. 1890
Chief Clerk	Curtis, William Oscar		6 Oct. 1896...	Ditto	220 ... 19 May, 1888
Draftsman	Mason, Wm. Hofland		7 Jan. 1891...	Ditto	258 ... 7 Jan. 1901
Ditto	Lowe, Robert D.		23 April, 1900...	Ditto	160 ... 23 Apr. 1900
Timekeeper	Baillie, Wm. Frederick		9 Dec. 1901...	Ditto	160 ... — Feb. 1898
Ditto	Ward, Wm. H.		30 Dec. 1905...	Ditto	160 ... 23 Nov. 1899
Clerk	Fisher, Hy. Robinson		10 Feb. 1903...	Ditto	160 ... 4 June, 1891
Ditto (Junior)	Tolson, Tasman E.		29 July, 1905...	Ditto	115 ... 13 Mar. 1904
Ditto (Junior)	Pybus, R.		9 April, 1907...	Ditto	95 ... 9 Apr. 1907
Timekeeper	White, A.		27 July, 1911...	Ditto	104 ... 30 Oct. 1906
Clerk (Junior)	McVilly, Oscar		3 Oct. 1910...	Ditto	50 ... 3 Oct. 1910
Superintendent of Telegraphs	McDonald, John Jas.		1 July 1907...	Ditto	400 ... 21 Nov. 1862

MINISTER OF LANDS AND WORKS—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

TASMANIAN GOVERNMENT RAILWAYS—*continued.*

Fitter, Telegraph Department	Shanahan, Ernest	1 July, 1911...	Governor in Council	10s. a day	30 Apr. 1907
Overseer Telegraph Lines	M'Donald, Allan	19 May, 1891...	Ditto	12s. 6d. a day	19 May, 1891
Lineman	Lamb, Geo.	1 April, 1893...	Ditto	9s. 2d. a day	1 April, 1903
Repairer	Jones, L. G.	7 June, 1910...	Ditto	8s. a day	7 Jan. 1908
Storekeeper	Fisher, Samuel Richard	1 Oct. 1890...	Ditto	355	1 Oct. 1890
Assistant Storekeeper	Fraser, Hugh Roberts	1 July, 1875...	Ditto	245	1 July, 1875
Chief Traffic Inspector	Mann, Samuel	1 Oct. 1890...	Ditto	355	26 July, 1886
Acting Traffic Inspector	Donnelly, Sylvester H.	1 Nov. 1911...	Ditto	195	5 Jan. 1895
Clerk	Bessell, Chas. H.	18 April, 1904...	Ditto	190	8 Aug. 1886
Ditto	McEnnulty, E. G.	23 May, 1908...	Ditto	130	26 June 1904
Ditto	Peattie, G. A. H.	1 Mar. 1910...	Ditto	65	20 Oct. 1909
Ditto	Blakney, Cecil G.	21 Sept. 1911...	Ditto	40	21 Sept. 1911
Chief Audit Clerk	Barnes, Philip Norman	1 July, 1882...	Ditto	298	1 Oct. 1877
Audit Clerk	Whittington, George	13 Mar. 1882...	Ditto	258	13 Mar. 1882
Ditto	Boyes, Charles Edward	8 Mar. 1891...	Ditto	253	1 July, 1882
Ditto	Whittington, H. R.	17 Nov. 1899...	Ditto	165	17 Nov. 1899
Ditto	Harvey, Frank	23 Nov. 1900...	Ditto	152	23 Nov. 1900
Ditto	Spong, Ronald William	22 Sept. 1885...	Ditto	220	22 Sept. 1885
Audit Inspector	Crawford, William H.	18 May, 1895...	Ditto	220	1 Feb. 1886
Assistant Audit Inspector	Connor, Eldred H.	14 June, 1911...	Ditto	170	30 Mar. 1896
Clerk	Harrison, George E.	1 July, 1897...	Ditto	220	16 June 1895
Ditto	Fisher, William Henry	28 July, 1902...	Ditto	160	1 Oct. 1890
Ditto	Hood, Chas. Andrew	23 Aug. 1898...	Ditto	160	17 Jan. 1898
Ditto	Moat, Arthur	22 Feb. 1897...	Ditto	160	22 Feb. 1897
Ditto	Heathorn, Percy	15 Dec. 1898...	Ditto	160	9 Dec. 1895
Ditto	Birch, Ernest Charles	8 Mar. 1897...	Ditto	160	8 Mar. 1897
Ditto	Weaver, Arthur	24 Aug. 1898...	Ditto	140	10 Apr. 1895
Ditto	Manton, Percy R.	9 Nov. 1904...	Ditto	120	9 Nov. 1904
Ditto	McCormick, J.	28 Feb. 1905...	Ditto	155	28 Feb. 1905
Ditto	Hughes, D. S.	28 Nov. 1905...	Ditto	120	30 Oct. 1904
Ditto	Ward, Edgar	3 Sept. 1906...	Ditto	110	3 Sept. 1906
Junior Clerk	Lovett, Trevor W.	14 July, 1908...	Ditto	95	14 July, 1908
Ditto	Molloy, Frank H.	22 May, 1908...	Ditto	95	22 May, 1908
Ditto	Fisher, C. E.	10 Nov. 1909...	Ditto	95	24 June 1907
Ditto	Freeman, Clarence	18 April 1910...	Ditto	65	13 May, 1908
Ditto	Cairns, James	1 Aug. 1910...	Ditto	65	15 Oct. 1908
Audit Clerk	Batchelor, William	18 April, 1910...	Ditto	50	18 Apr. 1910
Stores Clerk (Chief)	Lumsden, A. M.	15 Jan. 1910...	Ditto	160	24 Sept. 1891
Stores Clerk	Rollins, Charles J.	30 Mar. 1891...	Ditto	210	30 Mar. 1891
Ditto	Rapp, Albert	5 Sept. 1899...	Ditto	160	9 Feb. 1897
Ditto	Hudson, John Lambert	28 July, 1902...	Ditto	160	9 Mar. 1900
Ditto	Winterson, W.	1 Feb. 1906...	Ditto	120	1 Nov. 1905
Ditto	Lovett, G. H.	5 April, 1907...	Ditto	120	1 Dec. 1905
Ditto	Terry, R. G.	15 Sept. 1908...	Ditto	120	11 Dec. 1905
Clerk (Cashier's)	Burke, J. T.	13 July 1906...	Ditto	110	13 July, 1906
Clerk	Woolnough, C.	30 Mar. 1908...	Ditto	142	16 Apr. 1902

TRAFFIC DEPARTMENT.

Main Line.

<i>Hobart.</i>					
Station Master (1)	—	—	—	—	—
Booking Clerk	Russell, Edgar W.	18 May, 1895...	Ditto	160	6 Sept. 1890
Ditto	Robertson, H. E.	23 May, 1904...	Ditto	160	21 Nov. 1894
Parcels Clerk	Bessell, W. E.	24 Feb. 1903...	Ditto	160	15 Mar. 1898
Ditto	Carroll, Harry	29 June, 1897...	Ditto	160	9 May, 1892
Chief Operator	Webb, H.	21 Dec. 1907...	Ditto	160	1 Sept. 1904
Operator	Goodrick, C. H.	23 June, 1903...	Ditto	125	3 Jan. 1902
Ditto	Wickens, D. A. C.	4 Dec. 1905...	Ditto	115	4 Dec. 1905
Ditto	Woodhouse, L. R.	25 Aug. 1910...	Ditto	95	19 June 1905
Ditto	Hoggett, C. J.	6 Jan. 1912...	Ditto	65	18 Jan. 1908
Ditto	White, R. O.	12 July 1910...	Ditto	130	16 Dec. 1902
Goods Agent	Colvin, John M.	3 Sept. 1891...	Ditto	337	1 Oct. 1890
Chief Clerk	Seager, Alfred George	3 Sept. 1891...	Ditto	195	1 Oct. 1890
Clerk	Stuart, Ernest	1 Oct. 1890...	Ditto	175	1 Oct. 1890
Ditto	Wakeham, William	8 Oct. 1891...	Ditto	160	26 June, 1891
Ditto	Young, Henry J.	29 Feb. 1892...	Ditto	160	29 Feb. 1892
Ditto	Jones, Charles C.	29 May, 1897...	Ditto	160	7 Jan. 1897
Ditto	Johnson, W. L.	29 Oct. 1906...	Ditto	140	3 Apr. 1902
Ditto	Robinson, H. D.	12 June, 1911...	Ditto	110	21 Feb. 1903
Ditto	Hall, W. A.	7 Mar. 1910...	Ditto	65	7 Mar. 1910
Ditto	Campbell, A.	24 July, 1911...	Ditto	40	24 July, 1911
Clerk	Robinson, A. C.	11 Mar. 1909...	Ditto	50	11 Mar. 1909
<i>New Town.</i>					
Station Master	Bye, H.	2 Jan. 1907...	Ditto	145	9 Apr. 1891
<i>Moonah.</i>					
Station Master	Fleming, C. E.	1 May, 1908...	Ditto	120	11 Apr. 1892

(1) All Station Masters are allowed free quarters, fuel, and light.

MINISTER OF LANDS AND WORKS—continued.

Office.	Name.	Date or Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	
TASMANIAN GOVERNMENT RAILWAYS—TRAFFIC DEPARTMENT—continued.					
<i>Glenorchy.</i> Station Master	Bessell, A. H.	2 June, 1902...	Governor in Council ..	130 ...	4 Nov. 1890
<i>Claremont.</i> Station Master	Johns, B.	4 July, 1911...	Ditto	120 ...	12 Dec. 1890
<i>South Bridgewater.</i> Station Master	McDonald, G.	10 Nov. 1908...	Ditto	120 ...	10 May, 1893
<i>Bridgewater Junction.</i> Station Master	Croft, F. (1)	3 Aug. 1906...	Ditto	170 ...	1 Oct. 1890
<i>Brighton Junction.</i> Station Master	Bantoft, W. H.	30 May, 1908...	Ditto	140 ...	14 May, 1888
<i>Campania.</i> Station Master	Blee, R. (1)	31 Mar. 1906...	Ditto	160 ...	23 Apr. 1896
<i>Colebrook.</i> Station Master	Fox, Chas. L. (1)	1 Oct. 1890...	Ditto	170 ...	1 Oct. 1890
<i>Parattah.</i> Station Master	Fleming, T. J. (1)	1 June, 1908...	Ditto	160 ...	1 Oct. 1890
<i>Antill Ponds.</i> Clerk	Hoggett, C. J.	20 June, 1911...	Ditto	65 ...	18 Jan. 1908
<i>Tunbridge.</i> Station Master	Mitchell, W. H.	7 Nov. 1904...	Ditto	120 ...	24 Oct. 1900
<i>Ross.</i> Station Master	Crosswell, A. J. (1)	6 July, 1911...	Ditto	90 ...	6 Mar. 1902
<i>Carrpbell Town.</i> Station Master	Skeels, T.	11 Nov. 1910...	Ditto	140 ...	16 Aug. 1887
<i>Conara Junction.</i> Station Master	Tolland, J.	11 Nov. 1910...	Ditto	130 ...	29 Sept. 1891
<i>Epping Forest.</i> Station Master	Bullock, G. (1)	28 Sept. 1910...	Ditto	130 ...	26 May, 1888
<i>Evandale.</i> Station Master	Fox, B. F. (1)	18 April, 1903...	Ditto	120 ...	26 May, 1888
<i>Launceston.</i> Station Master	Pogue, A. G.	3 Feb. 1902...	Ditto	120 ...	1 Sept. 1890
Booking Clerk	Abey, John R.	1 April. 1889...	Ditto	295 ...	19 June, 1880
Ditto	Tolson, William V.	23 June, 1902...	Ditto	160 ...	24 Jan. 1898
Clerk (Chief)	Robertson, J. H.	15 May, 1897...	Ditto	160 ...	20 Nov. 1894
Clerk	Harris, Henry E. H.	27 Jan. 1892...	Ditto	165 ...	27 Jan. 1892
Clerk	Gibb, John	18 Aug. 1905...	Ditto	157 ...	27 Oct. 1899
Clerk	Gill, L. L.	9 Jan. 1909...	Ditto	80 ...	6 Dec. 1907
Ditto	Blackwood, C. K.	1 June, 1909...	Ditto	115 ...	12 Oct. 1908
Ditto	Moore, R. J.	4 May 1908...	Ditto	140 ...	29 Mar. 1901
Ditto	Heyward, R. W.	8 Dec. 1910...	Ditto	65 ...	23 Feb. 1909
Ditto	O'Reilly, J.	20 Feb. 1911...	Ditto	95 ...	—
Chief Clerk	Larner, A. V.	23 April, 1908...	Ditto	178 ...	1 Mar. 1891
Clerk	Weatherhead, L. S. P. ...	14 May, 1908...	Ditto	160 ...	22 Dec. 1890
Ditto	Smith, J.	15 April, 1907...	Ditto	115 ...	1 June 1904
Ditto	McEnulty, R. O.	1 Nov. 1907...	Ditto	110 ...	9 Oct. 1906
Ditto	Jones, F. J.	5 June, 1889...	Ditto	160 ...	5 June, 1889
Ditto	Jowett, Robert S.	27 June, 1892...	Ditto	160 ...	25 Feb. 1889
Ditto	Bird, R. S.	30 April, 1904...	Ditto	160 ...	24 Feb. 1889
Ditto	Cooper, P. W.	27 May, 1911...	Ditto	160 ...	5 Apr. 1897
Ditto	Rennie, C. A.	31 Mar. 1911...	Ditto	126 ...	10 Nov. 1903
Ditto	Carter, C. J.	28 Sept. 1911...	Ditto	95 ...	1 May, 1906
Ditto	Bowskill, J. H.	20 Feb. 1911...	Ditto	95 ...	25 Sept. 1907
Ditto	Clarke, A. R.	1 May, 1911...	Ditto	50 ...	4 Apr. 1911
Ditto	Lewis, R. N.	21 Dec. 1910...	Ditto	40 ...	21 Dec. 1910
<i>St. Leonards.</i> Station Master	Rennie, W. J.	28 Sept. 1910...	Ditto	115 ...	28 Apr. 1899
<i>Evandale Junction.</i> Station Master	Duff, Peter (1)	26 Sept. 1910...	Ditto	160 ...	28 Nov. 1887
<i>Perth.</i> Station Master	Fyle, H. W.	11 Nov. 1910...	Ditto	115 ...	12 Apr. 1901
<i>Longford.</i> Station Master	Heyward, Richard	15 June, 1891...	Ditto	170 ...	23 Apr. 1887
<i>Bishopsbourne.</i> Clerk	Roberts, H. E.	8 Dec. 1910...	Ditto	50 ...	1 Mar. 1910
<i>Hagley.</i> Station Master	Fleming, J.	17 July, 1908...	Ditto	120 ...	28 Apr. 1899
<i>Westbury.</i> Station Master	Fox, L. A.	11 Nov. 1910...	Ditto	120 ...	1 July, 1897
<i>Exton.</i> Station Master	Whittles, Willie	18 Dec. 1898...	Ditto	125 ...	9 Aug. 1897
<i>Deloraine.</i> Station Master	Dyer, A. R.	6 April, 1908...	Ditto	120 ...	9 June, 1897
Clerk	Parry, T. S.	2 July, 1906...	Ditto	280 ...	1 Jan. 1873
Ditto	Jordan, R. C.	4 Feb. 1909...	Ditto	157 ...	3 Apr. 1900
<i>Lemana Junction.</i> Ditto	Wyatt, A. V.	26 May, 1911...	Ditto	115 ...	18 Apr. 1904
Station Master	Johnson, A. A.	6 July, 1911...	Ditto	130 ...	30 Nov. 1898
<i>Dunorlan.</i> Station Master	Sullivan, D. J.	11 Nov. 1910...	Ditto	125 ...	2 Apr. 1895
<i>Kimberley.</i> Station Master	Peacock, J. J. (1)	10 Nov. 1908...	Ditto	120 ...	28 Jan. 1896

(1) Also Postmaster.

MINISTER OF LANDS AND WORKS—*continued.*

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	
TASMANIAN GOVERNMENT RAILWAYS—TRAFFIC DEPARTMENT—<i>continued.</i>					
<i>Railton.</i>					
Station Master	Baggott, James	13 April, 1901...	Governor in Council...	140 ...	2 Dec. 1896
Clerk	Fraser, V. A. S.	28 Sept. 1911...	Ditto	40 ...	28 Sept. 1911
<i>Latrobe.</i>					
Station Master	Abey, Wm. Arthur	8 Sept. 1898...	Ditto	170 ...	20 May, 1886
Clerk	Parsons, J. R. C.	10 Oct. 1911...	Ditto	40 ...	27 Mar. 1911
<i>Devonport</i>					
Station Master	Dowling, Leonard John.	8 Sept. 1898...	Ditto	220 ...	1 Oct. 1884
Chief Clerk	Pybus, L. P.	23 April, 1908...	Ditto	190 ...	25 Sept. 1891
Clerk	Huxtable, E. J.	15 April, 1907...	Ditto	160 ...	8 Mar. 1897
Ditto	Wryell, Jn.	6 Mar. 1909...	Ditto	110 ...	6 May, 1904
Junior Clerk	Marshall, B.	16 Aug. 1911...	Ditto	40 ...	16 Aug. 1911
Ditto	Rudd, A. T.	21 Feb. 1910...	Ditto	50 ...	21 Feb. 1910
<i>Leith.</i>					
Station Master	Jensen, C. F.	11 Nov. 1910...	Ditto	130 ...	9 Sept. 1889
<i>Ulverstone.</i>					
Station Master	Woolnough, S. P.	19 June, 1906...	Ditto	180 ...	13 Dec. 1888
Clerk	Shephard, C. M.	20 June, 1911...	Ditto	120 ...	26 Sept. 1904
<i>Penguin.</i>					
Station Master	Thomas, Jno. Wm.	13 April, 1901...	Ditto	125 ...	21 Dec. 1891
<i>Burnie</i>					
Station Master	Bessell, A. T.	11 Aug. 1905...	Ditto	160 ...	1 Mar. 1886
Guards, Porters, Shunters, &c, from 3s. 3d. to 10s. 6d. per day.					
<i>Scottsdale Line</i>					
<i>Lilydale.</i>					
Station Master	Peck, L. W.	23 Sept. 1909...	Governor in Council ...	130 ...	2 Mar. 1896
Clerk	Cullen, R. A.	17 Mar. 1910...	Ditto	80 ...	12 Dec. 1907
<i>Scottsdale.</i>					
Station Master	Fahey, F. J.	28 April, 1908...	Ditto	170 ...	1 Oct. 1890
Junior Clerk	Targett, H.	23 Feb. 1909...	Ditto	65 ...	18 Aug. 1890
<i>Ringarooma-road.</i>					
Station Master	Langham, J.	8 July, 1911...	Ditto	120 ...	2 Sept. 1897
<i>Branxholm.</i>					
Station Master	Parsons, A. J.	8 July, 1911...	Ditto	140 ...	22 Dec. 1892
<i>Fingal Line.</i>					
<i>Avoca.</i>					
Station Master	Joyce, J.	17 July, 1908...	Governor in Council ...	140 ...	1 July, 1887
<i>Fingal.</i>					
Station Master	Raley, T. R.	23 Oct. 1903...	Ditto	160 ...	14 Mar. 1887
<i>St. Marys.</i>					
Station Master	Tabart, Fred G.	28 May, 1900...	Ditto	150 ...	18 Aug. 1890
Guards and Porters, from 6s. 6d. to 9s. per day. All Station Masters are allowed free quarters, fuel, and light.					
<i>Derwent Valley Line.</i>					
<i>New Norfolk.</i>					
Station Master	Gillett, John (1)	1 July, 1897...	Governor in Council..	140 ...	12 Sept. 1888
Clerk	Gillett, Ruby, A.	17 Feb. 1906...	Ditto	3s. 4d ...	17 Feb. 1906
<i>Plenty.</i>					
Station Master	Marshall M. A. (1)	20 April, 1905...	Ditto	120 ...	27 Feb. 1901
<i>Macquarie Plains.</i>					
Station Master	Harris, V. C. S.	17 July, 1908...	Ditto	140 ...	20 Jan. 1880
<i>Russell.</i>					
Station Master	Howell, H. C. (1)	18 Dec. 1909...	Ditto	125 ...	21 Mar. 1898
Guards and Porters, from 6s. 6d. to 9s. per day. (1) Also Postmaster.					
<i>Apsley Line.</i>					
<i>Bagdad.</i>					
Station Master	Peacock, P. (1)	1 Jan. 1911...	Governor in Council..	100 ...	15 Aug. 1904
<i>Kempton.</i>					
Station Master	Sibley, A. H.	22 May, 1901...	Ditto	120 ...	Mar. 1891
<i>Apsley.</i>					
Station Master	Bessell, G.	23 Sept. 1909...	Ditto	170 ...	2 Jan. 1873
(1) Also Postmaster.					
<i>Sorell Line</i>					
<i>Bellerive.</i>					
Station Master	Fletcher, J. W.	2 Jan. 1907...	Governor in Council..	140 ...	17 Dec. 1888
<i>Sorell.</i>					
Station Master	Burke, Daniel Fred.	1 Nov. 1892...	Ditto	140 ...	1 Aug. 1885

MINISTER OF LANDS AND WORKS—continued.

Office.	Name.	Date of Appointment to present Office.	By whom appointed and under what Instrument.	Annual Salary.	Date of First Appointment under Government.
				£	

TASMANIAN GOVERNMENT RAILWAYS—TRAFFIC DEPARTMENT—continued.

Strahan-Zeehan Line.					
<i>Strahan.</i>					
Station Master	Brockett, T. W.	15 May, 1908...	Governor in Council...	155 ...	1 Feb. 1891
Clerk	Miller, M. L.	13 Jan. 1911...	Ditto	103 ...	18 Nov. 1899
Watchman	Bennett, G.	11 Nov. 1910...	Ditto	6s	1 Sept. 1896
				per diem	
Storeman	Bagshaw, Joseph	22 Jan. 1897...	Ditto	11s. ...	22 Jan. 1897
<i>Silver Bell.</i>					
Station Master	Bessell, F. H.	26 Oct. 1911...	Ditto	151 ...	9 Mar. 1896
<i>Zeehan.</i>					
District Station Master...	Wells, H. E.	19 June 1906...	Ditto	£227 10s.	7 Sept. 1887
Clerk	Wadley, C. G.	4 Jan. 1909...	Ditto	130 ...	14 Nov. 1899
Ditto	Boyes, T. H.	12 Dec. 1910...	Ditto	102 ...	6 Jan. 1908
Ditto	Beamish, H. C.	13 Jan. 1911...	Ditto	160 ...	23 Oct. 1903
Ditto	Lay, E. E.	27 July, 1911...	Ditto	116 ...	26 Apr. 1906
Ditto	Corbell, P.	29 Sept. 1911...	Ditto	88 ...	9 Jan. 1908

North-East Dundas Tram.					
<i>Williamsford.</i>					
Station Master	Tacey, A.	12 Mar. 1910...	Governor in Council..	130 ...	28 Apr. 1901

Mt. Dundas and Zeehan Line.					
<i>Dundas.</i>					
Station Master	Parr, H. J. M.	17 July, 1908...	Governor in Council..	130 ...	12 Dec. 1890

Relieving Staff.					
Relieving Station Master	Fleming, Jas. Geo.	31 April, 1904...	Governor in Council ...	150 ...	17 Jan. 1898
Ditto	Blakney, C. G.	6 Jan. 1908...	Ditto	145 ...	11 Jan. 1899
Ditto	Wheeler, R. R.	26 Jan. 1910...	Ditto	137 ...	23 Jan. 1900
Ditto	Cottam, R. F.	6 June, 1911...	Ditto	110 ...	20 Oct. 1902
Relieving Porter	Taylor, W. P.	8 Feb. 1911...	Ditto	6s. 6d. ...	1 Apr. 1903
				a day	
Ditto	McKay, A. B.	6 June, 1911...	Ditto	6s. 6d. ...	15 Dec. 1902
				a day	
Ditto	Gorringe, F. H.	1 July, 1911...	Ditto	6s. 6d. ...	4 June 1903
				a day	
Ditto	Bowley, A.	11 Nov. 1910...	Ditto	6s. 6d. ...	3 Sept. 1901
				per diem	

PERMANENT WAY DEPARTMENT.

Inspectors, Foremen, Carpenters, Painters, Gangers, Platelayers, Fencers, and Labourers, from 5s. 6d. to 12s. 6d a day.

LOCOMOTIVE DEPARTMENT— ALL LINES.

Fitters, Turners, Carpenters, Painters, Blacksmiths, Storemen, Enginemen, Firemen, Cleaners. Strikers. Labourers, and Apprentices, and shop boys, 1s. 6d. to 15s. per diem.

(1) Also Postmaster.

PART II.
POPULATION.

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PART II.

P O P U L A T I O N .

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CENSUSES 1901 AND 1911.

POPULATION, DWELLINGS, LAND.

POPULATION.—GENERAL SUMMARY.

Population of Tasmania and its Dependencies on 3rd April, 1911.

	Numerical.			Centesimal.		
	Persons.	Males.	Females.	Persons.	Males.	Females.
Total Population enumerated ...	191,211	97,591	93,620	100·00	51·04	48·96
Chinese	400	27	427	903		
H. C. Chinese.....	50	52	102			
Other Alien Coloured Races...	95	52	147			
H. C. Aborigines	123	104	227			

DWELLINGS.—GENERAL SUMMARY.

Habitations in Tasmania on the 31st March, 1901.

Number of Dwellings.	Numerical.	Centesimal.	Number of Dwellings.	Numerical.	Centesimal.
<i>Classified according to Occupation.</i>			<i>Houses.</i>		
Total	36,470	...	Total	36,470	...
Total specified.....	36,170	100·00	Total specified.....	33,838	100·00
Inhabited Houses	32,059	87·91	One Room—		
Inhabited Stores, Offices, and Public Buildings.....	1093	3·00	Brick, Stone, Iron, &c.	717	2·11
Inhabited Tents	1013	2·78	Huts, Tents, &c.	2245	6·64
Uninhabited Houses	2187	5·99	Two Rooms.....	3529	10·43
Being built	118	0·32	Three and Four Rooms...	13,028	38·50
			Five and Six Rooms	8193	24·22
			Seven & under Ten Rooms	4158	12·28
			Ten and over	1968	5·82
			Unspecified	2632	...
<i>Materials.</i>			<i>Aggregate Rooms.</i>		
Total	36,470	...	Total	167,198	...
Total specified.....	33,885	100·00	Total specified.....	164,567	100·00
Brick or Stone	8059	23·79	One Room—		
Wood, Iron, and Lath and Plaster.....	23,653	69·80	Brick, Stone, Iron, &c..	717	0·43
Slab, Bark, Mud, &c.....	1304	3·84	Huts, Tents, &c.	2245	1·36
Canvas, Linen, Calico, &c.	869	2·57	Two Rooms	7058	4·28
Unspecified	2585	...	Three and Four Rooms...	50,926	30·95
			Five and Six Rooms	44,693	27·16
			Seven & under Ten Rooms	32,158	19·54
			Ten and over	26,770	16·28
			Unspecified	2631	...
<i>Total Number of Assessments.</i>			<i>Aggregate Amount of Assessment.</i>		
Total	36,470	...	Total	£611,806	...
Total specified	33,814	100·00	Total specified	£609,150	100·00
Under £10.....	10,724	31·72	Under £10	52,861	8·68
£10 to £20	11,760	34·78	£10 to £20.....	153,856	25·26
£20 to £30	6099	18·05	£20 to £30	138,933	22·81
£30 to £40	2386	7·06	£30 to £40	77,421	12·71
£40 to £50	1119	3·30	£40 to £50.....	46,931	7·70
£50 to £60	714	2·11	£50 to £60	36,712	6·03
£60 to £70	288	0·85	£60 to £70	17,675	2·90
£70 to £80	206	0·61	£70 to £80.....	14,897	2·44
£80 to £90	122	0·36	£80 to £90	9796	1·61
£90 to £100	45	0·13	£90 to £100	4094	0·67
£100 and over	351	1·03	£100 and over	55,974	9·19
Unspecified	2656	...	Unspecified	2656	...

POPULATION AND DWELLINGS.—GENERAL SUMMARY.

Inhabitants and Dwellings in Tasmania on the 31st March, 1901.

Numerical.

Dwellers in				Travellers and persons sleeping under drays and camping out.	Persons in ships.	Migratory.	Total persons.
Brick, stone, wood, or lath and plaster buildings.	Slab, bark, or mud huts.	Tents and dwellings with canvas roofs.	Habitations of unspecified materials.				
166,528	2567	1710	205	77	1388	...	172,475

Centesimal.

96·56	1·49	0·99	0·12	0·04	0·80	...	100·00
-------	------	------	------	------	------	-----	--------

PROPORTION OF THE SEXES, DENSITY OF POPULATION, AND HOUSES AT SUCCESSIVE
CENSUS PERIODS.

*Number of Females to 100 Males, and Number of Persons to the Square Mile, at the period of
each Enumeration from 1841 to 1911, also Number of Persons to the Inhabited House and of
Inhabited Houses to the Square Mile.*

Date of Enumeration.	No. of Females to 100 Males.	Number of Persons to the Square Mile.	Number of Persons to the Inhabited Dwelling.	Number of Inhabited Dwellings to the Square Mile.
27 September, 1841	45·54	1·92	7·32	·26
31 December, 1847	46·70	2·68	7·37	·36
1 March, 1851	59·06	2·68	6·25	·43
31 March, 1857	75·98	3·11	5·71	·55
7 April, 1861	81·43	3·43	5·12	·67
7 February, 1870	84·73	3·79	5·50	·69
3 April, 1881	89·18	4·39	5·26	·83
5 April, 1891	89·12	5·60	5·23	1·07
31 March, 1901	92·44	6·58	5·05	1·30
3 April 1911	95·43	7·29		

POPULATION.

Population of Local Government Areas (Municipalities) in Tasmania on 3rd April, 1911.

Local Government Area.	Population.			Local Government Area.	Population.		
	Males.	Females.	Persons.		Males.	Females.	Persons.
Beaconsfield	2323	2233	4556	Longford	2060	2095	4155
Bothwell	738	619	1357	New Norfolk	3208	2916	6124
Brighton.	998	943	1941	New Town	1532	1850	3382
Bruni	347	300	647	Oatlands	1650	1455	3105
Campbell Town	745	781	1526	Penguin	1398	1230	2628
Circular Head	2458	1811	4269	Port Cygnet	1832	1657	3489
Clarence	1200	1282	2482	Portland	1131	817	1948
Deloraine	3053	2756	5779	Queenborough	1561	2037	3598
Devonport	2321	2538	4859	Queenstown	2158	1669	3827
Emu Bay	2307	2197	4504	Ricamond	944	854	1798
Esperance	2130	1708	3838	Ringarooma	2605	1959	4564
Evandale.....	991	961	1952	Ross	360	345	705
Fingal	1925	1755	3680	St. Leonards	1291	1321	2612
Flinders	366	250	616	Scottsdale	1337	1254	2591
George Town.....	521	519	1040	Spring Bay	415	336	751
Glamorgan	376	335	711	Sorell	1117	943	2060
Glenorchy	1650	1743	3393	Strahan	526	485	1011
Gormanston	1217	792	2009	Table Cape	2530	2263	4793
Green Ponds	550	573	1123	Tasman	644	527	1171
Hamilton	1153	983	2136	Waratah	1413	933	2346
Hobart	12,806	14,720	27,526	Westbury	2013	1960	3973
Huon	1930	1687	3617	Zeehan	3081	2645	5726
Kentisn	2963	2608	5571				
Kingborough	970	907	1877	Outside Local Government			
King Island	482	284	766	Areas—			
Latrobe	1777	1731	3508	Shipping	560	16	576
Launceston	9606	11,148	20,754				
Leven	2844	2606	5450				
Lilydale	1478	1313	2791	Total	97,591	93,620	191,211

POPULATION.

Metropolitan and Extra-Metropolitan Population of Tasmania, at the Census of 3rd April, 1911, classified according to Age.

Age last Birthday.	Hobart and Suburbs.			Remainder of State.			The Whole State.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
0	484	1431	915	2277	2153	4430	2761	2584	5345
1	419	452	871	2082	2037	4119	2501	2489	4890
2	442	429	871	2013	1991	4004	2455	2420	4875
3	411	391	802	2079	1923	4002	2490	2314	4804
4	450	418	868	1979	1919	3898	2429	2337	4766
0-4	2206	2121	4327	10,430	10,023	20,453	12,636	12,144	24,780
5	414	363	777	2011	1817	3828	2245	2180	4605
6	405	371	776	1979	1820	3799	2384	2191	4575
7	400	385	785	1783	1806	2589	2183	2191	4374
8	385	340	725	1796	1803	3599	2181	2143	4324
9	393	389	782	1741	1708	3449	2134	2097	4231
5-9	1997	1848	3845	9310	8954	18,264	11,307	10,802	22,109
10	383	380	763	1777	1640	3417	2160	2020	4180
11	347	374	721	1655	1643	3298	2002	2017	4019
12	354	366	720	1558	1409	2967	1912	1775	3687
13	367	398	765	1608	1503	3111	1975	1901	3876
14	385	368	753	1652	1572	3224	2037	1940	3977
10-14	1836	1886	3722	8250	7767	16,017	10,086	9653	19,739
15	382	425	807	1505	1503	3008	1887	1928	3815
16	423	478	901	1618	1455	3073	2041	1933	3974
17	401	462	863	1580	1508	3088	1981	1970	3951
18	394	485	879	1727	1533	3260	2121	2018	4139
19	348	426	774	1535	1490	3025	1883	1916	3799
15-19	1948	2276	4224	7965	7489	15,454	9913	9765	19,678
20	343	545	888	1488	1441	2929	1831	1986	3817
Under 21	8330	8676	17,006	37,443	35,674	73,117	45,773	44,350	90,123
21-24	1320	1830	3150	5692	5477	11,169	7012	7307	14,319
25-29	1516	1965	3481	6215	5907	12,122	7731	7872	15,603
30-34	1203	1561	2764	5367	5018	10,385	6570	6579	13,149
35-39	1072	1327	2399	4839	4334	8873	5911	5361	11,272
40-44	1077	1268	2345	4478	3631	8109	5555	4899	10,454
45-49	1036	1144	2180	4121	3344	7465	5157	4488	9645
50-54	850	978	1828	3518	2777	6295	4368	3755	8123
55-59	599	738	1337	2420	1820	4240	3019	2558	5577
60-64	460	559	1019	1655	1369	3024	2115	1928	4043
65-69	350	499	849	1231	1115	2346	1581	1614	3195
70-74	244	358	602	797	761	1558	1041	1119	2160
75-79	162	245	407	516	474	990	678	719	1397
80-84	98	112	210	243	257	500	341	369	710
85-89	41	40	81	103	88	191	144	128	272
90-94	14	9	23	29	28	57	43	37	80
95-99	3	1	4	13	6	19	16	7	23
100 & upwards	1	...	1	3	...	3	4	...	4
21 & upwards	10,046	12,634	22,680	41,240	36,106	77,346	51,286	48,740	100,026
Unspecified	111	140	151	421	390	811	532	530	1062
Total	18,487	21,450	39,937	79,104	72,170	151,274	97,591	93,620	191,211

POPULATION.

Population of State Legislative Council Electoral Districts at the Census of 3rd April, 1911.

State Electoral Province.	Males.				Females.				Persons.			
	Under 21	21 and upwards.	Not stated.	Total.	Under 21	21 and upwards.	Not stated.	Total.	Under 21	21 and upwards.	Not stated.	Total.
Buckingham	1749	2052	21	3822	1794	2698	24	4516	3543	4750	45	8338
Cambridge	2163	2297	22	4482	2013	2170	21	4204	4176	4467	43	8686
Derwent	2699	3002	54	5755	2504	2635	40	5179	5203	5637	94	10,934
Gordon	3038	3864	36	6938	2864	2661	28	5553	5902	6525	64	12,491
Huon	3648	3789	26	7463	3348	3335	29	6712	6996	7124	55	14,175
Hobart	5705	7018	83	12,806	5955	8662	103	14,720	11,660	15,680	186	27,525
Launceston	4405	5159	42	9606	4612	6469	67	11,148	9017	11,628	109	20,754
Macquarie	2938	3089	25	6052	2900	2861	22	5783	5838	5950	47	11,835
Meander	3522	3360	42	6924	3267	2721	31	6019	6789	6081	73	12,943
Mersey	2571	2514	17	5102	2593	2509	22	5124	5164	5023	39	10,226
Pembroke	2010	2250	16	4276	1834	2096	14	3944	3844	4346	30	8220
Russell	4352	4828	54	9234	4058	3420	48	7526	8410	8248	102	16,760
South Esk	3360	3915	36	7311	3134	2840	30	6004	6494	6755	66	13,315
Tamar	2436	2571	28	5035	2401	2398	37	4836	4837	4969	65	9871
Westmorland	1086	1111	17	2214	1069	1253	14	2336	2155	2364	31	4550
Macquarie Island	1	9	1	11	...	...	...	...	1	9	1	11
Shipping	90	458	12	560	4	12	...	16	94	470	12	576
Total	45,773	51,286	532	97,591	44,350	48,740	530	93,620	90,123	100,026	1062	191,211

POPULATION.

POPULATION of Commonwealth Electoral Divisions and State House of Assembly Electoral Districts at the Census 3rd April, 1911.

Commonwealth Electoral Division.	Males.				Females.				Persons.			
	Under 21.	21 and upwards.	Not stated.	Total.	Under 21.	21 and upwards.	Not stated.	Total.	Under 21.	21 and upwards.	Not stated.	Total.
Bass.....	9042	10,281	53	19,416	8953	10,424	106	19,483	17,995	20,705	199	38,899
Darwin	9586	10,719	112	20,417	8992	7826	97	16,915	18,578	18,545	209	37,332
Denison	7606	9240	106	16,952	7933	11,655	135	19,723	15,539	20,895	241	36,675
Franklin	10,491	11,343	116	21,950	9645	10,060	97	19,802	20,136	21,403	213	41,752
Wilnot	8957	9236	92	18,285	8823	8763	95	17,681	17,780	17,999	187	35,966
Macquarie Island	1	9	1	11	...	...	...	...	1	9	1	11
Shipping... ..	90	458	12	560	4	12	...	16	94	470	12	576
Total	45,773	51,286	532	97,591	44,350	48,740	530	93,620	90,123	100,026	1062	191,211

POPULATION.

POPULATION of Counties in Tasmania on 3rd April, 1911.

County.	Population.			County.	Population.		
	Males.	Females.	Persons.		Males.	Females.	Persons.
Arthur	—	—	—	Montagu.....	6662	5477	12,139
Buckingham	24,430	26,648	51,078	Montgomery	33	23	56
Cornwall.....	13,888	15,240	29,128	Pembroke	2359	1970	4329
Cumberland	637	511	1148	Russell	1739	940	2679
Devon	15,772	14,786	30,558	Somerset	1717	1627	3344
Dorset.....	7253	6165	13,418	Wellington.....	6738	5980	12,718
Flinders	366	250	616	Westmorland	4924	4704	9628
Franklin	112	60	172				
Glamorgan.....	536	458	994	Outside Counties—			
Kent	3208	2603	5811	Macquarie Island	11	—	11
King Island	482	284	766	Shipping	560	16	576
Lincoln	72	27	99				
Monmouth	6092	5851	11,943	Total	97,591	93,620	191,211

AGES OF THE PEOPLE.

Showing the Numbers of Persons and Sexes under various Ages at the four last Censuses.

	Persons.				Males.				Females.			
	1881.	1891.	1901.	1911.	1881.	1891.	1901.	1911.	1881.	1891.	1901.	1911.
All Ages.....	115,705	146,667	172,475	191,211	61,162	77,560	89,624	97,591	54,543	69,107	82,851	93,620
Specified Ages	115,392	146,077	172,328	190,149	60,924	76,990	89,504	97,059	54,478	69,087	82,824	93,090
Under 5 years	16,191	21,466	20,865	24,780	8126	10,839	10,702	12,636	8065	10,627	10,163	12,144
5-65	93,578	117,884	144,440	157,528	48,916	61,853	74,973	80,575	44,662	55,831	69,467	76,953
65 and over	5623	6727	7023	7841	3882	4298	3829	3848	1741	2629	3194	3993
7-14 (school age)	19,322	24,451	30,294	28,691	9798	12,266	15,282	14,547	9524	12,185	15,012	14,144
20-40 (soldier's age).....	30,857	45,689	53,724	58,160	45,805	24,678	28,221	29,055	15,052	21,011	25,503	29,105
15-45	49,204	65,563	81,915	88,292	15,026	34,984	42,882	44,523	24,178	30,579	39,033	43,769
21 years and over (adults) ...	55,764	72,633	86,399	100,026	30,842	40,037	45,961	51,286	24,922	32,598	40,438	48,740
Under 5 years	16,191	21,466	20,865	24,780	8126	10,839	10,702	12,636	8065	10,627	10,163	12,144
5-10	14,242	19,399	22,024	22,109	7274	9879	11,100	11,307	6938	9250	10,864	10,802
10-15	13,660	16,461	21,136	19,739	6997	8384	10,649	10,086	6663	8177	10,487	9653
15-20	13,366	13,892	18,451	19,678	6701	7073	9388	9913	6665	6820	9063	9761
20-25	11,903	13,737	16,410	18,136	5975	7154	8261	8843	5928	6583	8149	9293
25-30	7979	13,322	13,837	15,603	4173	7263	7276	7731	3806	6059	6561	7872
30-35	5890	10,831	11,998	13,149	3125	5901	6422	6570	2765	4930	5576	6579
35-40	5085	7799	11,479	11,272	2532	4860	6262	5911	2553	3439	5217	5363
40-45	4981	5981	9740	10,454	2520	3233	5273	5555	2461	2748	4467	4599
45-50	4677	4915	6854	9645	2420	2574	3760	5157	2257	2341	3194	4488
50-55	4588	4438	5176	8123	2666	2295	2797	4308	1922	2143	2379	3755
55-60	3552	3719	3881	5577	2165	1935	1996	3019	1387	1784	1885	2558
60-65	3655	3389	3454	4043	2368	1902	1729	2115	1287	1487	1745	1928
65-70	2320	2462	2613	3195	1550	1493	1292	1581	770	969	1321	1614
70-75	1754	2171	2033	2160	1241	1405	1123	1041	513	766	910	1119
75-80	907	1191	1270	1397	638	790	756	678	269	601	514	719
80-85	486	629	761	710	347	420	459	341	139	209	302	369
85 and over	156	274	346	379	106	190	199	207	50	84	147	172
Unspecified	313	590	147	1062	238	570	120	532	75	20	27	530

AGES OF THE PEOPLE.—PERCENTAL PROPORTION AT VARIOUS AGE GROUPS.

Showing the Proportions of Persons and Sexes under various Ages at the four last Censuses.

	Persons.				Males.				Females.			
	1881.	1891.	1901.	1911.	1881.	1891.	1901.	1911.	1881.	1891.	1901.	1911.
All Ages (specified)	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Under 5 years	14.03	14.69	12.12	13.03	13.34	14.08	11.27	13.02	14.81	15.32	12.28	13.05
5-65	81.09	80.71	83.80	82.84	80.28	80.33	83.75	83.02	82.01	81.11	83.85	82.68
65 and over.....	4.88	4.60	4.08	4.13	6.38	5.89	4.28	3.96	3.18	3.51	3.87	4.29
7-14 (school age)	16.70	16.74	17.58	15.09	16.02	15.93	17.07	14.99	17.46	17.74	28.99	15.19
20-40 (soldier's)	26.73	31.22	31.18	30.59	25.94	32.05	31.53	29.94	27.64	30.42	37.64	31.27
15-45	42.63	44.89	47.53	46.43	41.06	45.62	51.35	45.87	44.40	44.27	47.13	47.02
21 years and over (adults) ...	...	49.51	50.13	52.61	...	51.62	51.35	52.84	...	47.17	48.82	52.36
Under 5 years	14.03	14.69	12.12	13.03	13.34	14.08	11.97	13.02	14.81	15.38	12.28	13.05
5-10 years	12.84	13.28	12.76	11.63	11.94	12.83	12.47	11.65	12.79	13.71	13.12	11.61
10-15	11.84	11.27	12.29	10.38	11.48	10.76	11.90	10.39	12.24	11.84	12.66	10.37
15-20	11.58	9.51	10.71	10.35	11.00	9.19	10.49	10.22	12.24	9.87	10.94	10.49
20-25	10.31	9.41	9.52	9.54	9.81	9.29	9.23	9.11	10.88	9.53	9.83	9.98
25-30	6.91	9.12	8.03	8.20	6.85	9.44	8.13	7.97	6.99	8.77	7.92	8.46
30-35	5.10	7.42	6.96	6.92	5.13	7.66	7.17	6.77	5.08	7.14	6.73	7.07
35-40	4.41	5.34	6.56	5.93	4.15	5.66	7.00	6.09	4.69	4.98	6.30	5.76
40-45	4.32	4.09	5.65	5.50	4.12	4.20	5.89	5.72	4.52	3.98	5.40	5.26
45-50	4.05	3.36	3.98	5.07	3.97	3.34	4.20	5.31	4.14	3.39	3.75	4.82
50-55	3.98	3.04	3.00	4.27	4.38	2.98	3.12	4.50	3.53	3.10	2.87	4.03
55-60	3.08	2.55	2.25	2.93	3.56	2.51	2.23	3.11	2.55	2.58	2.28	2.75
60-65	3.17	2.32	2.00	2.13	3.89	2.47	1.94	2.18	2.36	2.15	2.08	2.07
65-70	2.01	1.68	1.51	1.68	2.55	1.94	1.44	1.63	1.41	1.40	1.59	1.73
70-75	1.53	1.48	1.18	1.14	2.04	1.83	1.25	1.07	.94	1.11	1.10	1.20
75-80 .....	.78	.82	.74	.73	1.05	1.03	.84	.70	.49	.58	.62	.77
80-85 .....	.42	.43	.51	.37	.57	.55	.51	.35	.25	.30	.36	.40
85 and over .....	.14	.19	.22	.20	.17	.24	.22	.21	.09	.12	.17	.18

AGES OF THE PEOPLE.—PROPORTION OF TOTAL POPULATION LIVING WITHIN PRINCIPAL AGE-PERIODS.

Comparative Statement showing Proportion of the Total Population living within principal Age-periods in each of the six States and Territories of the Commonwealth of Australia.

NUMERICAL.

	New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	Territories.		Commonwealth.
							North-ern.	Federal Capital.	
All ages	1,646,734	1,315,551	605,813	408,538	282,114	191,211	3310	1714	4,455,005
Specified	1,638,441	1,308,512	602,647	406,686	280,242	190,149	3246	1698	4,431,621
Persons under 5 years	200,866	143,478	73,704	47,530	34,924	24,780	141	180	525,633
" 5 to 15 years	325,391	255,628	125,935	79,321	52,610	41,848	306	368	881,407
" 15 to 65 years	1,045,682	841,583	380,435	260,803	186,072	115,680	2661	1065	2,833,998
" 65 and over	66,502	67,823	22,573	19,015	6636	7841	108	85	190,583
" 7 to 14 (school age)	222,301	176,703	87,468	54,360	35,936	28,691	217	247	605,927
" 21 years and over (adults) ..	913,683	746,619	326,316	228,369	165,201	100,026	2579	925	2,483,718
" under 5 years	200,866	143,478	73,704	47,530	36,924	24,780	171	180	525,633
" 5 to 10 years	168,257	129,619	63,486	40,320	29,194	22,109	181	180	453,246
" 10 to 15 years	157,134	126,109	62,449	39,001	23,416	19,739	125	188	428,161
" 15 to 20 years	163,996	135,523	63,536	42,874	22,593	19,678	149	187	448,536
" 20 to 25 years	170,164	127,112	63,007	42,200	25,297	18,136	191	163	446,270
" 25 to 30 years	148,820	107,606	52,561	37,537	25,916	15,603	262	131	388,376
" 30 to 35 years	124,124	93,622	43,734	29,764	26,223	13,149	225	119	330,960
" 35 to 40 years	105,829	85,857	38,149	24,500	25,468	11,272	248	109	291,432
" 40 to 45 years	94,395	81,992	34,693	22,672	21,847	10,954	378	87	269,518
" 45 to 50 years	84,221	79,492	31,015	20,342	16,406	9645	408	87	241,616
" 50 to 55 years	69,309	61,286	24,721	17,891	11,090	8123	426	73	192,919
" 55 to 60 years	48,449	37,943	16,627	13,443	6626	5575	247	69	128,981
" 60 to 65 years	36,375	28,150	12,392	9597	4606	4043	187	40	95,390
" 65 to 70 years	28,384	24,035	10,049	7740	3189	3195	58	41	76,691
" 70 to 75 years	19,196	19,387	7452	5272	1937	2160	40	26	55,070
" 75 to 80 years	11,900	14,209	3514	3344	952	1397	8	8	36,332
" 80 to 85 years	4942	7290	1364	1789	393	710	2	7	16,497
" 85 and over	2080	2972	594	870	165	379	...	3	6993
Unspecified	8293	7039	3166	1872	1872	1062	64	16	23,384

CENTESIMAL.

Specified ages	100	100	100	100	100	100	100	100	100
Persons under 5 years	12·26	10·97	12·23	11·69	12·46	13·03	5·27	10·60	11·86
" 5 to 15 years	19·86	19·54	20·90	19·51	18·77	22·01	9·43	21·67	19·89
" 15 to 65 years	63·82	64·31	63·12	61·13	66·40	60·83	81·97	62·72	63·95
" 65 and over	4·06	5·18	3·75	4·67	2·37	4·13	3·33	5·01	4·30
" 7 to 14 (school age)	13·57	13·50	14·52	13·37	12·82	15·09	6·68	14·55	13·67
" 21 years & over (adults) ..	55·77	57·06	54·15	56·15	58·95	52·61	79·46	54·48	56·05
" under 5 years	12·26	10·97	12·23	11·69	12·46	13·03	5·27	10·60	11·86
" 5 to 10 years	10·27	9·90	10·54	9·91	10·42	11·63	5·58	10·60	10·23
" 10 to 15 years	9·59	9·64	10·36	9·59	8·36	10·38	3·85	11·07	9·66
" 15 to 20 years	10·01	10·36	10·54	10·54	8·06	10·35	4·59	11·02	10·12
" 20 to 25 years	10·38	9·71	10·45	10·38	9·03	9·54	5·88	9·60	10·07
" 25 to 30 years	9·08	8·22	8·72	9·23	9·25	8·20	6·22	7·72	8·76
" 30 to 35 years	7·58	7·15	7·26	7·32	9·36	6·92	6·93	7·01	7·47
" 35 to 40 years	6·46	6·56	6·33	6·02	9·09	5·93	7·64	6·42	6·58
" 40 to 45 years	5·76	6·50	5·76	5·58	7·79	5·50	11·65	5·12	6·08
" 45 to 50 years	5·14	5·07	5·15	5·00	5·85	5·07	12·57	5·12	5·45
" 50 to 55 years	4·23	4·68	4·10	4·40	3·96	4·27	13·12	4·30	4·35
" 55 to 60 years	2·96	2·90	2·76	3·31	2·36	2·93	7·61	4·06	2·90
" 60 to 65 years	2·22	2·15	2·06	2·36	1·64	2·13	5·76	2·36	2·15
" 65 to 70 years	1·73	1·84	1·67	1·90	1·14	1·68	1·79	2·41	1·73
" 70 to 75 years	1·17	1·48	1·17	1·30	·69	1·14	1·23	1·53	1·24
" 75 to 80 years	·73	1·09	·58	·82	·34	·73	·25	·47	·82
" 80 to 85 years	·30	·56	·22	·44	·14	·37	·06	·41	·37
" 85 and over	·13	·22	·10	·21	·06	·20	...	·18	·16

AGES OF THE PEOPLE.—PROPORTION OF MALE POPULATION LIVING WITHIN PRINCIPAL AGE-PERIODS.

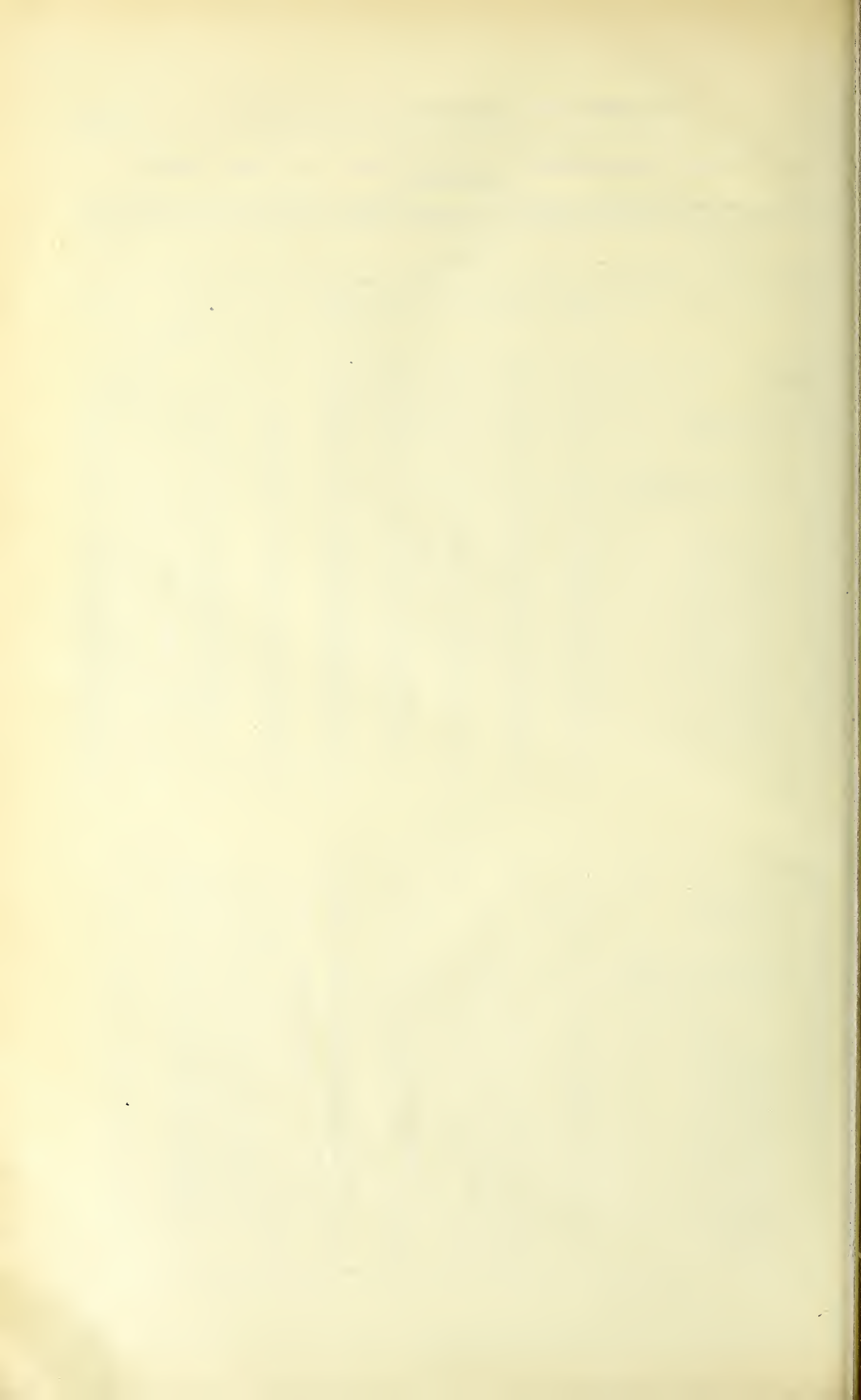
Comparative Statement showing Proportion of the Male Population living within Principal Age-Periods in each of the Six States and Territories of the Commonwealth of Australia (exclusive of full-blooded Aborigines).

NUMERICAL.

	New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	Territories.		Commonwealth.
							North-ern.	Federal Capital.	
All ages	857,698	655,591	329,506	207,358	161,565	97,591	2734	992	2,313,035
Specified	853,208	652,332	327,524	206,440	160,413	97,059	2674	984	2,300,634
Males under 5 years	102,003	73,061	37,724	24,109	17,709	12,636	84	85	267,411
" 5 to 15 years	164,273	129,201	63,522	40,059	26,596	21,393	158	188	445,390
" 15 to 65 years	550,564	416,603	212,959	132,987	112,192	59,182	2330	658	1,487,475
" 65 and over	36,368	33,467	13,319	9285	3916	3848	102	53	100,358
" 7 to 14 years (school age)	112,047	89,147	44,108	27,450	18,169	14,547	106	128	305,702
" 21 years and over (adults)	486,381	368,847	186,746	116,411	101,575	51,286	2325	592	1,314,163
" 20 to 40 years (soldier's age)	283,093	200,086	108,509	67,928	61,392	29,055	690	339	751,092
" under 5 years	102,005	73,061	37,724	24,109	17,709	12,636	84	85	267,411
" 5 to 10 years	85,137	65,615	32,068	20,470	14,807	11,307	93	89	229,586
" 10 to 15 years	79,136	63,586	31,454	19,589	11,789	10,086	65	99	215,804
" 15 to 20 years	82,981	67,804	32,648	21,524	11,787	9913	79	95	226,831
" 20 to 25 years	87,314	61,895	33,600	21,564	14,713	8843	116	104	228,179
" 25 to 30 years	76,430	51,995	29,053	19,020	15,487	7731	156	90	199,922
" 30 to 35 years	64,228	44,928	24,445	15,057	15,641	6570	175	75	171,119
" 35 to 40 years	55,121	41,308	21,411	12,287	15,551	5911	213	70	151,872
" 40 to 45 years	50,940	42,512	20,086	11,468	13,923	5555	340	43	144,867
" 45 to 50 years	46,638	41,015	18,769	10,300	10,758	5157	384	58	133,079
" 50 to 55 years	39,345	31,866	15,202	9543	7345	4368	415	48	108,132
" 55 to 60 years	27,544	19,486	10,271	7253	4199	3019	238	48	72,058
" 60 to 65 years	20,023	13,834	7474	4971	2788	2115	184	27	51,416
" 65 to 70 years	15,370	11,432	5889	4006	1869	1581	54	26	40,227
" 70 to 75 years	10,611	9415	4260	2555	1124	1041	39	18	29,063
" 75 to 80 years	6658	7275	2103	1529	576	678	7	5	18,831
" 80 to 85 years	2719	3903	768	818	254	341	2	3	8808
" 85 and over	1010	1442	299	377	91	207	...	1	3429
Unspecified	4490	3259	1982	918	1152	532	60	8	12,401

CENTESIMAL.

Specified ages	100	100	100	100	100	100	100	100	100
Males under 5 years	11·96	11·20	11·52	11·68	11·04	13·02	3·14	8·64	11·63
" 5 to 15 years	19·25	19·81	19·40	19·41	16·58	22·04	5·91	19·11	19·36
" 15 to 65 years	65·53	63·86	65·02	64·41	69·94	60·98	87·14	66·86	64·65
" 65 and over	4·26	5·13	4·06	4·50	2·44	3·96	3·81	5·39	4·36
" 7 to 14 years (school age)	13·13	13·67	13·47	13·30	11·33	14·99	3·96	13·01	13·29
" 21 years and over	57·00	56·54	57·02	56·38	63·32	52·84	86·94	60·16	57·12
" 20 to 40 years (soldier's age)	33·18	30·67	35·13	32·91	38·27	29·94	25·81	34·45	32·65
" under 15 years of age	31·21	31·01	30·91	31·09	27·62	35·06	9·05	27·74	30·99
" 5 years	11·96	11·20	11·52	11·68	11·04	13·02	3·14	8·64	11·63
" 5 to 10 years	9·98	10·06	9·79	9·92	9·23	11·65	3·48	9·04	9·98
" 10 to 15 years	9·28	9·75	9·60	9·49	7·35	10·39	2·43	10·06	9·38
" 15 to 20 years	9·72	10·39	9·97	10·43	7·35	10·22	2·95	9·65	9·86
" 20 to 25 years	10·23	9·49	10·26	10·45	9·17	9·11	5·46	10·57	9·92
" 25 to 30 years	8·96	7·97	8·87	9·21	9·65	7·97	5·83	9·15	8·69
" 30 to 35 years	7·53	6·89	7·46	7·29	9·75	6·77	6·54	7·62	7·44
" 35 to 40 years	6·46	6·33	6·55	5·95	9·69	6·09	7·97	7·12	6·60
" 40 to 45 years	5·97	6·52	6·13	5·55	8·68	5·72	12·72	4·37	6·30
" 45 to 50 years	5·47	6·29	5·73	4·99	6·71	5·31	14·36	5·89	5·78
" 50 to 55 years	4·61	4·88	4·64	4·62	4·58	4·50	15·52	4·88	4·70
" 55 to 60 years	3·23	2·99	3·14	3·51	2·62	3·11	8·90	4·88	3·13
" 60 to 65 years	2·35	2·12	2·28	2·41	1·74	2·18	6·88	2·75	2·23
" 65 to 70 years	1·80	1·75	1·80	1·94	1·17	1·63	2·02	2·64	1·75
" 70 to 75 years	1·24	1·44	1·30	1·24	·70	1·07	1·46	1·83	1·26
" 75 to 80 years	·78	1·11	·64	·74	·36	·70	·26	·51	·82
" 80 to 85 years	·32	·60	·23	·40	·16	·35	·08	·30	·38
" 85 and over	·11	·22	·09	·18	·05	·21	...	·10	·15



AGES OF THE PEOPLE.—PROPORTION OF FEMALE POPULATION LIVING WITHIN PRINCIPAL AGE PERIODS.

Comparative Statement showing Proportion of the Female Population living within principal Age-Periods in each of the Six States and Territories of the Commonwealth of Australia.

NUMERICAL.

	New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	Territories.		Commonwealth.
							North-ern.	Federal Capital.	
All ages	789,036	659,960	276,307	201,200	120,549	93,620	576	722	2,141,970
Specified	785,233	656,180	275,123	200,246	119,829	93,090	572	714	2,130,987
Females under 5 years.....	98,863	70,417	35,980	23,421	17,215	12,144	87	95	259,222
" 5 to 15	161,118	126,427	62,413	39,262	26,014	20,455	148	180	436,017
" 15 to 65	495,118	424,980	167,476	127,833	73,880	56,498	331	407	1,346,523
" 65 and over	30,134	34,356	9254	9730	2720	3993	6	32	90,225
" 7 to 14 (school age)	110,258	87,556	43,360	26,910	17,767	14,144	111	119	300,225
" 21 years and over	427,302	377,772	139,570	111,958	63,626	48,740	254	333	1,169,555
" 15 to 45 (fertile age)	390,314	324,350	139,437	98,627	60,242	43,769	284	319	1,052,302
" under 5 years	98,863	70,417	35,980	23,421	17,215	12,144	87	95	258,222
" 5 to 10 years	83,120	63,904	31,418	19,850	14,387	10,802	88	91	223,660
" 10 to 15 years	77,998	62,523	30,995	19,412	11,627	9653	60	89	212,357
" 15 to 20 years	81,015	67,719	30,888	21,350	10,806	9765	70	92	221,705
" 20 to 25 years	82,850	65,217	29,407	20,636	10,584	9293	45	59	218,091
" 25 to 30 years	72,390	55,651	23,508	18,517	10,429	7872	46	41	188,454
" 30 to 35 years	59,896	48,694	19,289	14,707	10,582	6579	50	44	159,841
" 35 to 40 years	50,708	44,549	16,738	12,213	9917	5361	35	39	139,560
" 40 to 45 years	43,455	42,480	14,607	11,204	7924	4899	38	44	124,651
" 45 to 50 years	37,583	38,477	12,246	10,042	5648	4488	24	29	108,537
" 50 to 55 years	29,964	29,420	9519	8348	3745	3755	11	25	84,757
" 55 to 60 years	20,905	18,457	6356	6190	2427	2558	9	21	56,923
" 60 to 65 years	16,352	14,316	4918	4626	1818	1928	3	13	43,974
" 65 to 70 years	13,014	12,603	4160	3734	1320	1614	4	15	36,464
" 70 to 75 years	8585	9972	2792	2717	813	1119	1	8	26,007
" 75 to 80 years	5242	6934	1411	1815	376	719	1	3	16,521
" 80 to 85 years	2223	3387	596	971	139	369	...	4	7689
" 85 and over	1070	1460	295	493	72	172	...	2	3564
Unspecified	3803	3780	1184	954	720	530	4	8	10,983

CENTESIMAL.

Specific ages	100	100	100	100	100	100	100	100	100
Females under 5 years.....	12·59	10·73	13·08	11·70	14·37	13·05	15·21	13·31	12·12
" 5 to 15	20·52	19·27	22·69	19·61	21·71	21·97	25·87	25·21	20·46
" 15 to 65	63·05	64·76	60·87	63·83	61·65	60·69	57·87	57·00	63·19
" 65 and over	3·84	5·24	3·36	4·86	2·27	4·29	1·05	4·48	4·23
" 7 to 14 (school age) ...	14·04	13·34	15·76	13·44	14·83	15·19	19·40	16·67	14·09
" 21 years and over	54·42	57·57	50·74	55·91	53·10	52·36	44·40	46·64	54·88
" 15 to 45 (fertile age) ...	49·71	49·42	48·86	49·26	50·27	47·02	49·65	44·68	48·38
" under 5 years.....	12·59	10·73	13·08	11·70	14·37	13·05	15·21	13·31	12·12
" 5 to 10 years	10·59	9·74	11·42	9·91	12·01	11·61	15·39	12·75	10·50
" 10 to 15 years	9·93	9·53	11·27	9·69	9·70	10·37	10·49	12·47	9·97
" 15 to 20 years	10·32	10·32	11·23	10·66	9·02	10·49	12·24	12·88	10·41
" 20 to 25 years	10·55	9·94	10·69	10·31	8·83	9·98	7·87	8·26	10·23
" 25 to 30 years	9·22	8·48	8·55	9·25	8·70	8·46	8·04	5·74	8·84
" 30 to 35 years	7·63	7·42	7·01	7·35	8·83	7·07	8·74	6·16	7·50
" 35 to 40 years	6·46	6·79	6·09	6·10	8·28	5·76	6·12	5·46	6·53
" 40 to 45 years	5·53	6·48	5·31	5·59	6·61	5·26	6·64	6·16	5·85
" 45 to 50 years	4·79	5·86	4·45	5·00	4·71	4·82	4·20	4·06	5·09
" 50 to 55 years	3·82	4·48	3·46	4·17	3·13	4·03	1·92	3·50	3·98
" 55 to 60 years	2·66	2·81	2·31	3·09	2·03	2·75	1·57	2·94	2·67
" 60 to 65 years	2·08	2·18	1·79	2·31	1·52	2·07	·53	1·82	2·06
" 65 to 70 years	1·66	1·92	1·51	1·86	1·10	1·73	·70	2·10	1·71
" 70 to 75 years	1·09	1·52	1·00	1·36	·68	1·20	·17	1·12	1·22
" 75 to 80 years	·68	1·06	·51	·91	·31	·77	·17	·43	·77
" 80 to 85 years	·28	·52	·22	·48	·11	·40	...	·56	·36
" 85 and over	·13	·22	·10	·26	·06	·18	...	·28	·17

AGES OF THE PEOPLE.—PROPORTIONS OF SEXES.

Proportions of Males and Females in every 100 of the General Population at each Age-period, at the five last Censuses.

Age-periods.	Males.					Females.				
	1870.	1881.	1891.	1901.	1911.	1870.	1881.	1891.	1901.	1911.
All ages	53·21	52·86	52·88	51·93	51·04	46·79	47·14	47·12	48·05	48·96
Under 1	51·40	48·22	51·00	50·63	51·65	48·60	51·78	49·00	49·34	48·35
1-2	49·31	48·67	50·37	51·28	50·12	50·69	51·33	49·63	48·70	49·88
2-5	50·13	51·44	50·35	51·53	51·05	49·87	48·56	49·65	48·45	48·95
5-10	50·89	51·07	50·92	50·66	51·15	49·11	48·93	49·08	49·30	48·85
10-15	44·88	51·22	50·33	50·37	51·09	50·12	48·78	49·67	49·61	48·91
15-20	48·54	50·13	50·91	50·88	50·38	51·46	49·87	49·09	49·11	49·62
20-30	46·31	51·04	53·28	51·35	49·13	53·69	48·96	46·72	48·62	50·87
30-40	48·65	51·54	55·07	54·02	51·11	51·35	48·46	44·93	45·97	48·89
40-50	59·67	51·15	53·30	54·43	53·30	40·33	48·85	46·70	45·66	46·70
50-60	66·15	59·35	51·86	52·92	53·92	33·85	40·65	48·14	47·07	46·08
60-70	71·92	65·75	58·02	49·80	51·06	28·08	34·43	41·98	50·20	48·94
70-80	71·87	70·61	65·29	56·88	49·73	28·13	29·39	34·71	43·10	50·27
80-90	74·84	71·40	66·70	60·09	49·38	25·16	28·60	33·30	39·90	50·62
90-over	78·26	60·78	75·30	50·64	58·89	21·74	39·22	24·10	49·35	41·11
Not specified .....	...	76·04	96·61	81·61	50·10	...	23·96	3·99	18·36	49·90

This table is to be read thus :—In every 100 of the population in 1870 under one year, 51·40 persons were males and 48·60 were females : or, to avoid decimals, in every 10,000 persons in that year 5140 were males and 4260 females.

NUMBER OF FEMALES TO 100 MALES.

Number of Females to every 100 Males at each Age-period, at the five last Censuses.

Age-periods.	1870.		1881.		1891.		1901.		1911.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
All Ages	100·00	87·93	100·00	89·18	100·00	89·10	100·00	92·52	100·00	95·94
Under 1 year		94·54		107·39		96·07		97·42		93·58
1-2		102·79		105·48		98·53		94·98		99·50
2-5		99·48		94·41		98·62		94·06		95·88
5-10		96·50		95·79		96·38		93·64		95·52
10-15		100·49		95·23		98·70		98·49		95·70
15-20		106·01		99·46		96·42		96·52		98·52
20-30		115·94		95·92		87·70		94·69		103·58
30-40	100·00	105·58	100·00	93·94	100·00	81·57	100·00	85·08	100·00	95·68
40-50		67·51		95·51		87·64		83·68		87·64
50-60		51·18		68·49		91·33		88·94		85·47
60-70		39·04		52·50		72·34		100·80		95·84
70-80		39·14		41·62		53·17		75·79		106·95
80-90		33·62		40·05		49·91		66·39		88·24
90 and over		27·78		64·52		31·75		97·42		69·83
Not specified .....		...		31·51		3·51		2·25		99·62

This table is to be read thus :—To every 100 males at all ages in 1870 there were 87·93 females, and to every 100 males under one year, 94·54 females : or, to avoid decimals, to every 10,000 males at all ages there were 8793 females, and to every 10,000 males under one year, 94·54 females.

CONJUGAL CONDITION.

Population of the State of Tasmania at the Census of the 3rd April, 1911, classified according to Conjugal Condition, Sex, and Age.

Age.	Males.						Females.					
	Never Married.	Married.	Wid-owed.	Div-orced.	Not stated.	Total.	Never Married.	Married.	Wid-owed.	Div-orced.	Not stated.	Total.
Under 14	31,992	...	...	...	...	31,992	30,659	...	...	...	...	30,659
14	2,037	...	...	...	..	2037	1939	1	...	...	...	1940
15	1,885	2	..	...	...	1887	1921	5	...	...	2	1928
16	2,039	2	...	...	..	2041	1912	21	...	...	...	1933
17	1,976	5	...	...	...	1981	1916	54	...	...	...	1970
18	2,113	8	...	...	...	2121	1899	117	...	...	2	2018
19	1,850	33	...	...	...	1883	1675	238	1	...	2	1916
20	1,767	64	...	...	...	1831	1596	383	4	...	3	1986
21-4	5,759	1200	6	1	46	7012	4577	2693	23	2	12	7307
25-9	4,218	3443	40	3	37	7731	3055	4727	71	4	15	7872
30-4	2,163	4306	79	5	17	6570	1690	4753	117	6	13	6579
35-9	1,448	4319	111	7	26	5911	1062	4097	187	5	10	5361
40-4	1,119	4320	166	8	32	5555	825	3793	268	4	9	4899
45-9	896	4020	203	11	27	5157	623	3406	440	5	14	4488
50-4	644	3381	312	8	23	4368	460	2803	473	2	17	3755
55-9	382	2312	303	10	12	3019	275	1743	529	2	9	2558
60-4	236	1578	284	2	15	2115	205	1096	618	3	6	1928
65-9	184	1116	273	3	5	1581	163	724	719	1	7	1614
70-4	123	675	239	...	4	1041	94	361	660	...	4	1119
75-9	53	365	255	...	5	678	43	175	499	...	2	719
80-4	26	168	144	...	3	341	21	59	285	...	4	369
85-9	21	44	75	...	4	144	9	16	102	...	1	128
90-4	4	11	27	...	1	43	...	3	34	...	...	37
95-9	2	7	7	...	...	16	...	...	7	...	...	7
100 & over	...	3	1	...	...	4	...	...	...	...	...	...
Unspecified	263	188	28	1	52	532	174	305	49	...	2	530
Total.....	63,200	31 470	2553	59	309	97,591	56,793	31,573	5086	34	134	93,620

EDUCATION.

POPULATION of the State of Tasmania at the Census of 3rd April, 1911, Classified according to Education and Age.

Age.	English Language.		Foreign Language only.		Cannot Read.	Not Stated.	Total.
	Read and Write.	Read only.	Read and Write.	Read only.			
<i>Males.</i>							
0-4.....	...	...	...	...	12,686	...	12,686
5-9.....	7827	74	...	...	2511	895	11,307
10-14.....	9853	16	...	...	142	75	10,086
15-19.....	9541	26	...	...	207	139	9913
20 and upwards	48,655	336	179	18	2698	1231	53,117
Unspecified	371	4	2	2	50	103	532
Total	76,247	456	181	20	18,244	2443	97,591
<i>Females.</i>							
0-4.....	...	...	...	...	12,144	...	12,144
5-9.....	7570	69	1	...	2393	769	10,802
10-14.....	9470	13	...	...	99	71	9653
15-19.....	9546	5	1	...	102	111	9765
20 and upwards	47,790	316	28	4	1447	1141	50,726
Unspecified	419	6	...	...	50	55	530
Total	74,795	409	30	4	18,235	2147	93,620
<i>Persons.</i>							
0-4 .....	...	...	...	...	24,780	...	24,780
5-9.....	15,397	143	1	...	4904	1664	22,109
10-14.....	19,323	29	...	...	241	146	19,739
15-19.....	19,087	31	1	...	309	250	19,678
20 and upwards	96,445	652	207	22	4145	2372	103,843
Unspecified	790	10	2	2	100	158	1062
Total	151,042	865	211	24	34,479	4590	191,211

SICKNESS AND INFIRMITY.

TABLE Showing the Number of Sick and Infirm, and Proportion per 10,000 of the living Population of Persons, Males and Females, at the Censuses, 1891 and 1901, under each description of Infirmary.

Nature of Infirmary.	Number of Sick and Infirm.						Proportion per 10,000 living.					
	1901.			1891.			1901.			1891.		
	Persons.	Males.	Females.	Persons.	Males.	Females.	Persons.	Males.	Females.	Persons.	Males.	Females.
Totals	3432	1993	1439	3416	2097	1319	169·00	222·40	173·70	232·90	270·37	190·86
Totals, less Epileptics, Crippled, and Deformed	2092	1225	867	1869	1136	833	121·30	136·70	104·65	134·24	146·47	120·54
Sick	1127	618	509	1169	659	510	65·36	68·98	61·44	79·70	84·97	73·80
Accident (suffering from)	277	238	39	152	132	20	16·06	26·56	4·71	10·36	17·02	2·89
Deaf and Dumb	75	41	34	54	27	27	4·35	4·57	4·11	3·68	3·48	3·91
Blind	173	97	76	165	97	68	10·03	10·82	9·18	11·25	12·51	9·84
Insane	421	225	196	383	204	179	24·41	25·11	23·66	26·11	26·30	25·90
Idiotic	19	6	13	46	17	29	1·10	0·66	1·56	3·14	2·19	4·20
Epileptic	14	5	9	37	21	16	0·81	0·55	1·08	2·52	2·71	2·31
Crippled, Deformed, and other Infirmities	1326	763	563	1410	940	470	76·88	85·15	67·96	96·14	121·19	68·01
Total Population of State per Census 1891						Persons.	146,667	...	Males.	77,560	...	Females.
" " " 1901						Persons.	172,475	...	Males.	89,624	...	Females.

RELIGION.

*Metropolitan and Extra-Metropolitan Population of Tasmania at the Census of 3rd April, 1911,
Classified according to Religion.*

Religion.	Hobart and Suburbs.			Remainder of State.			The Whole State.		
	Males.	Females.	Persons.	Males.	Females.	Persons.	Males.	Females.	Persons.
I.—Christian.									
Church of England	8895	10,699	19,594	39,950	32,614	68,564	44,845	43,313	88,158
Methodist	1574	1838	3412	10,737	10,826	21,563	12,311	12,664	24,975
Presbyterian	1523	1710	3233	6,195	6007	12,502	8018	7717	15,735
Congregational	591	774	1365	1748	1767	3515	3339	2541	4880
Baptist	266	387	653	1932	2172	4104	2198	2559	4757
Church of Christ	107	161	268	412	447	859	519	608	1127
Salvation Army	89	122	211	604	604	1208	693	726	1419
Lutheran	32	20	52	112	33	145	144	53	197
Seventh Day Adventist ..	83	104	187	149	178	327	232	282	514
Unitarian	25	15	40	23	10	33	48	25	73
Protestant (undefined) ..	1480	1207	2687	2563	1923	4486	4043	3130	7173
Roman Catholic	2624	3398	6022	11,643	10,916	22,559	14,267	14,314	28,581
Greek Catholic	6	4	10	13	15	28	19	19	38
Catholic (undefined)	289	311	600	1870	1610	3480	2159	1921	4080
Others	211	237	448	856	829	1685	1067	1066	2133
Total	17,795	20,987	38,782	75,107	69,951	145,058	92,902	90,938	183,840
II.—Non-Christian.									
Hebrew	46	40	86	27	17	44	73	57	130
Mohammedan .....	..	..	..	10	..	10	10	..	10
Buddhist	2	..	2	94	3	97	96	3	99
Confucian	5	..	5	42	..	42	47	..	47
Pagan	7	..	7	1	..	1	8	..	8
Others	1	3	4	30	8	38	31	11	42
Total	61	43	104	204	28	232	265	71	336
III.—Indefinite.									
No Denomination	12	12	24	67	54	121	79	66	145
Freethinker	12	9	21	60	10	70	72	19	91
Agnostic	19	8	27	33	3	36	52	11	63
Others	20	17	37	61	29	90	81	46	127
Total	63	46	109	221	96	317	284	142	426
IV.—No Religion.									
Atheist	1	..	1	5	..	5	6	..	6
No Religion	38	8	46	120	32	152	158	40	198
Others .....	..	..	..	5	1	6	5	1	6
Total	39	8	47	130	33	163	169	41	210
V.—Object to State	345	233	578	2663	1688	4351	3008	1921	4929
VI.—Unspecified	184	133	317	779	374	1153	963	507	1470
Grand Total	18,487	21,450	39,937	79,104	72,170	151,274	97,591	93,620	191,211

BIRTHPLACES.

*Metropolitan and Extra-Metropolitan Population of Tasmania at the Census of 3rd April, 1911,
Classified according to Birthplace.*

Birthplace.	Population of Hobart and Suburbs.			Remainder of State.			The Whole State.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
<i>Australasia—</i>									
Commonwealth of Australia									
New South Wales	394	491	885	669	776	1445	1063	1267	2330
Victoria	690	898	1588	3900	3291	7191	4590	4189	8779
Queensland	51	83	134	132	166	298	183	249	432
South Australia	84	111	195	361	366	727	445	477	922
Western Australia	25	47	72	90	79	169	115	126	241
Tasmania	14,716	17,414	32,130	65,399	61,360	126,759	80,115	78,774	158,889
Northern Territory	—	—	—	—	1	1	—	1	1
Australia (undefined)	115	115	230	322	351	673	437	466	903
New Zealand	164	206	370	410	420	830	574	626	1200
<i>Europe—</i>									
England	1221	1065	2286	4009	2693	6702	5230	3758	8988
Wales	30	21	51	126	80	206	156	101	257
Scotland	262	239	501	883	688	1571	1145	927	2072
Ireland	246	350	596	800	759	1559	1046	1109	2155
Isle of Man	4	2	6	7	3	10	11	5	16
Other European British Possessions	9	10	19	22	11	33	31	21	52
Austria-Hungary	4	—	4	20	1	21	24	1	25
Belgium	3	—	3	3	3	6	6	3	9
Denmark	21	22	43	57	21	78	78	43	121
France	9	4	13	18	7	25	27	11	38
Germany	81	61	142	272	176	448	353	237	590
Greece	2	1	3	2	1	3	4	2	6
Italy	5	2	7	12	2	14	17	4	21
Netherlands	—	1	1	8	1	9	8	2	10
Norway	7	1	8	35	—	35	42	1	43
Portugal	3	—	3	6	—	6	9	—	9
Russia	9	3	12	28	4	32	37	7	44
Spain	—	1	1	6	—	6	6	1	7
Sweden	19	2	21	88	10	98	107	12	119
Switzerland	5	3	8	8	5	13	13	8	21
Other European Countries	1	—	1	2	—	2	3	—	3
<i>Asia—</i>									
British India	42	40	82	133	104	237	175	144	319
Ceylon	2	2	4	8	14	22	10	16	26
Hong Kong	—	—	—	2	1	3	2	1	3
Straits Settlements	—	2	2	—	—	—	—	2	2
Other Asiatic British Possessions	1	2	3	2	—	2	3	2	5
Afghanistan	—	—	—	—	—	—	—	—	—
Arabia	—	—	—	1	—	1	1	—	1
China	70	1	71	283	8	291	353	9	362
Japan	—	—	—	1	—	1	1	—	1
Java	—	—	—	—	1	1	—	1	1
Philippine Islands	—	—	—	—	—	—	—	—	—
Syria	1	2	3	32	22	54	33	24	57
Other Asiatic Countries	—	—	—	1	—	1	1	—	1
<i>Africa—</i>									
Cape of Good Hope	6	7	13	5	8	13	11	15	26
Mauritius	2	—	2	8	3	11	10	3	13
Natal	—	3	3	9	5	14	9	8	17
Orange Free State	—	—	—	2	—	2	2	—	2
Transvaal	2	3	5	3	2	5	5	5	10
South Africa (undefined)	7	14	21	14	23	37	21	37	58
Other African British Possessions	—	—	—	1	2	3	1	2	3
Egypt	1	—	1	2	1	3	3	1	4
Other African Countries	4	3	7	4	1	5	8	4	12
<i>America—</i>									
Barbadoes	—	—	—	—	—	—	—	—	—
Canada	7	7	14	45	21	66	52	28	80
Jamaica	1	1	2	1	—	1	2	1	3
Newfoundland	—	—	—	3	—	3	3	—	3
Other American British Possessions	2	—	2	4	1	5	6	1	7
Argentine Republic	—	1	1	3	3	6	3	4	7
Brazil	1	3	4	4	—	4	5	3	8
Chile	1	—	1	—	—	—	1	—	1
Mexico	—	—	—	—	—	—	—	—	—
Peru	—	—	—	—	—	—	—	—	—
United States of America	15	17	32	88	34	122	108	51	154
Other American Countries	—	2	2	8	6	14	8	8	16

Metropolitan and Extra-Metropolitan Population of Tasmania, &c.—(Continued.)

Birthplace.	Population of Hobart and Suburbs.			Remainder of State.			The Whole State.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
<i>Polynesia—</i>									
Fiji	1	10	11	10	5	15	11	15	26
Friendly Islands	—	—	—	—	—	—	—	—	—
Papua	—	—	—	—	—	—	—	—	—
Other Polynesian British Possessions ..	—	—	—	—	—	—	—	—	—
New Caledonia.....	—	1	1	1	—	1	1	1	2
New Hebrides	1	4	5	1	—	1	2	4	6
Samoa	—	—	—	—	—	—	—	—	—
Other Polynesian Islands.....	4	—	4	—	—	—	4	—	4
South Sea Islands (so described)	—	1	1	3	2	5	3	3	6
At Sea	15	19	34	47	41	88	62	60	122
Unspecified	121	152	273	680	587	1267	801	739	1540
TOTAL	18,487	21,450	39,937	79,104	72,170	151,274	97,591	93,620	191,211
Total, Commonwealth	16,075	19,159	35,234	70,873	66,390	137,263	86,948	85,549	172,497
„ AUSTRALASIA	16,239	19,365	35,604	71,283	66,810	138,093	87,522	86,175	173,697
„ EUROPE	1941	1788	3729	6412	4465	10,877	8353	6253	14,606
„ ASIA	116	49	165	463	150	613	579	199	778
„ AFRICA	22	30	52	48	45	93	70	75	145
„ AMERICA	27	31	58	156	65	221	183	96	279
„ POLYNESIA	6	16	22	15	7	22	21	23	44

BREADWINNERS—NUMBERS AND PROPORTIONS—CLASSES AND SUB-CLASSES, 1901.

Shown, in respect of the Total of all Classes and of Breadwinners, the Numbers and Proportions per cent. of Persons, Males and Females, belonging to the different Divisions, Classes, and Sub-Classes of Occupations, according to the new classification adopted in Census of 1901.

Class.	Sub-Class.	OCCUPATIONS.	NUMERICAL.			CENTESIMAL PROPORTION.					
			Persons.	Males.	Females.	In relation to All Classes.			In relation to Breadwinners.		
						Persons.	Males.	Females.	Persons.	Males.	Females.
		<i>Divisions.</i>									
		All Classes.....	172,475	89,624	82,851	100·00	100·00	100·00	234·70	155·64	520·82
		Breadwinners (I.–VII.)	73,494	57,585	15,909	42·61	64·25	19·20	100·00	100·00	100·00
		Dependants (VIII.)	98,981	32,039	66,942	57·39	35·75	80·80	134·70	55·64	420·82
		<i>Classes.</i>									
I.		Professional	4997	3067	1930	2·90	3·42	2·33	6·80	5·32	12·23
II.		Domestic	7937	1463	6474	4·60	1·63	7·82	10·80	2·54	40·61
III.		Commercial.....	...	...	...	...	...	...	...	...	...
	A.	Property and Finance	1364	1008	356	·79	1·13	·43	1·87	1·75	2·30
	B.	Trade	6131	5087	1044	3·56	5·68	1·26	8·43	8·86	6·77
	C.	Storage	2	2	...	...	...	...	...	...	...
IV.		Transport and Communication	4848	4518	330	2·81	5·04	·39	6·59	7·85	2·07
V.		Industrial	18,750	16,475	2275	10·88	18·38	2·75	25·53	28·62	14·30
VI.		Agricultural, Pastoral, Mineral, and other Primary Producers .....	...	...	...	...	...	...	...	...	...
	A.	Agricultural	19,422	17,348	2074	11·26	19·35	2·51	26·43	30·13	30·03
	B.	Pastoral.....	1881	1518	363	1·09	1·69	·44	2·55	2·62	2·29
	C.	Mineral	5467	5466	1	3·17	6·10	...	7·44	9·49	...
	D.	Other Primary Producers	1129	1107	22	·65	1·24	·02	1·53	1·42	·14
VII.		Indefinite	1566	526	1040	·90	·59	1·25	2·13	·91	6·53
VIII.		Dependants	98,981	32,039	66,942	57·39	35·75	80·80	134·70	55·64	420·82

OCCUPATIONS OF THE PEOPLE, 1901. GRADES, &c.

Showing the Grades, Numbers and Proportions per cent. of Persons living in the State belonging to the several Divisions, Classes, and principal Sub-Classes of Occupations, distinguishing the grades of Employer, Employed on own account, Relative assisting and Wage-earner; also, distinguishing the Unemployed and the Dependants.

		Grade, &c.—Numerical.—(Persons.)								Grade, &c.—Centesimal Proportion.—(Specified.)							
Class.	Sub-Class.	Occupations.	Total.	Employer.	Engaged on own account.	Relative assisting.	Wage-earner.	Unemployed.	Dependants.	Undefined.	Total.	Employer.	Engaged on own account.	Relative assisting.	Wage-earner.	Unemployed.	Dependants.
I.-VII.		DIVISIONS.															
I.-VII.		All Classes.....	172,475	6667	12,178	6160	46,249	2165	98,981	75	100-00	3-87	7-06	3-57	26-83	1-25	57-42
I.-VI.		Breadwinners.....	73,494	6667	12,178	6160	46,249	2165	...	75	100-00	9-08	16-59	8-39	62-99	2-95	...
VII.		Dependants	98,981	...	...	...	..	...	98,981	...	100-00	...	...	...	...	...	100-00
I.		CLASSES AND SUB-CLASSES.															
I.		Professional	4997	226	846	61	3778	86	...	...	100-00	4-52	16-93	1-22	75-61	1-72	...
II.		Domestic.....	7937	323	558	339	6492	224	...	1	100-00	4-07	7-03	4-27	81-81	2-82	...
III.		Commercial	7497	1071	1926	292	4036	171	...	1	100-00	14-28	25-70	3-90	53-83	2-29	...
"	A.	Property and Finance.....	1364	155	740	2	457	10	...	...	100-00	11-36	54-25	0-14	33-52	0-73	...
"	B.	Trade	6131	916	1186	290	3577	161	...	1	100-00	14-95	19-34	4-73	58-36	2-62	...
"	C.	Storage	2	...	...	...	2	...	...	...	100-00	...	...	...	...	...	...
IV.	D.	Transport and Communication ...	4848	201	360	49	4059	179	...	...	100-00	4-14	7-42	1-01	83-74	3-69	...
V.		Industrial.....	18,750	1244	1750	284	14,563	905	...	4	100-00	6-65	9-33	1-52	77-67	11-83	...
VI.		Primary Producers.....	27,899	3561	5564	5135	12,987	594	...	58	100-00	12-80	19-08	18-44	46-64	2-13	...
"	A.	Agricultural	19,422	3028	4340	4578	7217	249	...	10	100-00	15-69	22-36	23-59	37-17	1-28	...
"	B.	Pastoral	1881	324	410	459	648	30	...	10	100-00	17-32	21-92	24-53	34-63	1-60	...
"	C.	Mineral	5467	132	537	17	4449	298	...	34	100-00	2-43	9-88	0-31	81-90	5-48	...
"	D.	Other Primary Producers	1129	77	277	81	673	17	...	4	100-00	6-84	24-62	7-20	59-82	1-52	...
VII.		Indefinite	1566	41	1174	...	334	6	...	11	100-00	2-63	75-50	...	21-48	0-39	...
VIII.		Dependants .....	...	...	...	...	...	...	...	...	100-00	...	...	...	...	...	...
VIII.		On Natural Guardians	97,404	...	...	...	...	...	97,404	...	100-00	...	...	...	...	...	100-00
VIII.		On the State or Public Charity...	1577	...	...	...	...	...	1577	...	100-00	...	...	...	...	...	100-00

OCCUPATIONS OF THE PEOPLE, 1901.—AGES.
Showing the Numbers and Proportion per cent. of Persons living in the State belonging to the several Divisions, Classes, and principal Sub-Classes of Occupations under various Age-Groups.

Class.	Sub-Class.	Occupations.	Ages—Numerical—(Persons).							Ages—Centesimal Proportion—(Specified Ages.)									
			All Ages.	5.	- 15.	- 20.	- 25.	- 45.	- 65.	65 and over.	Unspeci- fied Ages.	All Ages specified.	5.	- 15.	- 20.	- 25.	- 45.	- 65.	65 and over.
I.-VIII.		DIVISIONS.																	
		All Classes ..	172,475	20,865	43,160	18,451	16,410	47,054	19,365	7023	147	100·00	12·10	25·04	10·72	27·30	11·23	9·53	4·08
I.-VII.		Breadwinners	73,494	...	3024	12,182	11,595	29,883	12,412	4293	105	100·00	...	4·12	16·60	15·80	40·72	16·91	5·85
VIII.		Dependants	98,981	20,865	40,136	6269	4815	17,171	6953	2730	42	100·00	21·09	40·58	6·33	4·86	17·36	7·03	2·75
I.		CLASSES AND SUB-CLASSES.																	
		Professional	4997	...	48	453	951	2358	963	215	9		...	·97	9·09	19·06	47·26	19·31	4·31
II.		Domestic	7939	...	428	2147	1938	2318	870	234	2		...	5·39	27·07	24·42	29·20	10·97	2·95
III.		Commercial	7497	...	277	1135	1012	2998	1468	603	4		...	3·70	15·15	13·51	40·00	19·59	8·05
"	A.	Property and Finance	1364	...	9	76	99	391	427	360	2		...	·66	5·58	7·26	28·71	31·36	26·43
"	B.	Trade	6131	...	268	1059	912	2606	1041	243	2		...	4·37	17·28	14·88	42·53	16·98	9·96
"	C.	Storage	2	...	...	...	1	1	...	...	...		...	...	...	50·00	50·00	...	...
IV.		Transport & Communication	4848	...	120	532	733	2404	909	145	5	100·00	...	2·47	10·98	15·14	49·65	18·77	2·99
V.		Industrial	18,750	...	610	3316	3117	8310	2625	715	57		...	3·26	17·74	16·68	44·46	14·04	3·82
VI.		Primary Producers	27,899	...	1540	4564	3797	11,140	5024	1813	21		...	5·52	16·37	13·62	39·95	18·04	6·50
"	A.	Agricultural	19,422	...	1277	3575	2545	6930	3551	1533	11		...	6·57	18·42	13·11	35·70	18·29	7·89
"	B.	Pastoral	1881	...	111	300	196	745	410	119	...		...	5·90	15·95	10·42	39·61	21·80	6·32
"	C.	Mineral	5467	...	51	470	899	3013	906	119	9		...	·93	8·61	16·48	55·21	16·59	2·18
"	D.	Other Primary Producers	1129	...	101	219	157	452	157	42	1		...	8·95	19·41	13·92	40·08	13·92	3·72
VII.		Indefinite	1566	...	1	35	47	355	553	568	7		...	·06	2·24	3·01	22·77	35·48	36·44
VIII.		Dependants	98,981	20,865	40,136	6269	4815	17,171	6953	2730	42		21·09	40·58	6·33	4·86	17·36	7·03	2·75
"	A.	On Natural Guardians	97,404	20,823	39,930	6146	4695	16,839	6713	2232	26		21·38	41·02	6·31	4·82	17·29	6·89	2·29
"	B.	On State or Public Charity	1577	42	206	123	120	332	240	498	16		2·69	13·20	7·88	7·68	21·27	15·37	31·91

OCCUPATIONS OF THE PEOPLE—DISTRIBUTION BY ELECTORAL DISTRICTS.—BREADWINNERS—
CENTESIMAL PROPORTION, 1901.

Showing the Per-centage Proportion of Breadwinners (Persons) living in the Colony in Urban Districts, in Rural Districts as a whole, and in each Electoral District, distinguishing the various Classes and principal Sub-classes.

Districts.	Breadwinners (Persons).											
	All Breadwinners.	Class I. Professional.	Class II. Domestic.	Class III. Commercial.	Class IV. Transport and Communication.	Class V. Industrial.	Class VI. Primary Producers.					Class VII. Indefinite.
							All Primary Producers.	Agriculture.	Pastoral.	Mines and Minerals.	Other Primary Producers.	
The whole Colony..	100·00	6·80	10·80	10·20	6·59	25·53	37·95	26·43	2·55	7·44	1·53	2·13
City of Hobart ...	100·00	12·25	15·52	18·22	12·99	33·51	3·59	1·85	·40	·90	·44	3·92
City of Launceston		9·72	16·06	20·45	8·25	38·61	4·29	2·77	·64	·59	·29	2·61
Rural Districts		5·29	9·10	9·12	5·06	22·04	49·70	34·77	3·27	9·73	1·93	1·69
Brighton	100·00	4·26	9·61	5·60	4·26	17·31	55·87	52·13	1·75	·42	1·57	3·09
Campbell Town		5·83	15·06	7·10	6·68	20·15	42·53	22·48	9·97	1·27	8·81	2·65
Cressy		3·34	8·46	8·61	2·33	7·23	71·26	62·70	6·56	·00	2·00	1·67
Cumberland		4·11	10·42	3·97	3·47	18·78	56·92	33·88	16·59	·28	6·17	2·33
Devonport.....		5·73	8·49	7·82	8·08	21·19	46·72	43·79	1·53	1·06	·34	1·97
Devon, West		4·41	7·33	4·85	3·90	20·08	57·94	54·75	1·18	1·44	·57	1·49
Deloraine		4·76	8·24	5·60	2·90	15·32	61·90	1·28	58·46	1·87	·68	·89
Evandale.....		4·85	13·31	7·59	3·99	20·96	46·02	39·37	5·24	·55	·86	3·28
Fingal.....		4·20	8·28	6·22	3·53	13·24	63·40	18·76	8·91	34·47	1·26	1·13
Franklin		3·78	6·00	3·90	5·51	32·32	47·36	41·84	0·66	·60	4·26	1·13
George Town		4·89	9·57	7·63	4·73	19·76	51·43	15·09	2·34	30·69	3·31	1·99
Glamorgan.....		5·40	9·06	2·64	3·50	15·65	61·41	49·27	9·79	·74	1·61	2·34
Glenorchy		12·87	13·17	14·80	5·49	24·37	24·86	22·31	1·62	·79	·14	4·44
Kingborough		3·46	4·64	3·36	4·30	11·46	72·09	64·93	1·53	1·04	4·59	·69
Latrobe		5·79	10·00	6·66	2·20	18·13	55·37	52·20	1·17	·68	1·32	1·85
Longford		5·66	14·34	9·24	3·49	23·82	40·37	35·46	3·25	·92	·74	3·08
Lyell		4·31	8·69	8·18	7·99	46·15	24·29	·45	·31	22·52	1·01	·39
New Norfolk		6·38	5·76	3·19	2·00	17·58	64·00	62·34	1·00	·33	·33	1·09
Oatlands		4·77	14·02	5·85	4·31	12·25	58·10	45·68	6·48	·69	5·25	·69
Queenborough.....		11·24	13·94	14·57	6·07	25·70	23·55	19·64	2·22	1·14	·55	4·93
Richmond		5·25	9·44	5·14	4·93	17·64	55·61	51·11	2·83	1·15	·52	1·99
Ringarooma.....		4·07	7·18	4·62	3·80	15·45	64·14	27·56	5·86	24·31	6·41	·74
Selby		5·46	9·23	12·59	4·92	19·13	46·57	38·53	4·16	3·07	·81	2·10
Sorell.....		5·28	9·16	6·52	4·22	14·84	56·81	50·39	3·05	·35	2·82	3·17
Waratah		6·08	9·75	8·20	11·35	24·81	38·87	19·49	·70	17·51	1·17	·94
Wellington		4·22	6·33	5·24	4·35	15·77	62·85	51·24	8·55	·84	2·22	1·84
Westbury		3·53	6·41	4·08	2·33	12·98	68·40	63·55	3·20	·33	1·32	2·27
Zeehan		4·87	10·16	10·51	5·62	26·23	42·18	1·10	40·20	·69	·19	·43

OCCUPATIONS OF THE PEOPLE.—DISTRIBUTION OF OCCUPATIONS UNDER TWENTY-FOUR ORDERS.

Showing numerically and centesimally, Persons, Males and Females, living in Tasmania belonging to Twenty-four Orders Occupations, arranged under their respective Divisions and Classes.

Occupations.		Numerical.			Centesimal.			
		Persons.	Males.	Females.	Persons.	Males.	Females.	
DIVISIONS.								
All Classes.....		172,475	89,624	82,851	100·00	100·00	100 00	
Breadwinners (Classes I. to VII.).....		73,494	57,585	15,909	42·61	64·25	19·20	
Dependants (Class VIII.)		98,981	32,039	66,942	57·39	35·75	80·80	
<i>Nature of Services.</i>								
<i>Classes.</i>								
Personal and Immaterial.....	I. Professional	4997	3067	1930	2·90	3·42	2·33	
	II. Domestic	7937	1463	6474	4·60	1·63	7·82	
Distributors of Materials	III. Commercial	7497	6097	1400	4·35	6·81	1·69	
Transport of Goods, &c.....	IV. Transport & Communica- [tion	4848	4518	330	2·81	5·04	·39	
Modifiers of Materials.....	V. Industrial	18,750	16,475	2275	10·88	18·38	2·75	
Primary Producers of Materials.	VI. Primary Producers	27,899	25,439	2460	16·17	28·38	2·97	
Indefinite	VII. Indefinite	1566	526	1040	0·90	0·59	1·25	
Dependants	VIII. Dependants	98,981	32,039	66,942	57·39	35·75	80·80	
Class.	Order.	ORDER.						
		<i>Services, Personal and Immaterial.</i>						
		Persons not otherwise classed, engaged in or ministering to—						
I.	1	Government, Law, Defence, and Protection	1329	1312	17	·77	1·46	·02
	2	Religion, Charity, Health, Education, Science, and Amusement	3668	1755	1913	2·13	1·96	2·31
II.	3	Board and Lodging and Personal Service	7937	1463	6474	4·60	1·63	7·82
		<i>Distributors of Materials.</i>						
III.	4	Property and Finance	1364	1008	356	7·79	1·12	·43
		Traders and Dealers in—						
	5	Art and Mechanic Productions, various	359	305	54	·21	1·34	·07
	6	Textile Fabrics, Dress, and Fibrous Materials ...	957	707	250	·55	·79	·30
	7	Food, Drink, Narcotics, and Stimulants	1530	1301	229	·89	1·46	·28
	8	Animals, and Animal and Vegetable Substances ...	345	329	16	·20	·38	·02
	9	Minerals mainly used for Fuel and Light.....	259	255	4	·15	·28	·00
	10	Other Minerals	205	195	10	·12	·21	·01
	11	General Dealers and other undefined Mercantile Pursuits	2437	1960	477	1·42	2·19	·58
	12	Speculators in Chance Events	39	35	4	·22	·04	·00
	13	Storage	2	2	...	·00	·00	·00
IV.	14	Transport and Communication	4848	4518	330	2·81	5·04	·39
		<i>Modifiers, Manufacturers of Materials.</i>						
		Workers in—						
V.	15	Art, Mechanic Productions, various	2445	2368	77	1·42	4·08	·09
	16	Textile Fabrics, Dress, and Fibrous Materials.....	3368	1269	2099	1·96	2·19	2·54
	17	Foods, Drinks, Narcotics, and Stimulants	1217	1133	84	·71	1·95	·10
	18	Animal and Vegetable Substances	582	575	7	·33	·99	·01
	19	Metals and Minerals.....	2052	2051	1	1·19	3·54	·00
	20	Substances for Heat and Light, not otherwise classed	120	120	...	·06	·21	·00
	21	Construction and Repair of Buildings, Roads, Railways, Canals, Docks, Earthworks, &c.....	3926	3924	2	2·28	6·76	·00
	22	Disposal of the Dead or Refuse	87	86	1	·05	·14	·00
	23	Industrial Workers imperfectly defined	4953	4949	4	2·88	8·52	·01
		<i>Primary Producers of Materials.</i>						
VI.	24	Agricultural, Pastoral, Mineral, and other Primary Producers—						
		Workers in—						
	24a	Agricultural Pursuits	19,422	17,348	2074	11·26	·40	2·50
	24b	Pastoral Pursuits	1881	1518	363	1·09	·04	·41
	24c	Mines and Minerals	5467	5466	1	3·17	·13	·00
	24d	Other Primary Producers	1129	1107	22	·65	·02	·09
		<i>Indefinite.</i>						
VII.	25	Indefinite Occupations	1566	526	1040	·90	5·04	1·25
		<i>Dependants.</i>						
VIII.	26	Wives, Children, and Relatives dependent upon Natural Guardians	97,404	31,230	66,174	56·48	34·85	79·88
	27	Other Dependants upon the State or upon Public or Private Support	1577	809	768	·91	·90	·92

POPULATION OF TASMANIA, 1911.

	Males.	Females.	Total.	Males.	Females.	Total.
*Population, 31st December, 1910 .....	...	...	...	98,866	94,937	193,803
BIRTHS:—						
1st Quarter of the year	707	643	1350			
2nd "	661	631	1292			
3rd "	687	714	1401			
4th "	667	734	1401			
Total Births during the year.....	2722	2722	5444			
† DEATHS:—						
1st Quarter	259	224	483			
2nd "	269	208	477			
3rd "	278	258	536			
4th "	235	200	435			
Total Deaths †.....	1041	890	1931			
Excess of Births over Deaths .....	...	...	...	1681	1832	3513
IMMIGRATION:—						
1st Quarter	7316	5388	12,704			
2nd "	5257	3125	8382			
3rd "	4564	2718	7282			
4th "	7758	5377	13,135			
Total Immigration	24,895	16,608	41,503			
EMIGRATION:—						
1st Quarter	9086	7078	16,164			
2nd "	6995	4808	11,803			
3rd "	5339	3161	8500			
4th "	5798	3399	9197			
Total Emigration (recorded)	27,218	18,446	45,664			
Estimated unrecorded Oversea Departures	120	56	176			
Total	27,338	18,502	45,840			
Excess of Emigration over Immigration .....	...	...	...	—2443	—1894	—4337
Adjustments calculated on results of Census (prior to Census) 1 quarter .....	...	...	...	+115	+10	+125
Ditto ditto, March to December, 3 quarters .....	...	...	...	375	...	375
Net decrease for the year 1911.....	...	...	...	272	52	324
Estimated Population 31st December, 1911 .....	...	...	...	98,594	94,885	193,479
Mean Population Year 1911 .....	...	...	...	97,088	93,228	190,316

* Population Census, 3rd April, 1911=191,211.

† Including deaths at sea (3 of these deaths having occurred in Tasmanian waters are included in deaths by Commonwealth Statistician, and some births, being over 12 months, are disallowed by him).

ESTIMATED POPULATION.

SUMMARY BY DECADES.			SUMMARY (1901-1911).						
Decade.	Mean Population.	Increase per cent. in relation to former Decade.	Year.	Population on 31st December.			Mean Population.		
	Persons.			Persons.	Males.	Females.	Persons.	Males.	Females.
1821-30 ...	14,226	...	1901* ...	174,011	90,290	83,721	173,495	90,085	83,410
1831-40 ...	38,990	174·07	1902* ...	176,080	91,184	84,896	175,045	90,737	84,308
1841-50 ...	61,396	57·47	1903 ...	178,175	92,088	86,087	177,127	91,636	85,491
1851-60 ...	74,905	22·00	1904* ...	180,294	93,011	87,293	179,234	92,544	86,690
1861-70 ...	95,985	28·14	1905* ...	182,437	93,921	88,516	181,365	93,461	87,904
1871-80 ...	106,653	11·11	1906* ...	184,607	94,850	89,757	183,522	94,385	89,137
1881-90 ...	131,234	23·05	1907* ...	186,803	95,789	91,014	185,705	95,320	90,395
1891-1900.	160,210	22·07	1908* ...	189,024	96,736	92,288	187,913	96,262	91,651
1901-1910*	182,596	13·97	1909* ...	191,272	97,692	93,580	190,148	97,214	92,934
			1910* ...	193,803	98,866	94,937	192,410	98,174	94,236
			1911 ...	193,479	98,594	94,885	190,316	97,088	93,228

* Revised estimates based upon results ascertained at Census on 3rd April, 1911.

ROBT. M. JOHNSTON, *Government Statistician*.

RETURN showing the Estimated Population of Hobart and Suburbs, Launceston and Suburbs, and Country Districts, 31st December, 1911.

	Population, 31st December.	Mean for the Year.
Hobart—City ...	27,709	27,709
Suburbs*	10,682	10,191
TOTAL DISTRICT.....	38,391 ^a	37,900 ^d
Launceston—City	20,937	20,864
Suburbs†	2789	2687
TOTAL DISTRICT.....	23,726 ^b	23,551 ^e
Country Districts	131,362 ^c	128,835 ^f
TOTAL TASMANIA	193,479	190,316

* Includes Glenorchy, New Town, and Queenborough.

† „ Municipality of St. Leonards.

Males.	Females.	Total.	Males.	Females.	Total.
^a 17,885	20,506	38,391	^d 17,636	20,234	37,900
^b 11,082	12,644	23,726	^e 11,020	12,531	23,551
^c 69,627	61,735	131,362	^f 68,432	60,433	128,865
98,594	94,885	193,479	97,088	93,228	190,316

MEAN POPULATION.

RETURN showing the Mean Population of Hobart and Suburbs, Launceston and Suburbs, and Country Districts, for the Ten Years ended 1911.

	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
Hobart—City	24,654	24,654	24,654	24,654	24,654	24,654	27,635	28,090	28,550	27,709
Suburbs.....	10,103	10,135	10,234	10,253	10,266	10,763	16,259	10,296	10,334	10,191
TOTAL DISTRICT..	34,757	34,789	34,888	34,907	34,920	35,417	37,894	38,386	38,884	37,900
Launceston—City.....	18,130	18,016	18,223	18,237	18,266	18,266	20,538	20,921	21,312	20,864
Suburbs	3265	3320	3343	3355	3392	3777	1352	1360	1368	2687
TOTAL DISTRICT..	21,395	21,336	21,566	21,592	21,658	22,043	21,890	22,281	22,680	23,551
Country Districts.....	118,893	121,002	122,780	124,866	126,944	128,245	128,129	129,481	130,846	128,865
TOTAL TASMANIA..	175,045	177,127	179,234	181,365	183,522	185,705	187,913	190,148	192,410	190,316

† Revised estimate based on results ascertained at Census, 3rd April, 1911.

POLITICAL FRANCHISE, 1912.

HOUSE OF SSEMBLY.

Electoral District.	Date of last Revision of Roll.	Number on Roll on last Revision.			Number of Votes at last Election.				Percentage of Votersto Number on Roll at last General Election.		
					Effective Recorded.			Informal.			
		Males.	Females.	Total.	Males.	Females.	Total.				
Bass.....	30/4/12	10,416	10,671	21,087	7860	7273	15,133	398	75·46	68·16	71·77
Darwin	30/4/12	11,841	8730	20,571	8504	5660	14,164	421	71·82	64·83	68·85
Denison	30/4/12	9502	11,944	21,446	7662*	8938*	16,601	444	80·63	74·83	77·40
Franklin	30/4/12	11,514	10,010	21,524	9402*	7301*	16,703	464	81·65	72·94	77·60
Wilmot	30/4/12	9580	9305	18,885	7287*	6165*	13,452	439	76·06	66·25	71·20
Total .....	...	52,853	50,660	103,513	40,715*	35,337*	76,052	2166	77·03	69·75	73·47
Percentage.....	...	51·06	48·94	100	53·53	46·47	100	27·68	...	...	...

* Approximate.

Compiled by Statistical Department from latest information supplied by Returning Officers.

POLITICAL FRANCHISE—continued.

RETURN showing the Number of Electors whose Names were on the Electoral Rolls at last Revision, also the Qualifications of such Electors.

LEGISLATIVE COUNCIL.

ELECTORAL DISTRICT.	Number on Roll, Males & Females, 31st December, 1911.		AT LAST CONTESTED ELECTION.*					QUALIFICATION.					
	Number on Roll, Males & Females, 31st December, 1911.		Date.	Number of Votes recorded.	Percentage of Votes recorded to Number on Roll.	Number of Informal Ballot Papers.	On account of Owners of Property.		Occupiers of Property.		Others.	Total on Roll.	
							M.	F.	M.	F.		M.	F.
Buckingham .. Males.....	1207	...	4 May, 1909	886	73.90	14	1280	...	336	...	21	1207	430
Females.....	...	430	...	288	67.13	5	705	168	153	...	...	...	...
Cambridge..... Males.....	873	...	5 May, 1891	240	74.77	...	...	...	129	...	...	873	178
Females.....	...	178	...	...	...	...	653	183	129	...	...	...	...
Derwent..... Males.....	826	...	7 May, 1899	326	65.20	...	...	...	...	...	...	826	...
Females.....	...	193	...	...	...	...	1124	363	114	...	...	1256	193
Gordon .. Males.....	1256	...	10 April, 1899	983	60.24	40	...	...	...	...	...	...	...
Females.....	...	380	...	...	...	...	1169	197	116	...	1	1311	380
Huon..... Males.....	1316	...	2 May, 1912	1180	62.93	28	...	...	...	...	...	...	...
Females.....	...	209	...	...	...	...	1377	664	1176	...	...	2602	209
Hobart .. Males.....	2602	...	2 May, 1911	1673	43.46	69	...	...	...	...	...	...	...
Females.....	...	1250	...	...	...	...	1074	577	629	...	17	1763	1250
Launceston..... Males.....	1763	...	8 May, 1906	732	31.86	4	...	...	...	...	...	...	...
Females.....	...	757	...	...	...	...	639	146	381	...	6	1036	757
Macquarie .. Males.....	1036	...	6 May, 1890	156	53.32	1	...	...	...	...	...	...	...
Females.....	...	171	...	...	...	...	1280	...	267	...	...	1552	171
Meander .. Males.....	1552	...	2 May, 1911	967	52.58	34	...	...	...	...	...	...	...
Females.....	...	277	...	...	...	...	1158	263	283	...	...	1465	277
Mersey .. Males.....	1465	...	2 May, 1912	1041	56.42	24	...	...	...	...	...	...	...
Females.....	...	380	...	...	...	...	817	365	261	...	...	1087	380
Pembroke .. Males.....	1087	...	14 April, 1891	812	61.85	...	...	...	...	...	...	...	...
Females.....	...	230	...	...	...	...	1315	168	192	...	...	1516	230
Russell .. Males.....	1516	...	4 May, 1909	1314	75.82	40	...	...	...	...	...	...	...
Females.....	...	236	...	...	...	...	1424	229	246	...	...	1692	236
South Esk .. Males.....	1692	...	5 May, 1904	909	43.39	45	...	...	...	...	...	...	...
Females.....	...	403	...	...	...	...	...	383	...	...	...	...	403
Tamar .. Males.....	948	...	7 May, 1907	401	28.56	...	988	...	172	...	15	948	227
Females.....	...	227	...	...	...	...	575	...	...	...	...	...	...
Westmorland..... Males.....	738	...	7 May, 1907	595	56.03	...	...	...	156	...	...	...	...
Females.....	...	220	...	...	...	...	...	201	...	...	...	...	...
TOTAL..... { Males.....	19,872	...	...	...	...	...	...	...	...	...	...	19,872	...
{ Females.....	...	5541	...	...	...	...	...	...	...	...	...	...	...
	25,413	23,375	...	12,503	60.63	305	19,485	5555	373	25,413	...

PART III.

VITAL AND METEOROLOGICAL.

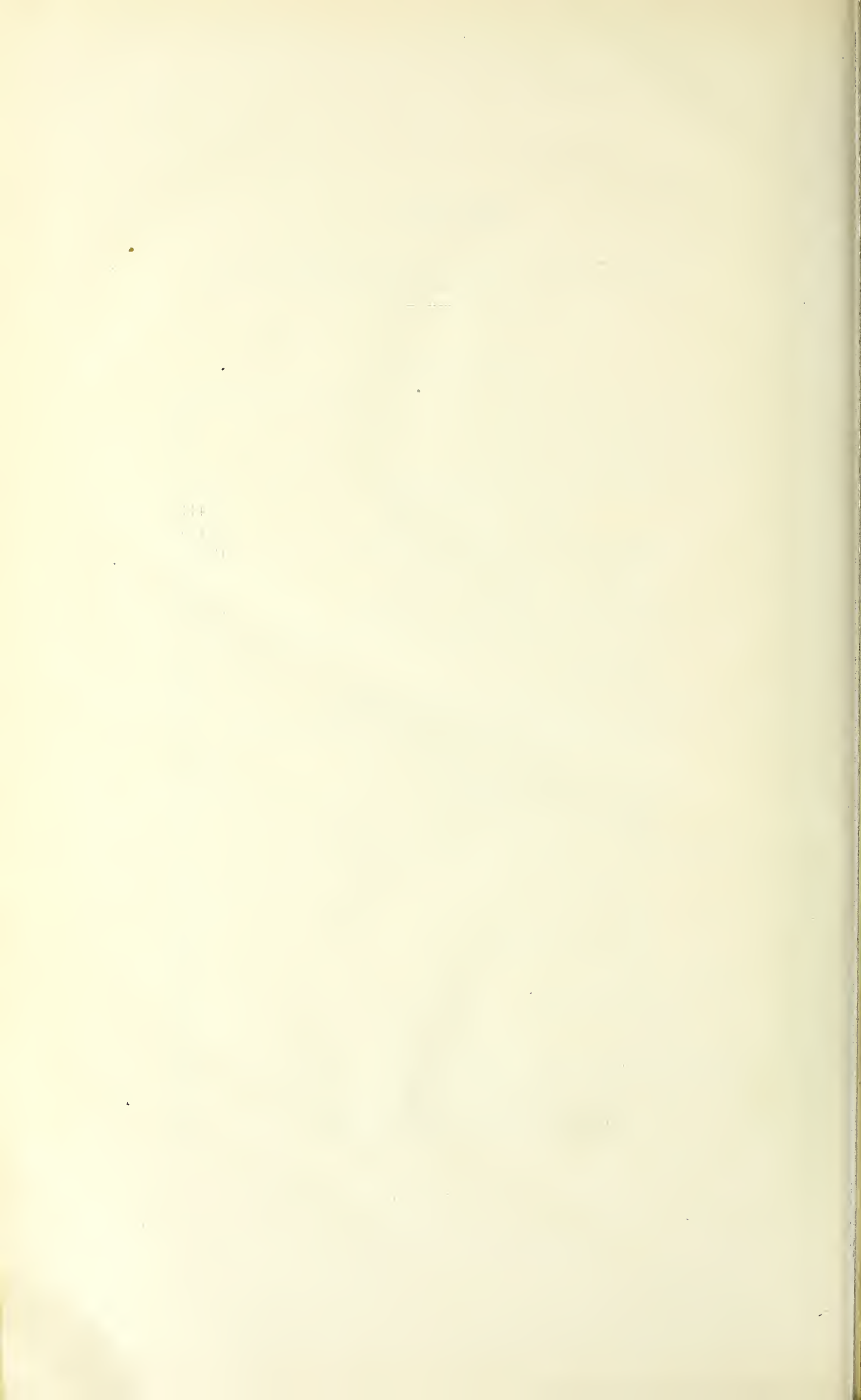
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PART III.

VITAL AND METEOROLOGICAL.

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BIRTHS.

RETURN showing the Number of Births registered during the Year 1911 for each Registration District of Tasmania, including detail showing—(1) the Number of Births registered each Quarter; and (2) Comparisons with former Periods.

REGISTRATION DISTRICT.	Area : Square Miles.	Actual Population, Census 3rd April, 1911.	Estimated Mean * Population, 1911.	Births registered, 1911.							Birth- Rate 1911 per 1000 of Mean Popula- tion.	Decade ending 1911.	
				During 1st Quarter.	During 2nd Quarter.	During 3rd Quarter.	During 4th Quarter.	During whole Year.				Average No. per Year.	Rate per 1000 Mean Population.
								Males.	Fem.	Total			
CHIEF URBAN DISTRICTS.													
Hobart and Suburbs	89.50	38,082	37,900	319	276	300	268	611	552	1163†	30.68	1049	
Launceston and Suburbs	378.25	22,209	23,551	192	204	187	213	374	422	796‡	33.80	717	
<i>Total Chief Urban Districts</i> ..	467.75	60,291	61,451	511	480	487	481	985	974	1959	31.88	1766	
COUNTRY DISTRICTS.													
NORTH-EASTERN DIVISION—													
Beaconsfield	92.50	4566		33	27	15	25	50	50	100		116	
Evandale	431.50	4075		10	22	22	18	36	36	72		69	
Fingal	1117.96	3689		19	18	33	24	48	46	94		122	
Frankford	140.75	479		3	..	..	..	..	3	3		12	
George Town	85.75	1012		..	..	1	3	1	3	4		7	
Lefroy	253.75	638		1	1	1	1	2	2	4		8	
Lilydale	130.00	1427		7	11	9	12	23	16	39		38	
Portland	423.00	1953		15	16	9	17	40	17	57		53	
Ringarooma	2701.84	7172		42	41	47	56	87	99	186		175	
Westbury	218.75	3983		23	16	16	26	42	39	81		86	
<i>Total North-Eastern Division</i> ..	5595.80	29,024	27,626	153	152	153	182	329	311	640	23.17	686	
NORTH-WESTERN DIVISION—													
Deloraine	825.75	5793		46	39	32	53	93	77	170		160	
Emu Bay	178.00	4515		38	36	49	35	61	92	153		156	
King Island	425.00	768		4	4	5	11	15	9	24		14	
Mersey	161.25	4343		29	42	40	38	71	78	149		153	
Montagu	202.70	651		1	7	..	9	8	9	17		22	
Port Frederick	31.50	3479		26	37	35	24	68	54	122		134	
Port Sorell	129.25	564		1	3	1	4	3	6	9		9	
Sheffield	184.50	5584		30	17	22	33	47	55	102		102	
Stanley	530.00	3627		19	23	19	37	48	50	98		98	
Ulverstone	773.00	8097		75	54	79	79	144	143	287		277	
Waratah	2061.50	2351		25	26	32	27	48	62	110		78	
Wynyard	374.25	4804		34	43	35	39	74	77	151		122	
<i>Total North-Western Division</i> ..	5876.70	44,576	44,287	323	331	349	389	680	712	1392	31.43	1325	
MIDLAND DIVISION—													
Bothwell	975.00	1360		10	7	11	6	18	16	34		34	
Campbell Town	622.00	1529		3	7	12	10	19	13	32		39	
Green Ponds	142.50	1125		5	1	10	7	9	14	23		27	
Hamilton	3273.50	2140		9	13	20	12	29	25	54		57	
Longford	473.75	4163		27	37	31	27	66	56	122		125	
Lyell	453.00	3111		50	50	56	39	93	102	195		237	
Oatlands	583.00	5847		15	16	16	21	38	30	68		81	
Ross	270.50	706		4	5	6	2	8	9	17		19	
Strahan	914.50	1013		14	7	15	8	19	25	44		40	
Zeehan	520.00	5736		33	35	41	40	78	71	149		203	
<i>Total Midland Division</i>	8277.75	26,730	26,558	170	178	218	172	377	361	738	27.79	862	
SOUTH-EASTERN DIVISION—													
Brighton	169.00	1947		6	4	10	6	13	13	26		35	
Clarence	33.00	1944		5	3	3	7	5	13	18		25	
Glamorgan	644.00	712		6	2	8	5	11	10	21		21	
Gordon	142.00	648		8	4	7	10	12	17	29		27	
Kingston	103.25	1884		2	8	14	12	12	24	36		37	
New Norfolk	387.75	6138		37	33	41	26	63	74	137		141	
Port Cygnet	103.00	3498		13	14	11	12	22	28	50		56	
Ralph's Bay	28.50	545		..	..	..	1	1	..	1		3	
Richmond	259.00	1803		19	15	11	14	34	25	59		53	
Sorell	283.25	2065		13	9	16	12	24	26	50		54	
Spring Bay	523.50	752		7	6	3	2	12	6	18		18	
Tasman's Peninsula	190.00	1174		10	12	4	9	23	12	35		32	
Victoria	603.00	1626		15	14	17	16	34	28	62		51	
<i>Total South-Eastern Division</i> ..	3469.25	24,736	24,576	141	124	145	132	266	276	542	22.06	553	
SOUTH-WESTERN DIVISION—													
Esperance	111.25	1257		10	7	17	19	24	29	53		41	
Franklin	1404.00	2062		16	13	11	18	32	26	58		50	
Geeveston	102.50	1441		14	9	14	7	23	21	44		43	
Southport	960.00	1094		13	3	9	5	15	15	30		28	
<i>Total South-Western Division</i> ..	2577.75	5854	5818	53	32	51	49	94	91	185	31.80	162	
<i>Total Country Districts</i>	25,747.25	130,920	128,865	840	817	916	924	1746	1751	3497	27.14	3588	
GRAND TOTAL † ‡	26,215.00	191,211	190,316	1351	1297	1403	1405	2731	2725	5456§	28.67	5354	29.05
Per cent. to Total .....	..	..	..	24.76	23.77	25.72	25.75	50.05	49.95	100.	..	..	..

Births below 1910, 130. Births above average of last Decade, 102. Birth-rate, 1911, per 1000 of Mean Population, 28.67.
* The population of the principal divisions is based on the proportion of Census, 1911, but the boundaries of a few districts have been altered from those of previous years. † Births include 6 males in accordance with Legitimation Act. ‡ Births include 2 males 1 female in accordance with Legitimation Act; and 1 male 2 females in accordance with Births Amendment Act. § Including Births (7) that were over 12 months old when registered.

BIRTHS.—DECENNIAL RETURN.

RETURN showing the Number of registered Births in Tasmania under the various Divisions and Registration Districts; also showing certain Averages and Proportions.

Mean Population of Decade—184,278.

DISTRICTS.	Year..... Mean Population }	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	YEARLY AVERAGE.
		175,045 †	177,127 †	179,234 †	181,365 †	183,522 †	185,705 †	187,913 †	190,148 †	192,410 †	190,316 †	184,278
CHIEF URBAN DISTRICTS.												
Hobart		956	947	999	1008	1097	981	1052	1138	1151	1157	1049
Launceston		645	637	736	679	716	700	768	746	755	790	717
Total Chief Urban Districts.		1601	1584	1735	1687	1813	1681	1820	1884	1906	1947	1766
COUNTRY DISTRICTS.												
NORTH-EASTERN DIVISION—												
Beaconsfield		123	116	96	111	131	129	122	124	107	100	116
Evandale		66	73	60	67	68	67	82	62	71	72	69
Fingal		130	139	120	156	121	122	124	116	93	94	122
Frankford		16	15	9	18	18	14	10	5	13	3	12
George Town.....		5	9	8	7	11	7	6	10	8	4	7
Lefroy		15	9	10	13	10	7	4	5	6	4	8
Lilydale		40	48	39	38	31	34	32	36	38	39	38
Portland.....		56	44	55	47	52	60	55	52	52	57	53
Ringarooma.....		151	141	164	151	156	193	205	176	222	186	175
Westbury		87	111	91	96	72	98	77	73	78	81	86
Total North-Eastern Division.		689	705	652	704	670	731	717	659	691	640	686
NORTH-WESTERN DIVISION—												
Deloraine		145	160	180	168	153	145	155	158	162	170	160
Emu Bay		148	129	172	175	147	139	170	176	149	153	156
King Island*.....		3	9	12	17	18	24	14
Mersey		156	160	173	155	143	140	155	131	172	149	153
Montagu		21	29	26	32	34	20	11	21	12	17	22
Port Frederick		126	147	153	123	154	122	149	135	110	122	134
Port Sorell		9	11	7	7	11	8	11	11	6	9	9
Sheffield		96	100	111	92	103	88	101	118	104	102	102
Stanley		83	82	98	87	98	112	110	101	111	98	98
Ulverstone		261	275	270	275	256	264	297	281	302	287	277
Waratah		67	56	51	59	61	107	72	102	100	110	78
Wynyard		97	84	102	103	122	116	130	149	166	151	122
Total North-Western Division.		1209	1233	1343	1276	1285	1270	1373	1400	1412	1392	1325
MIDLAND DIVISION—												
Bothwell		34	24	26	29	32	45	40	34	40	34	34
Campbell Town.....		50	39	45	40	36	35	43	36	33	32	39
Green Ponds		30	30	26	23	20	36	25	31	34	23	27
Hamilton		52	61	70	60	51	55	67	48	48	54	57
Longford.....		124	129	132	120	128	123	135	115	125	122	125
Lyell*.....		271	271	226	258	229	240	236	236	207	195	237
Oatlands		91	90	98	78	84	79	89	61	68	68	81
Ross.....		18	25	13	24	23	17	20	15	15	17	19
Strahan		70	37	30	29	38	35	46	31	43	44	40
Zeehan		191	205	197	188	222	228	236	224	190	149	203
Total Midland Division		931	911	863	849	863	893	937	831	803	738	862
SOUTH-EASTERN DIVISION—												
Brighton.....		37	35	28	34	42	30	38	38	41	26	35
Clarence		24	26	30	29	31	23	25	19	20	18	25
Glamorgan		20	22	26	15	25	19	17	18	24	21	21
Gordon		28	23	29	32	21	35	21	26	30	29	27
Kingston		30	44	40	32	34	42	37	32	42	36	37
New Norfolk		150	112	141	141	135	126	164	147	159	137	141
Port Cygnet		53	50	34	66	47	70	60	68	63	50	56
Ralph's Bay		2	3	1	3	5	3	5	2	4	1	3
Richmond		54	59	66	58	50	38	50	41	56	59	53
Sorell		56	51	53	66	61	42	60	52	52	50	54
Spring Bay.....		16	19	19	17	19	22	19	19	16	18	18
Tasman's Peninsula		38	31	33	36	44	28	27	28	24	35	32
Victoria		30	38	47	57	46	57	49	61	58	62	51
Total South-Eastern Division.		538	513	547	586	560	535	572	551	589	542	553
SOUTH-WESTERN DIVISION—												
Esperance		30	33	37	36	35	48	51	50	41	53	41
Franklin		39	46	52	52	45	38	51	52	67	58	50
Geeveston		31	31	37	42	40	60	54	45	46	44	43
Southport		17	24	26	25	22	35	38	34	31	30	28
Total South-Western Division		117	134	152	155	142	181	194	181	185	185	162
Total Country Districts		3484	3496	3557	3570	3520	3610	3794	3622	3680	3497	3588
GRAND TOTAL		5085	5080	5292	5257	5333	5291	5614	5506	5586	5444	5354
Birth-rate per 1000 of Mean Population		29.06	28.68	29.52	28.98	29.05	28.48	29.87	28.96	29.03	28.61	29.05

* Included as part of another District prior to date where figures are first shown.

* Revised estimate based upon results ascertained

at Census, 3rd April, 1911.

† Births registered in accordance with Legitimation Act or Births Amendment Act are not included.

§ Births over 12 months old when registered are included.

DEATHS.

RETURN showing the Number of Deaths Registered during the Year 1911 for each Registration District of Tasmania, including detail showing—(1) the Number of Deaths registered each Quarter; and (2) Comparisons with former Periods.

REGISTRATION DISTRICT.	Area Square Miles.	Actual Population, Census 1911, 3 April.	Estimated Mean Population, 1911.	Deaths Registered, 1911.							Death-rate, 1911, per 1000 of Mean Population.	Decade ending 1911.	
				During 1st Quarter.	During 2nd Quarter.	During 3rd Quarter.	During 4th Quarter.	During whole Year.				Average No. per Year.†	Rate per 1000 Mean Population.
								Males	Fem.	Total.			
CHIEF URBAN DISTRICTS.													
Hobart and Suburbst	89.50	38,082	37,900	125	136	179	137	311	266	577	15.22	595	
Launceston and Suburbst	378.25	22,209	23,551	113	94	94	97	217	181	398	16.90	375	
Total Chief Urban Districts	467.75	60,291	61,451	238	230	273	234	528	447	975	15.87	970	
COUNTRY DISTRICTS.													
NORTH-EASTERN DIVISION—													
Beaconsfield	92.50	4566		6	11	12	7	22	14	36		40	
Evandale	431.50	4075		2	2	8	4	9	7	16		25	
Fingal	1117.96	3689		6	8	6	7	17	10	27		31	
Frankford	140.75	479		..	..	..	..	..	..	..		3	
George Town	85.75	1042		1	2	..	..	3	3	3		3	
Lefroy	253.75	638		..	1	1	1	1	2	3		5	
Lilydale	130.00	1427		6	3	5	3	14	3	17		12	
Portland	423.00	1952		2	3	2	8	4	11	15		13	
Ringarooma	2701.84	7172		11	10	6	5	22	10	32		39	
Westbury	218.75	3983		5	8	2	5	8	12	20		32	
Total North-Eastern Division	5595.80	29,024	27,626	39	48	42	40	97	72	169	6.11	203	
NORTH-WESTERN DIVISION—													
Deloraine	825.75	5793		10	6	6	7	23	6	29		42	
Emu Bay	178.00	4515		11	7	17	7	18	24	42		37	
King Island	425.00	768		2	1	1	2	2	4	6		2	
Mersey	161.25	4343		12	21	11	9	26	27	53		56	
Montagu	202.70	651		1	2	1	..	3	1	4		4	
Port Frederick	31.50	3479		10	11	10	9	20	20	40		39	
Port Sorell	129.25	564		..	..	..	..	..	..	..		2	
Sheffield	184.50	5584		4	2	7	5	10	8	18		23	
Stanley	530.00	3627		6	12	10	3	16	15	31		24	
Ulverstone	773.00	8097		19	13	16	14	32	30	62		63	
Waratah	2061.50	2351		3	11	7	8	14	15	29		14	
Wynyard	374.25	4804		7	6	7	11	15	16	31		25	
Total North-Western Division	5876.70	44,576	44,287	85	92	93	75	179	166	345	7.79	331	
MIDLAND DIVISION—													
Bothwell	975.00	1360		2	3	3	3	5	6	11		7	
Campbell Town	622.00	1529		8	2	2	3	9	6	15		20	
Green Ponds	142.50	1125		2	3	7	1	9	4	13		8	
Hamilton	3273.50	2140		4	3	4	6	3	14	17		15	
Longford	473.75	4163		15	8	16	11	27	23	50		47	
Lyell	453.00	3111		11	16	7	5	23	16	39		57	
Oatlands	483.00	5847		4	6	5	4	13	6	19		25	
Ross	270.50	706		..	..	3	..	2	1	3		5	
Strahan	914.50	1013		6	3	..	1	5	5	10		8	
Zeehan	520.00	5736		5	6	6	3	13	7	20		56	
Total Midland Division	8277.75	26,730	26,558	57	50	53	37	109	88	197	7.42	248	
SOUTH-EASTERN DIVISION—													
Brighton	169.00	1947		1	..	3	1	..	5	5		11	
Clarence	33.00	1944		2	..	5	1	3	5	8		11	
Glamorgan	644.00	712		1	..	3	..	1	3	4		7	
Gordon	142.00	648		3	1	2	3	3	6	9		7	
Kingston	103.25	1884		3	1	3	6	7	6	13		10	
New Norfolk	387.75	6138		18	22	21	8	44	25	69		72	
Port Cygnet	103.00	3498		6	4	6	7	11	12	23		16	
Ralph's Bay	28.50	545		1	..	2	..	1	2	3		1	
Richmond	259.00	1803		4	5	6	7	13	9	22		19	
Sorell	283.25	2065		5	2	9	3	12	7	19		17	
Spring Bay	523.50	752		..	3	..	1	3	1	4		5	
Tasman's Peninsula	190.00	1174		4	..	3	1	3	5	8		8	
Victoria	603.00	1626		3	3	4	2	7	5	12		9	
Total South-Eastern Division	3469.25	24,736	24,576	51	41	67	40	108	91	199	8.10	193	
SOUTH-WESTERN DIVISION—													
Esperance	111.25	1257		1	3	2	2	2	6	8		10	
Franklin	1404.00	2062		4	7	2	4	8	9	17		17	
Geeveston	102.50	1441		3	4	2	2	3	8	11		9	
Southport	960.00	1094		5	2	2	1	7	3	10		8	
Total South-Western Division	2577.75	5854	5818	13	16	8	9	20	26	46	7.91	44	
Total Country Districts	25,747.25	130,920	128,865	245	247	263	201	513	443	956	7.42	1019	
GRAND TOTAL ‡	26,215.00	191,211	190,316	483	477	536	435	1041	890	1931	10.15	1989	10.79
Per cent. to Total†	..	..	..	25.01	24.70	27.76	22.53	53.91	46.09	100.00	..	..	..

Deaths below 1910, 191. Deaths below average last Decade, 58. Death-rate, 1911, per 1000 of Mean Population, 10.15.

* The population of the Country divisions are based upon the proportion of the population of these districts at Census, 1911, but the boundaries of a few districts have been altered from those of previous years. † Including Deaths in Gaols, Hospitals, &c. ‡ Deaths occurring at sea and registered in Tasmania are included in this return.

THS.

during the Year 1911, showing the Ages and Causes of Death.

[illegible]

DEATHS—continued.

DISEASES.	TOTAL OF ALL AGES.			Under 1 Month.		1 Month and under 3 Months.		3 Months and under 6 Months.		6 Months and under 1 Year.		Under 1 Year.		1 to 2.	
	Per-sons.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Purpura	2	2	...	...	...	1	...	...	...	...	...	1	...	...	...
Hæmophilia, Hæmorrhagic Diathesis	1	1	...	...	...	...	...	...	...	...	...	1	...	...	...
Anæmia, Leucocythæmia	14	10	4	1	1	...	...	...	...	...	...	1	1	...	...
Diabetes Mellitus	16	4	12	...	...	...	...	...	...	...	...	...	...	...	...
	33	17	16	1	1	1	...	...	...	...	...	2	1	...	...
DEVELOPMENTAL DISEASES.															
Atelectasis	5	4	1	4	1	...	...	...	...	...	...	4	1	...	...
Injury at Birth	7	4	3	4	3	...	...	...	...	...	...	4	3	...	...
Premature Birth	80	46	34	44	31	1	2	1	1	...	...	46	34	...	...
Congenital Defects	19	13	6	10	4	2	1	1	1	...	...	13	6	...	...
Want of Breast Milk	4	2	2	...	1	1	1	...	...	1	...	2	2	...	...
Teething	3	1	2	...	...	...	...	...	...	1	1	1	1	...	1
	118	70	48	62	40	4	4	2	2	2	1	70	47	...	1
TOTAL CLASS I.....	692	382	310	72	45	21	11	7	9	16	21	116	86	9	12
CLASS II. —LOCAL DISEASES.															
DISEASES OF NERVOUS SYSTEM.															
Meningitis, Inflammation of Brain.....	26	16	10	1	...	1	1	2	...	3	2	7	3	3	1
Softening of Brain	4	2	2	...	1	...	...	...	...	...	...	...	1	...	...
General Paralysis of Insane	5	3	2	...	...	...	...	...	...	...	...	...	...	...	...
Epilepsy	15	7	8	...	...	...	...	...	...	...	...	...	...	...	...
Convulsions	29	18	11	8	3	1	1	3	1	2	...	14	5	2	3
Laryngismus Stridulus.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Locomotor Ataxy.....	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...
Paraplegia and Disease of Cord.....	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...
Neuritis	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Brain Tumour (not specific)	6	4	2	...	...	...	...	1	...	...	...	1	...	...	...
Nervous System, other Diseases.....	20	12	8	...	...	...	...	1	...	...	...	1	...	...	...
Insanity, not Pu'peral	6	2	4	...	...	...	...	...	...	...	...	...	...	...	...
	123	76	47	9	4	2	2	7	1	5	2	23	9	5	4
DISEASES OF ORGANS OF SPECIAL SENSE.															
Epistaxis, Nose Disease	1	...	1	...	...	...	...	...	1	...	...	...	1	...	...
Otitis, Mastoid Disease .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	1	...	1	...	...	...	...	...	1	...	...	...	1	...	...
DISEASE OF HEART.															
Valve Dis., Endocarditis (not Infective)	47	26	21	...	...	...	...	...	...	...	...	...	...	...	...
Angina Pectoris	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...
Dilatation of Heart	13	6	7	...	...	...	...	...	...	...	...	...	...	...	...
Fatty Degeneration of Heart	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Syncope, Heart Disease (not specified).....	188	95	93	2	2	3	...	...	1	1	1	6	4	1	2
Pericarditis	3	2	1	...	...	...	...	...	...	...	...	...	...	...	...
Hypertrophy of Heart.....	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
	256	132	124	2	2	3	...	...	1	1	1	6	4	1	2
DISEASES OF BLOOD VESSELS.															
Cerebral Hæmorrhage, Emb. Throm.	50	22	28	1	...	...	...	...	...	...	...	1	...	...	...
Apoplexy, Hemiplegia	29	13	16	...	...	...	...	...	...	...	...	...	...	...	...
Aneurism	3	2	1	...	...	...	...	...	...	...	...	...	...	...	...
Embolism, Thrombosis (not Cerebral).....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Senile Gangrene.....	5	2	3	...	...	...	...	...	...	...	...	...	...	...	...
Blood Vessels, other Diseases.....	6	4	2	...	...	1	...	...	...	...	...	1	...	...	...
Phlebitis	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	95	43	52	1	...	1	...	...	...	...	...	2	...	...	...
DISEASES OF THE RESPIRATORY ORGANS.															
Laryngitis	8	3	5	...	2	...	...	...	...	...	...	...	2	...	1
Larynx, other Dis. not specified.....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Bronchitis	41	23	18	...	3	2	3	...	2	1	2	3	10	2	1
Emphysema, Asthma	6	4	2	...	...	...	...	...	...	...	...	...	...	...	...
Pleurisy	5	2	3	...	...	...	...	...	...	...	...	...	...	...	...
Respiratory Diseases, other.....	8	2	6	1	1	1	1	1
Membranous Laryngitis	1	...	1
	70	34	36	...	5	2	4	...	2	1	2	3	13	3	3

DEATHS—continued.

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DEATHS—continued.

DISEASES.	TOTAL OF ALL AGES			Under 1 Month.		1 Month and under 3 Months.		3 Months and under 6 Months.		6 Months and under 1 Year.		Under 1 Year.		1 to 2.	
	Per-sons.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
DISEASES OF DIGESTIVE SYSTEM.															
Tonsillitis, Quinsy .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mouth Pharynx Diseases (not Specific)	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Gastric Ulcer	4	2	2	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gastric Cancer</i>	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Stomach, other Disease (not Malignant)	10	5	5	...	1	1	1	2	...	...	...	1	4	1	...
Enteritis (not Epidemic)	22	13	9	...	1	4	...	1	2	3	2	1	5	3	...
<i>Gastro Enteritis</i>	51	20	31	...	2	3	5	8	8	7	12	18	27	1	2
Appendicitis, Perityphilitis	15	10	5	...	...	...	...	...	...	1	...	1	...	...	2
Hernia	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Intestinal Obstruction	10	5	5	...	...	...	...	...	...	...	1	...	1	...	...
Other Diseases of Intestines	5	1	4	...	2	...	...	...	...	...	...	...	2	...	...
Peritonitis (not Puerperal)	10	3	7	...	1	...	...	...	...	...	...	...	1	...	...
Cirrhosis of Liver	3	2	1	...	...	...	...	...	...	...	...	...	...	...	...
Liver and Gall Bladder, other Diseases	15	5	10	3	1	...	...	...	...	...	...	3	1	...	...
Digestive System, other Diseases	4	2	2	...	...	...	...	1	...	...	...	1	...	...	...
	153	71	82	3	8	8	6	10	12	11	15	32	41	5	4
LYMPHATIC DISEASES.															
Spleen Disease .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lymph. System, other Diseases	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...
Thyroid Body Disease	5	1	4	...	...	...	...	...	...	...	...	...	...	...	...
Supra Renal Capsules Disease	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	8	1	7	...	...	...	...	...	...	...	...	...	...	...	...
DISEASES OF URINARY SYSTEM.															
Nephritis, Acute	33	17	16	...	...	...	...	...	...	...	...	...	...	1	1
Chronic Bright's Disease, Albuminuria	16	10	6	...	...	...	...	...	...	...	...	...	...	...	...
Bladder and Prostate Disease	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...
Urinary System, other Diseases	6	6	...	1	...	...	...	...	...	...	...	1	...	...	...
	63	41	22	1	...	...	...	...	...	...	...	1	...	1	1
DISEASES OF GENERATIVE SYSTEM.															
Ovarian Tumour (not Malignant)	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...
Other Diseases of Uterus and Vagina	4	1	3	...	...	...	...	...	...	...	...	...	...	...	...
Uterine Tumour	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	7	1	6	...	...	...	...	...	...	...	...	...	...	...	...
ACCIDENTS OF CHILDBIRTH.															
Abortion, Miscarriage	3	...	4	...	...	...	...	...	...	...	...	...	...	...	...
Puerperal Mania	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Puerperal Convulsions	6	...	6	...	...	...	...	...	...	...	...	...	...	...	...
Placenta Prævia, Flooding	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...
Other Accid. of Pregnancy and Childbirth	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...
	19	...	19	...	...	...	...	...	...	...	...	...	...	...	...
JOINT DISEASES.															
Caries Necrosis .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Diseases of Locomotor System	6	4	2	...	...	...	...	...	...	...	...	...	...	...	...
Arthritis	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	7	4	3	...	...	...	...	...	...	...	...	...	...	...	...
SKIN DISEASES.															
Ulcer, Bedsore	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Eczema	3	1	2	...	...	...	...	1	1	...	1	1	2	...	...
Skin Diseases, other	5	5	...	...	...	1	...	...	...	...	...	1	...	...	...
	9	6	3	...	...	1	...	1	1	...	1	2	2	...	...
TOTAL CLASS II.	811	409	402	16	19	17	12	18	18	18	21	69	70	15	14
CLASS III.—OTHER SPECIFIED DISEASES .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS IV.—ILL-DEFINED AND NOT SPECIFIED DISEASES.															
<i>Atrophy, Debility</i>	67	35	32	10	8	11	9	4	3	2	5	27	25	1	...
<i>Old Age</i>	235	132	103	...	...	...	...	...	...	...	...	...	...	...	...
<i>Abscess, Tumour, &c.</i>	9	4	5	...	...	...	...	...	...	...	...	...	...	...	...
<i>Hæmorrhage</i>	5	3	2	...	...	...	...	...	...	...	...	...	...	...	...
<i>Other Ill-defined</i>	3	1	2	...	1	...	...	...	...	...	...	...	1	...	...
<i>Unspecified</i>	1	...	1	...	1	...	...	...	...	...	...	...	1	...	...
TOTAL CLASS IV.	320	175	145	10	10	11	9	4	3	2	5	27	27	1	...

DEATHS—continued.

[illegible]

DEATHS—continued.

DISEASES.	TOTAL OF ALL AGES			Under 1 Month.		1 Month and under 3 Months.		3 Months and under 6 Months.		6 Months and under 1 Year.		Under 1 Year.		1 to 2.	
	Persons.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
CLASS V.—VIOLENT DEATHS.															
ACCIDENT OR NEGLIGENCE.															
In Mines and Quarries.....	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Vehicles and Horses ...	5	2	3	...	...	...	...	...	...	...	...	...	...	...	...
Ships, Boats, and Docks (not Drowning) .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Machinery	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Weapons and Implements	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...
Burns and Scalds	18	4	14	...	...	...	...	...	...	2	...	2	...	...	...
Drowning	23	19	4	...	...	...	...	...	...	...	...	...	...	...	1
Suffocation—															
a. From overlaying	3	1	2	...	1	1	1	...	...	...	...	1	2	...	...
b. Otherwise	9	4	5	...	1	...	...	...	...	...	...	...	1	...	...
Falls	3	2	1	...	...	...	...	...	...	...	...	...	...	...	...
Weather Agencies ..	2	1	1	...	1	...	...	...	...	...	...	...	1	...	...
Building Operations	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Otherwise or not stated	18	17	1	...	...	...	...	...	...	...	...	...	...	...	...
Poisons and Poisonous Vapours	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	95	64	31	...	3	1	1	...	...	2	...	3	4	...	1
HOMICIDE AND SUICIDE.															
Homicide (by whites)	1	1	...	1	...	...	...	...	...	...	...	1	...	...	...
Suicide—															
By Drowning	2	1	1	...	...	...	...	...	...	...	...	...	...	...	...
By Poison .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
By Hanging or Strangulation.....	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...
By Cutting Instruments	3	2	1	...	...	...	...	...	...	...	...	...	...	...	...
By Firearms	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...
By other means.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	13	11	2	1	...	...	...	...	...	...	...	1	...	...	...
TOTAL CLASS V.	108	75	33	1	3	1	1	...	...	2	...	4	4	...	1
GRAND TOTAL (REGISTERED)	1931	1041	890	99	77	50	33	29	30	38	17	216	187	25	27
GRAND TOTAL (AGE GROUPS)	1931													403	

Deaths occurring at sea, and registered in Tasmania, are included in the above Return.

[illegible]

TOTAL. CLASS I.

DEATHS—continued.

[illegible]

[illegible]

DEATHS—continued.

[illegible]

CLASS V.—VIOLENT DEATHS.		ACCIDENT OR NEGLIGENCE.																																																									
In Mines and Quarries.....	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Vehicles and Horses.....	5	1	3	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Ships, Boats, Docks (not Drowning), Machinery.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Weapons and Implements.....	7	1	2	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5																															
Burns and Scalds	18	2	2	4	1	1	2	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5																															
Poisons, Poisonous Vapours	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Drowning	23	3	4	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Suffocation — a. From overlying	3	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
b. Otherwise	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Falls	3	2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Weather Agencies.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Building Operations.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Otherwise or not stated	18	4	5	9	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																															
	95	499	16	20	36	3	1	1	2	2	9	1	2	3	1	3	9	1	20	1	1	1	1	1	1	1	1	2																															
HOMICIDE AND SUICIDE.																																																											
Homicide (by whites)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
Suicide— By Poison	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2																															
By Hanging or Strangulation	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
By Drowning	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
By Firearms	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
By Cutting Instruments.....	3	2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
By other means.....	13	6	2	8	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2																															
	108	567	22	22	44	3	1	1	3	2	10	3	2	3	1	3	9	1	22	1	1	1	1	1	1	1	1	2																															
TOTAL CLASS V.																																																											
GRAND TOTAL	1931	10	146	570	398	968	36	16	27	3	17	3	15	32	20	169	29	42	31	4	53	40	18	62	29	31	6	345	11	15	3	13	17	50	19	20	10	39	197	5	8	4	9	13	69	23	3	22	19	4	8	12	199	8	17	11	10	46	7

* Deaths at sea were all registered at Hobart, but are transferred to a separate heading (Shipping) in this Return.

DEATHS.

RETURN showing in respect of each specific Cause the Number of Deaths which occurred during each particular Month of the Year 1911.

DISEASES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
CLASS I.—GENERAL DISEASES.													
ZYMOTIC DISEASES.													
Whooping Cough.....	4	3	1	...	...	...	...	...	...	...	...	1	9
Measles (Morbilli).....	...	...	...	1	...	3	1	3	1	...	2	1	12
Influenza.....	...	1	1	...	...	2	1	3	3	2	1	...	14
Diphtheria, Membranous Croup.....	...	...	...	3	...	4	2	2	2	2	2	...	17
Enteric Fever.....	1	4	2	2	1	...	1	3	...	...	1	3	18
	5	8	4	6	1	9	5	11	6	4	6	5	70
Epidemic Diarrhœa.....	...	3	6	3	...	...	...	...	...	...	...	...	12
Diarrhœa, Choleric Diarrhœa.....	...	2	4	...	...	...	1	...	...	...	...	1	8
Dysentery.....	...	...	...	...	1	...	...	...	...	...	...	...	1
	...	5	10	3	1	...	1	...	...	...	...	1	21
Glanders.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Tetanus.....	...	1	...	...	...	...	...	...	1	...	1	1	4
	...	1	...	...	...	...	...	...	1	...	1	1	4
Syphilis.....	...	2	1	...	...	1	...	...	...	...	...	...	4
Gonorrhœa.....	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	2	1	...	...	1	...	...	...	...	...	...	4
Puerperal Septicæmia, Sapræmia.....	...	1	...	...	...	...	1	...	...	1	...	...	3
Pyæmia (not Puerperal).....	...	...	...	...	...	...	...	...	...	...	...	...	...
Puerperal Fever.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Lobar Croupous-Pneumonia.....	...	...	...	...	...	1	1	1	1	...	...	1	5
Broncho-Catarrhal Lobular Pneumonia.....	6	2	...	4	2	1	2	14	4	2	4	3	44
Pneumonia.....	2	2	6	5	8	4	10	14	14	9	8	6	88
Erysipelas.....	...	1	...	...	...	...	...	...	...	...	1	...	2
Septicæmia (not Puerperal).....	1	...	...	1	...	...	...	...	...	1	...	...	3
Other Septic Diseases.....	...	...	3	...	...	...	...	...	...	...	...	...	3
	9	6	9	10	10	6	14	29	19	13	13	10	148
Tuberculous Phthisis (Pulm. Tuberculosis).....	1	11	8	5	8	4	5	7	7	5	3	7	71
Phthisis.....	7	3	3	6	4	2	3	3	5	3	2	3	44
Tuberculous Meningitis.....	2	1	...	...	1	1	2	2	2	2	3	4	20
Tuberculous Peritonitis.....	...	1	...	1	...	...	...	...	...	...	1	...	3
Tabes Mesenterica.....	...	...	...	1	...	...	...	...	...	...	...	...	1
Tubercle of other Organs.....	1	...	2	...	1	2	2	1	...	...	...	1	10
General Tuberculosis.....	...	1	1	...	1	2	...	...	...	3	2	1	11
Scrofula.....	...	...	1	...	...	...	...	...	...	...	...	...	1
	11	17	15	13	15	11	12	13	14	13	11	16	16
PARASITIC DISEASES.													
Hydatids.....	...	...	1	...	...	...	1	1	...	...	...	...	3
Ankylostoma.....	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	1	...	...	...	1	1	...	...	...	...	3
Scurvy.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Alcoholism.....	...	...	...	3	...	1	...	...	...	...	...	...	4
	...	...	...	3	...	1	...	...	...	...	...	...	4
Rheumatic Fever, Acute Rheumatism.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Rheumatic Arthritis, Rheumatic Gout.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Rheumatism, Chronic.....	...	...	1	...	...	...	...	1	...	...	...	...	2
Gout.....	...	...	...	...	1	...	...	...	...	...	...	...	1
Rheumatism of Heart.....	...	...	...	...	1	...	...	...	...	...	1	...	2
	...	...	1	...	2	...	...	1	...	...	3	...	7
Carcinoma.....	4	7	1	4	3	5	9	7	6	5	3	4	58
Sarcoma.....	...	3	...	1	3	1	...	1	...	...	2	...	11
Malignant Disease, Cancer.....	4	2	9	2	5	3	4	6	2	7	3	3	50
	8	12	10	7	11	9	13	14	8	12	8	7	119
Rickets.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Purpura.....	...	...	...	...	...	1	...	...	...	...	...	1	2
Hæmophilia.....	...	...	...	...	...	...	...	...	...	1	...	...	1
Anæmia, Leucocythæmia.....	2	...	...	2	1	1	3	1	...	2	1	1	14
Diabetes Mellitus.....	3	...	1	...	...	3	...	1	5	...	...	3	16
	5	...	1	2	1	5	3	2	5	3	1	5	3

DISEASES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Premature Birth	7	3	8	3	9	12	8	6	6	9	6	3	80
Congenital Defects	1	1	...	...	1	3	1	4	4	1	...	3	19
Injury at Birth .....	...	...	...	1	2	...	...	2	...	1	...	1	7
Atelectasis	1	...	...	...	...	...	1	...	1	...	1	1	5
Want of Breast Milk .....	...	2	1	...	...	1	...	...	...	...	...	...	4
Teething .....	...	...	...	...	...	...	1	1	...	1	...	...	3
	9	6	9	4	12	16	11	13	11	12	7	8	118
Total Class I.....	47	57	61	48	53	58	60	84	64	57	50	53	692
CLASS II.—LOCAL DISEASES.													
DISEASES OF NERVOUS SYSTEM.													
Meningitis, Inflammation of Brain ..	2	4	1	2	3	2	2	3	...	3	2	2	26
Softening of Brain.....	...	2	...	...	...	...	...	...	...	1	1	...	4
General Paralysis of Insane .....	...	...	...	...	1	...	1	2	...	...	1	...	5
Epilepsy.....	...	...	2	2	1	...	4	1	3	1	...	1	15
Convulsions.....	6	4	2	2	3	5	...	4	...	2	...	1	29
Locomotor Ataxy.....	...	...	...	1	2	...	...	...	...	...	1	1	5
Paraplegia and Disease of Cord.....	1	1	1	...	...	1	1	...	...	...	...	1	6
Neuritis .....	...	...	...	...	...	...	1	...	...	...	...	...	1
Brain Tumour (not specific)	2	1	1	...	...	...	...	...	1	1	...	...	6
Nervous System, other Diseases.....	...	...	3	1	2	3	1	2	2	1	1	4	20
Insanity, not puerperal .....	...	...	...	2	...	1	...	1	...	...	1	1	6
	11	12	10	10	12	12	10	13	6	9	7	11	123
DISEASES OF ORGANS OF SPECIAL SENSE.													
Epistaxis, Nose Disease .....	...	1	...	...	...	...	...	...	...	...	...	...	1
Otitis, Mastoid Disease .....	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	1	...	...	...	...	...	...	...	...	...	...	1
DISEASE OF HEART.													
Hypertrophy of Heart .....	...	...	...	...	...	...	...	1	...	...	...	...	1
Valve Dis., Endocarditis (not Infective)	1	3	1	2	5	2	4	7	5	3	12	2	47
Angina Pectoris.....	...	...	1	1	...	...	...	...	...	...	...	...	2
Dilatation of Heart	1	...	1	2	2	2	2	...	...	...	1	...	13
Fatty Degeneration of Heart .....	...	...	...	...	...	...	...	1	...	...	1	...	2
Syncope, Heart Disease (not specified)	15	15	13	18	9	18	22	20	14	16	14	14	188
Pericarditis .....	...	...	1	...	...	...	...	1	...	...	...	1	3
	17	18	17	23	16	22	28	32	19	19	28	17	256
DISEASES OF BLOOD VESSELS.													
Cerebral Hæmorrhage, Emb., Throm.	3	4	3	3	9	2	4	4	3	6	6	3	50
Apoplexy, Hemiplegia .....	...	...	3	2	2	3	4	3	9	...	...	3	29
Aneurism	1	...	1	...	...	...	...	...	...	...	1	...	3
Embolism, Thrombosis (not Cerebral) .....	...	...	...	...	...	...	1	...	...	...	...	...	1
Senile Gangrene .....	...	...	1	1	...	...	2	...	...	...	...	1	5
Blood Vessels, other Diseases	1	...	1	...	1	...	...	...	...	...	...	3	6
Phlebitis .....	...	...	...	1	...	...	...	...	...	...	...	...	1
	5	4	9	7	12	5	11	7	12	6	7	10	95
DISEASES OF THE RESPIRATORY ORGANS.													
Larynx, other diseases not specified .....	...	...	...	...	...	1	...	...	...	...	...	...	1
Laryngitis .....	...	...	1	1	...	3	1	1	1	...	...	...	8
Croup .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Bronchitis	2	3	4	2	3	4	9	4	2	3	1	4	41
Emphysema, Asthma .....	...	...	1	1	...	...	...	1	1	...	1	1	6
Pleurisy .....	...	1	2	...	...	1	...	...	...	...	...	1	5
Respiratory Diseases, other.....	...	...	1	1	1	...	...	1	1	3	...	...	8
Membranous Laryngitis.....	...	...	...	...	...	...	1	...	...	...	...	...	1
	2	4	9	5	4	9	11	7	5	6	2	6	70
DISEASES OF DIGESTIVE SYSTEM.													
Mouth Pharynx Diseases (not specific) .....	...	...	...	...	...	...	1	...	...	...	...	...	1
Gastric Ulcer.....	...	...	...	1	...	...	...	...	1	1	...	1	4
Gastric Catarrh.....	...	...	...	...	...	...	1	...	...	...	...	...	1
Stomach, other Disease (not Malignant).....	2	...	1	2	1	...	2	1	...	1	...	...	10
Enteritis (not Epidemic).....	...	4	4	3	1	2	...	...	...	...	3	5	22
Gastro Enteritis	11	7	13	6	2	1	...	...	1	1	4	5	51
Appendicitis, Perityphlitis	2	1	3	1	2	1	1	1	1	1	1	...	15
Hernia.....	...	...	...	...	...	1	1	...	...	...	...	...	2
Intestinal Obstruction	1	1	...	2	...	2	...	...	2	1	...	1	10
Other Diseases of Intestines	1	...	1	...	1	1	...	1	...	...	...	...	5
Peritonitis (not Puerperal).....	...	1	1	1	...	...	...	1	3	1	...	2	10
Cirrhosis of Liver.....	...	...	...	1	1	1	...	...	...	...	...	...	3
Liver and Gall Bladder, other Diseases.....	...	...	1	...	3	...	3	4	...	2	1	1	15
Digestive System, other Diseases .....	...	...	1	...	...	...	...	...	1	1	1	...	4
	17	14	25	17	11	9	9	8	9	9	10	15	153

114 STATISTICS OF TASMANIA, 1911.—VITAL AND METEOROLOGICAL.

DISEASES.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
LYMPHATIC DISEASES.													
Lymph. System, other Diseases.....	2	...	...	...	...	...	...	...	...	...	...	...	2
Thyroid Body Disease.....	...	...	1	...	2	...	...	1	...	1	...	...	5
Supra Renal Capsules Disease .....	...	...	...	...	...	...	...	...	...	...	...	1	1
	2	...	1	...	2	...	...	1	...	1	...	1	8
DISEASES OF URINARY SYSTEM.													
Nephritis, Acute	1	4	4	...	2	3	4	4	1	...	6	4	33
Chronic Bright's Disease, Albuminuria	2	1	1	...	2	1	2	1	1	3	...	2	16
Bladder and Prostate Disease	1	1	...	1	1	...	...	1	2	1	...	...	8
Urinary System, Other Diseases.	1	...	1	...	1	1	...	...	1	...	...	1	6
	5	6	6	1	6	5	6	6	5	4	6	7	63
DISEASES OF GENERATIVE SYSTEM.													
Ovarian Tumour (not Malig.) .....	...	1	1	...	...	...	...	...	...	...	...	...	2
Other Diseases of Uterus and Vagina .....	...	...	2	...	1	1	...	...	...	...	...	...	4
Uterine Tumour .....	...	1	...	...	...	...	...	...	...	...	...	...	1
	...	2	3	...	1	1	...	...	...	...	...	...	7
ACCIDENTS OF CHILDBIRTH.													
Abortion, Miscarriage .....	...	1	1	...	...	...	...	1	...	...	...	...	3
Puerperal Mania .....	...	...	...	...	...	...	...	...	...	...	...	1	1
Puerperal Convulsions	1	...	...	...	...	1	...	1	...	...	2	1	6
Placenta Prævia, Flooding.....	2	...	...	...	...	...	...	...	1	1	...	...	4
Other Accid. of Pregnancy and Childbirth.....	...	...	...	...	1	2	...	1	...	1	...	...	5
	3	1	1	...	1	3	...	3	1	2	2	2	19
JOINT DISEASES.													
Other Diseases of Locomotor System .....	...	2	2	...	2	...	...	...	...	...	...	...	6
Arthritis.....	...	...	...	...	1	...	...	...	...	...	...	...	1
	...	2	2	...	3	...	...	...	...	...	...	...	7
SKIN DISEASES.													
Eczema .....	...	...	1	1	1	...	...	...	...	...	...	...	3
Skin Diseases, other	2	...	...	...	1	1	1	...	...	...	...	...	5
Ulcer Bedsores, &c. ....	...	...	...	...	...	1	...	...	...	...	...	...	1
	2	...	1	1	2	2	1	...	...	...	...	...	9
TOTAL CLASS II.	64	64	84	64	70	68	76	77	57	56	62	69	811
CLASS III.—OTHER SPECIFIED DISEASES.	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS IV.—ILL-DEFINED AND NOT SPECIFIED DISEASES.													
<i>Atrophy, Debility</i>	5	8	8	12	2	8	8	2	2	4	3	5	67
<i>Old Age</i>	16	14	22	9	30	15	28	25	26	24	14	12	235
<i>Abscess, Tumour, &c.</i> .....	...	1	1	1	3	1	...	1	...	1	...	...	9
Unspecified .....	...	1	...	...	...	...	...	...	...	...	...	...	1
Hæmorrhage .....	...	...	...	...	1	1	...	1	1	...	...	1	5
Other, ill defined	1	...	...	...	1	...	...	...	1	...	...	...	3
TOTAL CLASS IV	22	24	31	22	37	25	36	29	30	29	17	18	320
CLASS V.—VIOLENT DEATHS.													
ACCIDENT OR NEGLIGENCE.													
In Mines and Quarries.....	...	...	...	2	...	...	...	...	...	1	...	...	3
Vehicles and Horses.....	...	2	...	1	...	...	...	...	...	...	2	...	5
Ships, Boats, and Docks (not drowning).....	...	...	...	...	...	...	...	...	...	...	...	...	...
Building Operations .....	...	...	...	...	...	...	...	...	1	...	...	...	1
Machinery .....	...	...	...	...	...	1	...	...	...	...	1	...	2
Weapons and Implements .....	...	...	...	1	1	1	2	...	1	1	...	...	7
Burns and Scalds	2	...	4	3	...	4	1	1	...	...	...	3	18
Poisons, Poisonous Vapours .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Drowning	5	3	3	1	1	3	...	2	2	...	...	3	23
Suffocation—(a) From overlying.....	1	...	...	...	1	1	...	...	...	...	...	...	3
(b) Otherwise	3	...	...	...	...	1	1	...	2	2	...	...	9
Falls .....	...	...	1	1	...	...	...	1	...	...	...	...	3
Weather Agencies.....	...	...	...	...	1	...	...	...	...	...	1	...	2
Otherwise or not stated	2	2	...	...	2	1	...	1	...	6	1	3	18
	13	7	8	9	7	12	4	5	6	10	5	9	95
HOMICIDE AND SUICIDE.													
Homicide (by whites) .....	...	...	...	...	...	...	...	...	...	...	...	1	1
Suicide—By Hanging or Strangulation .....	...	1	...	...	...	1	...	...	...	...	...	2	4
By Firearms .....	...	1	...	1	...	...	...	...	1	...	...	...	3
By Cutting Instruments .....	...	1	...	1	...	...	...	...	...	1	...	...	3
By Poison .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Drowning	1	...	1	...	...	...	...	...	...	...	...	...	2
Other means .....	...	...	...	...	...	...	...	...	...	...	...	...	...
	1	3	1	2	...	1	...	...	1	1	...	3	13
TOTAL CLASS V.	14	10	9	11	7	13	4	5	7	11	5	12	108
TOTAL	147	155	185	145	167	164	176	195	158	153	134	152	1931

NOTE.—Deaths at sea, which were registered in Tasmania, are included.

DEATHS*—DECENNIAL RETURN.

RETURN showing the Number of Deaths REGISTERED in Tasmania under the various Divisions and Registration Districts; also showing certain Averages and Proportions.

‡ Mean Population of Decade—184,278.

DISTRICTS	Year Mean Population	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	YEARLY AVERAGE
		†	†	†	†	†	†	†	†	†	†	
		175,045	177,127	179,234	181,365	183,522	185,705	187,913	190,148	192,410	190,316	
CHIEF URBAN DISTRICTS.												
Hobart		590	636	596	597	607	588	632	552	571	577	595
Launceston		393	387	341	329	374	353	392	369	419	398	375
Total Chief Urban Districts		983	1023	937	926	981	941	1024	921	990	975	970
COUNTRY DISTRICTS.												
NORTH-EASTERN DIVISION—												
Beaconsfield		46	44	42	47	40	33	37	36	36	36	40
Evandale		19	41	23	27	20	30	33	21	19	16	25
Fingal.....		28	32	30	24	44	37	29	30	27	27	31
Frankford		5	3	5	3	8	3	3	...	...	...	3
George Town.....		3	3	6	2	4	4	...	6	2	3	3
Lefroy		8	7	5	4	3	7	3	11	3	3	5
Lilydale		10	16	5	14	10	9	14	9	11	17	12
Portland		11	13	11	14	16	7	20	8	12	15	13
Ringarooma		28	37	34	34	33	34	39	68	51	32	39
Westbury		37	36	36	25	25	37	39	25	43	20	32
Total North-Eastern Division		195	232	197	194	203	201	217	214	204	169	203
NORTH-WESTERN DIVISION—												
Deloraine		43	36	56	39	54	49	34	35	47	29	42
Emu Bay		19	33	42	20	44	40	56	33	37	42	37
King Island*.....		1	1	4	4	6	2
Mersey		40	64	57	57	66	52	54	52	65	53	56
Montagu.....		10	4	4	2	4	3	6	1	6	4	4
Port Frederick.....		40	40	49	29	41	37	41	30	48	40	39
Port Sorell.....		3	2	4	1	3	1	3	...	2	...	2
Sheffield		20	28	23	15	21	31	20	28	25	18	23
Stanley		21	13	31	15	23	28	28	22	25	31	24
Ulverstone		51	88	50	59	72	63	67	48	68	62	63
Waratah.....		10	7	9	11	4	17	18	17	22	29	14
Wynyard		15	23	13	29	27	26	28	21	33	31	25
Total North-Western Division		272	338	338	277	359	348	356	296	382	345	331
MIDLAND DIVISION—												
Bothwell.....		10	4	8	10	3	6	8	6	7	11	7
Campbell Town.....		24	24	24	21	17	21	22	13	14	15	20
Green Ponds		6	10	4	4	13	10	8	5	12	13	8
Hamilton		15	14	17	11	17	18	17	11	18	17	15
Longford.....		28	66	49	37	39	58	40	37	63	50	47
Lyell		72	63	47	51	46	48	62	54	85	39	57
Oatlands		24	27	26	30	26	23	37	20	16	19	25
Ross.....		14	4	6	2	6	6	6	2	4	3	5
Strahan		11	5	5	7	7	16	3	9	9	10	8
Zeehan		44	52	77	52	52	68	81	41	69	20	56
Total Midland Division		248	269	263	225	226	274	284	198	297	197	248
SOUTH-EASTERN DIVISION—												
Brighton.....		15	10	10	12	10	12	12	11	17	5	11
Clarence		8	7	17	14	13	9	12	13	13	8	11
Glamorgan.....		6	9	11	14	4	6	9	8	2	4	7
Gordon		3	9	7	17	4	6	5	6	9	9	7
Kingston.....		14	15	6	10	16	7	8	6	7	13	10
New Norfolk.....		61	75	86	70	82	69	75	70	65	69	72
Port Cygnet		17	16	14	16	10	13	11	14	22	23	16
Ralph's Bay		2	1	3	1	...	...	1	2	1	3	1
Richmond		13	26	13	12	16	28	16	17	26	22	19
Sorell		13	21	14	13	11	15	17	16	27	19	17
Spring Bay		7	5	4	5	9	3	6	4	5	4	5
Tasman Peninsula		9	7	5	6	8	12	12	8	3	8	8
Victoria		10	6	10	10	8	6	14	4	14	12	9
Total South-Eastern Division		178	207	200	187	191	186	198	179	211	199	193
SOUTH-WESTERN DIVISION—												
Esperance		6	11	3	9	18	14	16	8	5	8	10
Franklin		18	13	22	12	17	20	18	16	16	17	17
Geeveston		6	14	7	9	13	6	8	5	9	11	9
Southport		8	9	7	5	10	11	8	6	8	10	8
Total South-Western Division		38	47	39	35	58	51	50	35	38	46	44
Total Country Districts		931	1093	1037	918	1037	1060	1105	922	1132	956	1019
GRAND TOTAL		1914	2116	1974	1844	2018	2001	2129	1843	2122	1931	1989
Death-rate per 1000 of Mean Population ‡		10.94	11.95	11.01	10.17	11.00	10.77	11.33	9.69	11.03	10.15	10.79

* Included as part of another District prior to date where figures are first shown.
† Deaths occurring at sea and registered in Tasmania are included.
‡ Revised estimate based upon results ascertained at Census, 3rd April, 1911.

DEA

RETURN showing the Ages at Death under each Division

DISTRICTS.	Total Number of Deaths.	Under 1 Month.	1 and under 3 Months.	3 Months and under 6 Months.	6 Months and under 12 Months.	Total under 1 Year.	1-2.	2-3.	3-4.	4-5.	Total 1 Year & under 5 Years.	5-10.
CHIEF URBAN DISTRICTS.												
Hobart	525	34	25	16	15	90	13	5	4	2	24	8
Launceston.....	319	45	7	18	14	79	6	1	2	1	10	5
Total Chief Urban Districts	844	79	32	29	29	169	19	6	6	3	34	13
COUNTRY DISTRICTS.												
<i>North-Eastern Division.</i>												
Beaconsfield	41	4	1	...	3	8	...	...	...	...	...	1
Evandale	19	2	3	...	1	6	...	...	...	...	...	...
Fingal	29	3	3	...	1	7	1	...	1	...	2	1
Frankford .....	...	...	...	...	...	...	...	...	...	...	...	...
George Town	5	...	1	...	...	1	...	...	...	...	...	...
Lefroy	4	...	1	...	...	1	...	...	...	...	...	...
Lilydale	22	1	...	1	1	3	1	...	1	...	2	...
Portland	16	3	1	...	2	6	...	...	...	...	...	...
Ringarooma ..	45	3	...	1	3	7	2	...	...	1	3	1
Westbury	26	2	2	...	2	6	1	...	...	...	1	...
Total North-Eastern Division	207	18	12	2	13	45	5	...	2	1	8	3
<i>North-Western Division.</i>												
Deloraine	34	6	1	...	...	7	1	...	...	...	1	1
Emu Bay	46	2	4	2	1	9	1	2	2	1	6	6
King Island	7	1	...	...	...	1	1	...	...	...	1	1
Mersey	57	1	1	1	2	5	1	...	...	1	2	5
Montagu	4	...	...	...	...	...	...	1	1	...	2	2
Port Frederick	40	5	3	1	5	14	2	...	...	...	2	...
Port Sorell.....	...	...	...	...	...	...	...	...	...	...	...	...
Sheffield	19	2	2	...	...	4	2	1	...	...	3	...
Stanley	32	3	1	...	2	6	1	1	...	1	3	1
Ulverstone	65	9	4	4	4	21	2	...	...	1	3	1
Waratah	31	4	2	1	1	8	2	3	1	...	6	...
Wynyard	33	3	3	2	2	10	1	...	...	...	1	1
Total North-Western Division	368	36	21	11	17	85	14	8	4	4	30	18
<i>Midland Division.</i>												
Bothwell	11	1	...	...	2	3	...	...	...	...	...	...
Campbell Town.....	15	2	1	1	...	4	...	...	...	...	...	...
Green Ponds	14	2	...	1	...	3	...	...	...	...	...	1
Hamilton	17	2	1	2	1	6	...	...	1	...	1	...
Longford.....	62	3	4	2	3	12	1	...	1	...	2	2
Lyell	41	4	...	1	5	10	...	2	...	...	2	3
Oatlands	22	...	...	...	1	1	2	...	...	2	4	1
Ross	5	1	...	...	1	2	...	...	...	...	...	1
Strahan	10	2	1	...	1	4	1	...	...	...	1	...
Zeehan	23	2	1	2	1	6	1	...	...	...	1	...
Total Midland Division	220	19	8	9	15	51	5	2	2	2	11	8
<i>South-Eastern Division.</i>												
Brighton.....	14	...	1	...	...	1	...	...	1	...	1	...
Clarence	9	...	...	...	...	...	...	...	...	...	...	1
Glamorgan	4	1	...	...	...	1	...	...	...	...	...	...
Gordon	10	...	1	1	1	3	1	...	...	...	1	...
Kingston	16	2	...	1	...	3	...	...	...	1	1	...
New Norfolk	79	4	2	1	1	8	1	...	...	...	1	2
Port Cygnet	25	2	1	1	3	7	1	1	...	...	2	...
Ralph's Bay	3	...	...	...	...	...	...	...	...	1	1	...
Richmond	24	2	1	1	1	5	1	1	...	1	3	1
Sorell	25	2	1	...	1	4	...	...	...	...	...	...
Spring Bay.....	4	...	...	...	...	...	...	...	...	...	...	...
Tasman Peninsula	8	...	...	...	...	...	1	...	...	...	1	2
Victoria	15	2	...	...	...	2	...	1	...	...	1	1
Total South-Eastern Division.....	236	15	7	5	7	34	5	3	1	3	12	7
<i>South-Western Division.</i>												
Esperance	10	2	...	...	1	3	1	...	...	...	1	...
Franklin.....	17	4	1	1	...	6	2	...	...	...	2	1
Geeveston	11	1	...	...	...	1	...	...	...	...	...	...
Southport	11	2	2	1	2	7	1	1	...	...	2	1
Total South-Western Division	49	9	3	2	3	17	4	1	...	...	5	2
Total Country Districts	1080	97	51	29	55	232	33	14	9	11	66	38
Shipping, &c.....	*7	...	...	1	1	2	...	...	...	1	1	1
GRAND TOTAL	1931	176	83	59	85	403	52	20	15	14	101	52
Per cent. to Total	100·00	9·11	4·30	3·06	4·40	20·87	2·69	1·04	·78	·72	5·23	2·69

* Including 3 Deaths which occurred on

NOTE.—Deaths occurring in the Public Hospitals of Hobart and Launceston are in this return included in the District

THS.

and Registration District in Tasmania for the Year 1911.

10-15.	15-20.	20-25.	25-30.	30-35.	35-40.	40-45.	45-50.	50-55.	55-60.	60-65.	Total 5-65.	65-70.	70-75.	75-80.	Total 65-80.	80-85.	85-90.	90-95.	95& upwards.	Total 80 and upwards.	Ages not specified.
7 2	6 9	19 8	23 15	14 12	16 11	15 5	18 12	31 11	25 15	25 16	207 121	49 20	44 27	39 20	132 67	32 19	31 12	6 9	3 2	72 4	...
9	15	27	38	26	27	20	30	42	40	41	328	69	71	59	199	51	43	15	5	114	...
...	1	2	2	1	2	1	1	2	3	4	20	2	2	4	8	2	3	...	..	5	...
...	2	...	...	1	...	...	1	2	1	...	7	1	...	1	2	3	...	...	1	4	...
2	1	...	1	1	1	...	...	...	1	2	10	1	3	2	6	...	2	2	...	4	...
...
...	...	...	1	...	1	1	...	...	...	...	3	...	...	...	...	...	1	...	...	1	...
...	...	...	...	...	...	...	...	...	...	1	1	...	1	...	1	...	...	...	1	1	...
1	...	1	1	...	1	1	2	...	1	3	11	2	1	2	5	...	1	...	...	1	...
1	...	1	1	...	1	1	1	1	...	...	7	1	...	1	2	...	1	...	...	1	...
1	3	3	1	3	4	...	3	5	1	4	29	1	...	3	4	...	2	...	...	2	...
...	...	2	2	...	...	2	2	...	2	3	13	1	5	...	6	...	...	...	...	...	...
5	7	9	9	6	10	6	10	10	9	17	101	9	12	13	34	5	10	2	2	19	...
2	1	2	...	2	...	...	2	2	...	1	13	...	...	5	5	1	5	1	1	8	...
1	2	...	2	1	2	1	2	...	...	1	18	3	1	2	6	4	...	3	...	7	...
1	...	1	...	...	1	1	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...
3	3	...	4	...	2	3	3	6	1	6	36	4	2	3	9	3	2	...	...	5	...
...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...
1	...	...	1	1	...	...	1	3	2	2	11	3	1	2	6	5	2	...	...	7	...
...
...	...	...	...	1	1	...	...	1	...	2	5	2	2	2	6	...	...	...	1	1	...
...	1	2	2	2	2	1	1	2	...	1	13	2	1	2	5	2	2	1	...	5	...
1	2	3	4	1	3	3	3	1	1	2	25	1	2	5	8	4	1	3	...	8	...
...	1	2	1	4	4	2	1	...	...	...	15	1	...	...	1	1	...	...	...	1	...
...	1	5	...	...	2	...	3	...	2	...	14	3	2	1	6	...	2	...	...	2	...
9	11	15	14	10	17	11	16	15	6	15	157	19	11	22	52	20	14	8	2	44	...
...	1	...	1	1	...	...	...	1	...	1	5	1	...	...	1	2	...	...	...	2	...
1	...	2	...	1	...	...	...	1	...	1	6	1	...	2	3	...	2	...	...	2	...
1	...	...	...	...	...	...	...	...	1	...	3	2	1	3	6	1	1	...	...	2	...
...	...	...	1	1	...	...	1	1	...	...	4	...	1	2	3	1	1	1	...	3	...
...	1	3	2	1	2	2	2	1	3	3	21	6	2	7	15	3	5	3	1	12	...
1	1	2	...	...	...	2	...	1	...	...	25	...	2	2	4	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	8	7	...	2	9	...	...	...	...	...	...
...	...	...	...	...	...	...	...	1	...	...	2	...	...	...	...	...	1	...	...	1	...
...	1	...	...	...	...	...	...	...	1	...	4	...	...	...	...	...	1	...	...	1	...
1	...	1	1	1	2	2	1	...	3	1	13	...	1	...	1	1	1	...	...	2	...
5	7	11	6	10	7	7	5	9	10	6	91	17	7	18	42	9	11	4	1	25	...
1	1	1	...	...	1	...	...	1	1	...	6	...	4	...	4	1	1	...	...	2	...
...	...	1	...	...	1	...	...	...	...	...	3	1	2	3	6	...	...	...	...	...	...
...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	1	1	...	...	...	1	...
...	...	...	2	...	1	...	...	1	...	1	5	...	1	...	1	...	...	...	...	...	...
2	...	1	...	1	...	...	2	2	...	2	10	1	...	...	1	1	...	...	...	1	...
...	...	4	4	5	1	5	7	5	6	7	47	5	3	9	17	2	2	...	2	6	...
1	1	...	...	2	...	...	...	1	2	1	10	1	...	2	3	2	1	...	...	3	...
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2	...
...	...	...	...	...	4	1	...	...	...	1	7	1	2	3	6	...	1	...	2	3	...
1	1	...	1	1	...	1	2	3	...	2	12	2	2	2	6	1	1	1	...	3	...
...	...	...	...	...	...	...	...	1	...	...	1	1	...	...	1	...	2	...	...	2	...
1	...	...	...	1	1	1	...	...	...	1	6	...	1	...	1	...	...	...	...	...	...
1	1	...	...	...	...	...	1	...	1	2	8	2	...	...	2	2	...	...	...	2	...
7	5	7	7	10	11	8	13	14	10	17	116	14	16	19	49	10	8	3	4	25	...
...	1	1	...	...	...	...	...	...	...	...	2	1	1	1	3	1	...	...	...	1	...
...	...	...	1	...	...	1	...	1	...	...	4	2	1	1	4	...	...	...	1	1	...
2	...	...	...	...	...	...	...	1	2	...	5	...	...	2	2	2	1	...	...	3	...
...	...	1	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...
2	1	2	1	..	...	1	...	2	2	...	13	3	2	4	9	3	1	...	1	5	...
28	31	44	37	36	45	33	44	50	37	55	478	62	48	76	186	47	44	17	10	118	...
...	...	1	...	...	...	...	1	1	...	...	4	...	...	...	...	...	...	...	...	...	...
37	46	72	75	62	72	53	75	93	77	96	810	131	119	135	385	98	87	32	15	232	...
1.92	2.38	3.73	3.88	3.21	3.73	2.74	3.88	4.82	3.99	4.97	41.94	6.79	6.16	6.99	19.94	5.08	4.50	1.66	0.78	12.02	...

foreign ships within Tasmanian waters, in which the fatal illness was contracted. Deaths occurring at sea and registered in Tasmania are included in above return.

DEATHS—DECENNIAL RETURN.

RETURN showing the Number of Deaths REGISTERED during each Year, the Average Number of the Decade, and Percentage of the same, at particular Ages; also the Percentage to Total Deaths at stated Ages for each Year of Decade.

Average Mean Population for Decade—184,278.

PARTICULARS.	Year	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
	Mean Population }	175,045	177,127	179,234	181,365	183,522	185,705	187,913	190,148	192,410	190,316
Under 1 year of age.....		402	563	480	424	487	438	426	361	569	403
1 year of age and under 2		50	65	50	40	60	44	66	50	77	52
2 years of age and under 3		24	23	18	19	16	13	25	35	24	26
3 " " 4		15	19	18	14	23	15	27	14	15	15
4 " " 5		9	10	14	13	9	14	20	14	17	14
Total under 5 years of age		500	680	580	510	595	524	567	474	702	504
5 years of age and under 10.....		44	65	32	39	37	49	44	41	49	52
10 " " 20.....		126	123	89	104	115	95	123	92	111	83
20 " " 30.....		144	155	143	125	126	126	187	142	138	147
30 " " 40.....		140	150	115	123	129	128	122	137	141	134
40 " " 50.....		156	143	136	131	142	151	189	144	152	128
50 " " 60.....		126	144	151	155	149	189	181	177	177	170
60 " " 65.....		89	99	93	95	89	111	110	68	85	96
Total 5 years of age and under 65.....		825	879	759	772	787	849	936	801	853	810
65 years of age and under 70.....		104	102	119	105	125	104	135	103	108	131
70 " " 80.....		254	245	293	255	270	299	258	242	245	254
80 " " 90.....		203	186	170	166	204	185	195	181	167	185
90 " " 100.....		24	21	51	35	35	36	35	39	43	44
100 " " upwards.....		2	...	...	...	...	2	2	1	3	3
Total 65 years of age and upwards		587	554	633	561	634	626	625	566	566	617
Age not known		2	3	2	1	2	2	1	2	1	...
GRAND TOTAL FOR ALL AGES ...		1914	2116	1974	1844	2018	2001	2129	1843	2122	1931
Percentage of Deaths to the Total Number of Deaths for each particular year or period—											
Under 1 year of age.....		21·01	26·61	24·31	23·00	24·14	21·89	20·01	19·59	26·82	20·87
Under 5 years of age		26·12	32·14	29·38	27·66	29·49	26·19	26·64	25·72	33·07	26·10
5 years of age and under 65.....		43·10	41·55	38·45	41·86	39·00	42·43	43·96	43·46	40·20	41·95
65 years of age and upwards		30·68	26·17	32·07	30·43	31·42	31·28	29·36	30·72	26·68	31·95
Unspecified.....		·10	·14	·10	·05	·09	·10	·04	·10	·05	...
All ages		100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Death-rate per 1000 of Mean Population of each year		10·94	11·95	11·01	10·17	11·00	10·77	11·33	9·69	11·03	10·15

* Revised estimate based upon results ascertained at Census, 3rd April, 1911.

And Deaths occurring at sea and registered in Tasmania are included in the above return

DEATHS.*

DECENNIAL RETURN showing the Number of Deaths occurring in Tasmania under the various Classes and Orders.

Mean Population of Decade—184,278.

PARTICULARS.	Year Mean Population	YEAR.										Average of Decade.	Per cent. to Total.	Average of Decade per 10,000 of Mean Population.
		1902	1903	1904	1905	1906	1907	1908	1909	1910	1911			
		175,045	177,127	179,234	181,365	183,522	185,705	187,913	190,118	192,410	190,316			
GENERAL DISEASES.														
Miasmatic Diseases—														
Small-pox .....	..	19	..	..	..	..	..	..	..	..	..	2	0.10	0.11
Measles	1	..	..	3	4	1	4	2	..	..	12	3	0.15	0.16
Epidemic Rose Rash .....	..	..	1	..	..	..	..	..	..	..	..	..	..	..
Scarlet Fever	22	26	4	1	..	..	..	2	3	..	..	6	0.30	0.33
Influenza	50	15	22	16	24	33	31	12	7	14	22	22	1.11	1.19
Whooping-cough	23	65	26	..	1	47	23	2	51	9	25	25	1.26	1.36
Mumps .....	..	3	..	..	1	..	..	..	..	..	..	..	..	..
Diphtheria	3	9	4	10	4	8	11	11	16	17	9	9	0.46	0.49
Typhoid Fever, &c.	25	38	22	23	37	37	37	36	40	18	31	31	1.57	1.68
Cerebro-Spinal Fever .....	..	1	..	..	1	..	1	6	1	..	1	1	0.05	0.05
Diarrhæal Diseases	25	66	57	23	68	27	45	16	30	21	38	38	1.92	2.06
Malarial Diseases	1	1	..	..	..	..	..	..	..	..	..	..	..	..
Venereal Diseases.														
Syphilis	4	6	10	5	4	8	6	6	5	..	5	5	0.25	0.27
Gonorrhœa, Stricture of Urethra	1	3	2	2	..	..	..	..	2	4	1	1	0.05	0.05
Septic Diseases (including Pneumonia) ..	124	136	110	104	149	148	169	147	135	146	137	137	6.92	7.45
Tubercular Diseases	167	162	172	177	162	156	180	163	168	160	167	167	8.43	9.06
Parasitic Diseases	5	7	3	1	4	5	8	6	8	3	5	5	0.25	0.27
Dietic Diseases and Industrial Poisoning ..	7	8	4	1	3	7	4	7	5	4	5	5	0.25	0.27
Rheumatic Fever, Rheumatism, and Gout ..	7	15	6	11	5	16	5	14	7	7	9	9	0.46	0.49
Cancer all forms	109	100	93	97	94	112	123	124	123	119	110	110	5.56	5.97
Premature Birth	70	83	68	70	63	80	76	101	95	80	79	79	3.99	4.29
Other General Diseases	37	78	75	75	66	60	67	57	86	75	68	68	3.43	3.69
TOTAL GENERAL DISEASES.....		681	841	679	619	690	745	790	712	782	689	723	36.51	39.24
LOCAL DISEASES.														
Diseases of Nervous System.	219	135	136	143	149	115	168	115	124	123	143	143	7.22	7.76
Ditto Organs of Special Sense	2	..	..	3	1	2	4	1	2	1	2	2	0.10	0.11
Ditto Heart	209	191	230	186	244	248	219	169	217	254	210	210	10.61	11.40
Ditto Blood Vessels	71	77	99	96	84	103	93	101	95	88	88	88	4.45	4.77
Ditto Respiratory Organs	87	103	97	81	75	92	84	82	73	70	84	84	4.24	4.56
Ditto Digestive System	145	186	159	146	194	154	194	122	276	153	173	173	8.74	9.39
Ditto Lymphatic System	7	5	3	7	7	5	9	7	10	8	7	7	0.33	0.38
Ditto Urinary System	53	58	60	2	55	56	54	61	63	63	52	52	2.63	2.82
Ditto Generative System	7	7	6	55	3	4	4	7	2	7	10	10	0.50	0.54
Accidents of Childbirth	18	21	14	14	15	19	26	19	21	19	19	19	0.96	1.03
Joint Diseases	6	7	4	4	3	2	4	4	5	7	5	5	0.25	0.27
Skin Diseases.....	4	4	6	5	5	4	6	2	10	9	5	5	0.25	0.27
TOTAL LOCAL DISEASES		757	788	792	745	847	785	875	682	904	809	798	40.30	43.30
ILL-DEFINED & NOT SPECIFIED DISEASES.														
Atrophy, Debility.....	98	92	111	70	84	63	83	78	86	67	83	83	4.19	4.50
Old Age	268	249	274	261	263	255	255	247	225	235	254	254	12.83	13.78
Others.....	16	15	24	7	14	20	3	7	13	18	13	13	0.66	0.71
TOTAL ILL-DEFINED AND NOT-SPECIFIED DISEASES.....		382	356	405	338	361	338	341	332	324	320	350	17.68	18.99
VIOLENT DEATHS.														
Accident or Negligence.....	75	108	78	102	96	113	107	101	90	93	96	96	4.85	5.21
Homicide .....	..	2	1	2	..	..	3	..	1	1	1	1	0.05	0.05
Suicide	9	10	14	9	19	8	13	11	15	12	12	12	0.61	0.65
TOTAL VIOLENT DEATHS.....		84	120	93	113	115	121	123	112	106	106	109	5.51	5.91
ALL CAUSES.....		1904	2105	1969	1815	2013	1989	2129	1838	2116	1924	1980	100.00	107.44
Proportion per 1000 of Mean Population each year		10.88	11.88	10.99	10.01	10.97	10.71	11.33	9.67	11.00	10.11	10.74	..	..

*Deaths occurring at sea, or on board foreign ships in Tasmanian waters, and registered in Tasmania, are not included.
In this table (prior to 1911) the mean population has been revised on the basis of the Census, 3rd April, 1911.

NUMBER of Deaths of Persons of both Sexes registered during each Month

AGE GROUPS.	January.		February.		March.		April.		May.		June.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Under 1 month.....	6	6	8	3	10	4	6	8	9	4	16	9
1 month and under 3 months.....	4	3	6	3	4	7	4	5	3	...	3	3
3 months and under 6 months.....	3	5	3	9	3	5	3	1	5	2	2	1
6 months and under 12 months.....	3	9	6	7	9	6	4	8	2	2	1	2
<i>Total under 12 months.....</i>	16	23	23	22	26	22	17	22	19	8	22	15
1 year and under 2 years.....	3	...	2	3	4	4	3	1	1	...	...	2
2 " 3 ".....	1	...	...	...	...	1	1	1	...	1	...	2
3 " 4 ".....	1	...	1	...	...	1	...	...	1	...	1	...
4 " 5 ".....	...	...	1	...	1	1	...	...	...	1	...	...
<i>Total 1 year and under 5 years ...</i>	5	...	4	3	5	7	4	2	2	2	1	4
5 years and under 10 years.....	1	...	1	...	5	4	3	3	3	...	5	4
10 " 15 ".....	3	2	2	5	3	2	...	1	2	...	1	1
15 " 20 ".....	...	2	1	1	1	...	3	3	4	2	2	6
20 " 25 ".....	6	2	3	5	3	...	1	5	3	2	2	5
25 " 30 ".....	2	5	4	3	3	4	3	4	7	5	3	1
30 " 35 ".....	...	2	2	2	3	4	3	1	2	2	4	6
35 " 40 ".....	3	1	3	1	5	3	1	2	3	3	4	3
40 " 45 ".....	2	3	3	1	2	2	3	3	2	1	2	...
45 " 50 ".....	...	2	4	4	5	3	3	3	4	3	1	2
50 " 55 ".....	4	4	7	5	5	1	8	2	6	2	7	5
55 " 60 ".....	2	2	1	3	5	2	4	3	5	3	3	3
60 " 65 ".....	5	1	3	2	5	4	3	1	2	3	4	3
65 " 70 ".....	1	2	3	3	6	5	3	5	11	6	8	5
70 " 75 ".....	6	6	5	1	5	3	5	4	4	7	8	6
75 " 80 ".....	4	5	6	3	8	7	8	3	4	4	5	2
80 " 85 ".....	4	2	3	3	3	9	1	2	6	7	4	3
85 " 90 ".....	3	5	4	3	3	3	1	...	10	3	3	2
90 " 95 ".....	4	...	2	1	1	1	...	...	4	1	...	...
95 and upwards.....	1	...	...	...	...	1	...	...	3	...	...	...
<i>Total 5 years and over.....</i>	51	46	57	46	71	58	53	45	85	54	66	57
Age not stated.....	...	...	...	...	...	...	...	...	106	...	...	...
<i>Total all ages, Male and Female...</i>	72	69	84	71	102	87	74	69	...	64	89	76
GRAND TOTAL PERSONS.....	141		155		189		143		170		165	
Per cent. to Total Males.....	6.92	...	8.07	...	9.80	...	7.11	...	10.18	...	8.55	...
" " Females.....	..	7.75	...	7.98	...	9.77	...	7.75	...	7.19	...	8.54
Per cent. to Total Persons.....	7.30		8.03		9.79		7.41		8.80		8.54	
<i>Percentage of Deaths under Age Groups to Total Number of Persons dying during each Month—</i>												
Under 1 year of age.....	11.35	16.31	14.84	14.19	13.75	11.64	11.89	15.38	11.18	4.71	13.33	9.09
1 year to 5 years.....	3.55	...	2.58	1.94	2.65	3.70	2.80	1.40	1.17	1.17	0.61	2.42
Under 5 years of age.....	14.90	16.31	17.42	16.13	16.40	15.34	14.69	16.78	12.35	5.88	13.94	11.51
5 years of age and under 65.....	19.86	18.44	21.93	20.65	23.81	15.35	24.48	21.68	25.19	15.30	23.03	23.64
65 " and upwards.....	16.31	14.19	14.84	9.03	13.75	15.35	20.28	9.79	24.71	16.47	16.97	10.91
Unspecified.....	...	...	...	...	...	...	...	...	...	...	...	...
All ages.....	51.06	48.94	54.19	45.81	53.96	46.04	51.75	48.25	62.35	37.65	53.94	46.06
	100.00		100.00		100.00		100.00		100.00		100.00	

of the Year ended 31st December, 1911, distinguishing Ages at Death.

July.		August.		September.		October.		November.		December.		Total for the Year.			Per cent. to Total.		
Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Grand Total.	Males.	Females.	Persons.
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
7	8	9	10	10	5	8	10	6	5	4	5	99	77	176	9·51	8·65	9·11
10	3	2	1	7	2	...	3	2	...	5	3	50	33	83	4·80	3·71	4·30
2	2	1	1	1	...	1	3	2	1	3	...	29	30	59	2·79	3·37	3·06
2	2	2	3	2	2	...	3	2	2	5	1	38	47	85	3·65	5·28	4·40
21	15	14	15	20	9	9	19	12	8	17	9	216	187	403	20·75	21·01	20·87
1	3	3	2	...	1	2	3	2	3	4	5	25	27	52	2·40	3·03	2·69
1	...	4	2	1	...	...	...	1	2	2	...	11	9	20	1·06	1·01	1·04
1	3	3	...	...	...	2	...	...	...	...	1	10	5	15	0·96	0·56	0·78
...	1	2	1	...	2	2	...	...	...	1	1	7	7	14	0·67	0·79	0·72
3	7	12	5	1	3	6	3	3	5	7	7	53	48	101	5·09	5·39	5·23
2	...	2	1	1	2	3	4	2	4	1	1	29	23	52	2·79	2·58	2·69
1	...	3	1	...	1	...	4	...	1	...	4	15	22	37	1·44	2·47	1·92
2	1	...	3	...	3	...	1	3	4	2	2	18	28	46	1·73	3·15	2·38
3	3	4	5	4	1	...	3	2	4	4	2	35	37	72	3·36	4·16	3·73
1	3	4	3	2	...	3	4	5	2	1	3	38	37	75	3·65	4·16	3·88
2	2	...	3	4	2	4	3	5	1	...	5	29	33	62	2·79	3·71	3·21
3	3	2	4	1	8	3	2	3	1	6	4	37	35	72	3·55	3·93	3·73
4	3	3	2	2	2	3	...	2	...	7	1	35	18	53	3·36	2·02	2·74
5	2	5	7	5	...	6	3	2	2	2	2	42	33	75	4·03	3·71	3·88
2	6	6	3	6	1	4	1	6	1	1	...	62	31	93	5·96	3·48	4·82
6	3	4	4	6	4	2	1	4	3	1	3	43	34	77	4·13	3·82	3·99
8	7	6	4	5	4	3	2	7	3	7	4	58	38	96	5·57	4·27	4·97
6	...	6	14	10	4	2	6	7	3	7	8	70	61	131	6·72	6·86	6·79
6	7	5	6	4	6	5	5	2	6	5	2	60	59	119	5·77	6·63	6·16
5	10	7	4	9	8	10	5	5	7	3	3	74	61	135	7·11	6·85	6·99
4	10	8	6	2	3	5	3	4	1	1	4	45	53	98	4·32	5·36	5·08
2	4	6	6	...	4	5	4	5	2	8	1	50	37	87	4·80	4·16	4·50
...	3	2	2	7	1	1	...	1	...	1	...	23	9	32	2·21	1·01	1·66
2	...	...	...	...	2	2	2	1	...	...	1	9	6	15	0·87	0·67	0·78
64	67	73	78	68	56	61	53	66	45	57	50	772	655	1427	74·16	73·60	73·90
...
88	89	99	98	89	68	76	75	81	58	81	66	1041	890	1931	100·00	100·00	...
177	197	197	197	157	151	139	147	...	...	...	...	...	...	1931	...	...	100·00
8·45	...	9·51	...	8·55	...	7·30	...	7·78	...	7·78	...	100·00	...	...	Percentage of Deaths under Sexes and Age Groups to Total Persons dying during year.		
...	10·00	...	11·01	...	7·64	...	8·43	...	6·52	...	7·42	...	100·00	...			
9·17	10·20	8·13	7·82	7·20	7·61	...	...	100·00	...	...	100·00						
11·86	8·47	7·11	7·61	12·74	5·73	5·96	12·58	8·63	5·75	11·56	6·12	...	...	...	11·19	9·68	20·87
1·70	3·96	6·09	2·54	0·64	1·91	3·97	1·99	2·16	3·60	4·76	4·76	...	...	...	2·74	2·49	5·23
13·56	12·43	13·20	10·15	13·38	7·64	9·93	14·57	10·79	9·35	16·32	10·88	...	...	...	13·93	12·17	26·10
22·03	18·65	19·80	20·31	22·93	17·84	20·53	18·54	29·50	18·71	21·77	21·09	...	...	...	22·84	19·11	41·95
14·12	19·21	17·25	19·29	20·38	17·83	19·87	16·56	17·98	13·67	17·01	12·93	...	...	...	17·11	14·81	31·95
...
49·71	50·29	50·25	49·75	56·69	43·31	50·33	49·67	58·27	41·73	55·10	44·90	...	...	...	53·91	46·09	100·60
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	...	...	...	100·00	...	...

Deaths occurring at sea and registered in Tasmania are included in this Return.

TASMANIA, HOBART AND LAUNCESTON.

POPULATION, Births, Deaths, and Death Rate under Age-Groups for the Year 1911.*

	HOBART.*						LAUNCESTON.*						TASMANIA.	
	Actual. ^c			Relative.			Actual. ^c			Relative.			Actual. ^c	Relative.
	City.	Suburbs. ^b	Both.	City.	Suburbs.	Both.	City.	Suburbs.	Both.	City.	Suburbs. ^b	Both.		
Births	935	222	1157	33.75	21.85	30.55	716	74	790	34.32	27.75	33.57	5444	Per 1000 per- sons living. 28.61
Estimated Mean Population—				Per cent. to Total.			Per cent. to Total.			Per cent. to Total.				Per cent. to Total.
Under 1 year	639	234	873	2.31	2.31	2.31	482	62	544	2.31	2.31	2.31	5348	2.81
1 to 19 years inclusive	10,616	3892	14,508	38.30	38.30	38.30	7991	1022	9013	38.30	38.30	38.30	81,040	42.58
20 to 39 years ditto.....	8854	3247	12,101	31.96	31.96	31.96	6668	852	7520	31.96	31.96	31.96	58,216	30.59
40 to 59 years ditto.....	5368	1969	7337	19.37	19.37	19.37	4041	516	4557	19.37	19.37	19.37	33,818	17.77
60 years and over	2232	817	3049	8.06	8.06	8.06	1682	215	1897	8.06	8.06	8.06	11,894	6.25
All Ages	27,709	10,159	37,868	100.00	100.00	100.00	20,864	2667	23,531	100.00	100.00	100.00	190,316	100.00
Deaths—														
Under 1 year (Infantile Deaths)														
1 to 19 years inclusive	79	11	90	20.57	7.80	17.14	69	10	79	24.47	27.03	24.76	401	20.84
20 to 39 years ditto	39	7	46	10.16	4.97	8.76	20	5	25	7.09	13.51	7.84	234	12.16
40 to 59 years ditto.....	51	20	71	13.28	14.18	13.53	41	5	46	14.54	13.51	14.42	280	14.55
60 years and over	61	28	89	15.89	19.86	16.95	41	3	44	14.54	8.11	13.79	296	15.39
154	75	229	229	40.10	53.19	43.62	111	14	125	39.36	37.84	39.19	713	37.06
Preventable causes ^d	342	101	442	89.06	70.92	84.19	239	31	270	84.75	83.78	84.64	1689	87.79
Non-preventable causes.	42	41	83	10.94	29.08	15.81	43	6	49	15.25	16.22	15.36	235	12.21
All Ages	384	141	525	100.00	100.00	100.00	282	37	319	100.00	100.00	100.00	1924	100.00
Death Rate per 1000 persons living—				Per 1000 persons living.			Per 1000 persons living.			Per 1000 persons living.				Per 1000 per- sons living.
Under 1 year				h	h	103.09				h	h	145.21		74.980
1 to 19 years inclusive				h	h	3.17				h	h	2.77		2.890
20 to 39 years ditto				h	h	5.87				h	h	6.12		4.810
40 to 59 years ditto.....				h	h	12.13				h	h	9.66		8.750
60 years and over				h	h	75.10				h	h	65.89		59.940
Preventable causes ^d				12.34	9.84	11.67				11.46	11.62	11.47		8.874
Non-preventable causes				1.52	4.04	2.19				2.06	2.25	2.08		1.235
Total (Nominal Death Rate)				13.86	13.88	13.86				13.52	13.87	13.55		10.109
Total (corrected for changes of Age Con- stitution) ^e				16.25	16.81	16.40				15.82	16.25	15.87		12.91
Health Standards—														
(1) Deaths at all ages from pre- ventable causes only				14.10	11.07	13.28				12.89	13.05	12.91		10.65
(2) Deaths under 65 years in re- lation to population within the same age limit				9.96	8.00	9.44				9.81	11.72	10.03		7.45
(3) Infantile mortality.....				...	...	77.79				...	...	100.00		73.66

In this table deaths occurring in the year 1900 are compared with the corresponding figures for the year 1890.

* In this table deaths occurring in the Public Hospitals in Hobart and Launceston are referred to the district in which the cause of death originated. ^b This District embraces the New Town Charitable Institution, in which aged persons from all parts of the State are assembled. ^c Deaths occurring at sea or on board foreign ships in port have not been included. ^d Preventable causes embrace deaths at all ages from all causes excepting those classified as due to "Senility" or "Old Age." ^e Corrected for changes in age-distribution. ^f Indicates deaths under 1 year per 1000 births. ^g Computed in accordance with the recommendation of the Conference of Statisticians at Hobart, January, 1902, viz.—That the Age-groups be—Under 1 year, 1 to 20 years, 20 to 40 years, 40 to 60 years, 60 years and over; and that the Population of Sweden (Census 1890) be taken as the Standard. ^h The detailed rates for these divisions are omitted, as the fluctuations between single years when numbers are small give unsatisfactory results.

TASMANIA, HOBART AND LAUNCESTON.

DEATHS and Death Rates under Principal Specific Causes.

	HOBART. ^a						LAUNCESTON. ^a				TASMANIA.		
	Actual. ^c			Relative.			Actual. ^c			Relative.		Actual. ^c	Relative. ^e
	City.	Suburbs. ^b	Both.	City.	Suburbs.	Both.	City.	Suburbs.	Both.				
	42	41	83	152	Per 100,000 persons (mean population) 404	219	43	6	49	206	Per 100,000 persons. 225	235	Per 100,000 persons (mean population) 123·46.
<i>Principal Specific Causes—</i>													
Non-preventable Causes—													
Old Age													
Preventable Causes—													
Influenza	2	...	2	7	...	5	...	...	...	...	...	14	7·35
Diphtheria	2	...	2	7	...	5	4	...	4	19	...	17	8·92
Typhoid, Enteric	1	2	3	4	20	8	4	...	4	19	...	18	9·46
Diarrhoea and Dysentery	2	1	3	7	10	8	3	1	4	14	...	21	11·04
Cancer, Malignant Disease(all). ..	24	10	34	87	98	90	22	2	24	106	75	119	62·52
Phthisis	6	11	17	22	109	45	5	...	5	24	...	44	23·12
Other forms of Tuberculosis	27	8	35	97	79	92	18	2	20	86	75	116	60·94
Diabetes	3	2	5	11	20	13	1	...	1	5	...	16	8·41
Premature Birth.....	10	2	12	36	20	32	14	1	15	67	38	80	42·03
Meningitis	5	1	6	18	10	16	2	1	3	10	38	26	13·66
Cerebral Hemorrhage	12	4	16	43	39	42	15	...	15	72	...	50	26·27
Apoplexy	9	2	11	33	20	29	3	...	3	14	...	29	15·24
Convulsions	9	...	9	33	...	24	3	...	3	14	...	29	15·24
Heart Disease, various	50	14	64	180	137	169	35	3	38	168	113	254	133·47
Bronchitis.....	12	...	12	43	...	32	6	1	7	29	38	41	21·54
Pneumonia (all forms)	35	4	39	126	39	103	9	...	9	43	...	135	70·93
Enteritis, Gastro Enteritis.....	29	3	32	105	30	85	13	2	15	62	75	73	38·35
Peritonitis (not Puerperal)	2	...	2	7	...	5	...	...	...	...	...	10	5·5
Nephritis and Bright's Disease.	9	1	10	33	10	26	7	...	7	34	...	49	25·74
Atrophy and Debility	4	3	7	14	30	18	12	2	14	58	72	67	35·20
Other Preventable Causes.....	89	32	121	321	313	320	63	16	79	302	600	481	252·72
All Preventable Causes ^d	342	100	442	1234	984	1167	239	31	270	1146	1162	1689	887·4

^a In this table deaths occurring in the Public Hospitals in Hobart and Launceston are referred to the district in which the cause of death originated.
^b This District embraces the New Town Charitable Institution, in which aged persons from all parts of the State are assembled.
^c Deaths occurring at sea or on board foreign ships in port have not been included.
^d Preventable causes embrace deaths at all ages from all causes excepting those classified as due to "Senility" or "Old Age."
^e Hobart population, 37,868; Launceston, 23,531; Tasmania, 190,316.

RETURN showing the Death Rate in Tasmania from principal Zymotic and other Diseases since 1870, per 100,000 persons living (mean population).*

YEAR.	Smallpox.	Measles.	Scarlet Fever.	Influenza.	Whooping Cough.	Diphtheria.	Typhoid.	Cholera, Sporadic. (Simple.)	Diarrhoea.	Dysentery.	Erysipelas.	Pneumonia, 1.5.6c	Phthisis. (Consumption.)	Other forms of Tuberculosis.	TOTAL ZYMOTIC DISEASES.	Cancer.	Bronchitis.	ALL CAUSES.	Infantile Mortality.— Deaths under 1 year per 1000 Births.			
																			Hobart.	Launceston.	Country Districts.	Tasmania.
1870	17	...	15	26	5	51	23	5	74	90	22	392	43	59	1395	127	110	83	98
1871	...	2	7	11	...	...	5	...	66	16	8	54	84	28	337	41	46	1338	111	116	67	85
1872	...	1	3	6	37	1	29	5	70	16	5	58	108	41	431	46	43	1379	156	127	75	102
1873	10	11	12	27	23	4	53	14	6	56	109	35	429	46	60	1452	119	149	63	87
1874	20	5	37	35	42	3	66	12	13	63	95	29	489	45	58	1622	120	147	89	104
1875	...	124	30	10	10	52	48	1	89	9	13	95	110	38	683	63	111	2000	172	156	110	131
1876	...	1	93	5	3	45	25	...	61	27	5	89	95	19	505	40	69	1654	127	140	67	91
1877	...	2	185	10	3	68	39	7	68	36	14	83	118	40	739	38	76	1917	159	142	89	114
1878	6	1	3	54	46	2	66	34	8	65	103	23	463	49	60	1566	145	160	82	107
1879	2	10	19	55	34	4	58	13	12	67	78	23	436	55	46	1518	150	165	81	108
1880	1	7	48	79	26	4	77	16	4	71	100	16	506	52	73	1612	134	153	95	112
1881	...	39	6	3	5	21	28	7	51	17	6	59	97	14	416	48	58	1488	162	109	81	103
1882	17	...	...	14	30	3	58	13	9	65	103	18	362	50	44	1598	143	172	74	104
1883	8	5	21	8	52	4	75	21	8	73	112	23	441	55	71	1736	177	155	97	124
1884	10	2	9	18	40	3	35	10	6	59	114	13	393	52	73	1588	119	171	74	100
1885	...	16	...	6	12	18	23	4	79	7	2	48	111	14	414	47	74	1589	148	180	81	113
1886	...	1	...	1	21	9	36	4	67	12	5	58	109	12	395	44	79	1515	135	177	74	105
1887	8	...	2	1	10	26	84	7	92	18	3	60	115	16	453	50	44	1615	151	136	74	101
1888	4	2	...	31	58	4	60	9	2	59	112	16	372	49	43	1485	142	130	72	96
1889	1	1	6	31	81	4	71	13	2	38	86	34	382	50	48	1496	150	173	75	106
1890	1	8	29	34	34	10	63	9	2	52	96	22	370	55	69	1474	146	145	82	106
1891	2	62	5	14	55	4	36	2	1	80	90	20	384	46	71	1500	129	129	75	95
1892	2	13	1	45	30	7	51	3	3	61	85	31	339	45	39	1358	163	170	70	99
1893	...	23	1	14	28	33	15	5	35	10	1	74	90	30	369	52	68	1369	146	149	79	105
1894	...	9	1	26	3	29	22	6	37	1	3	51	93	18	314	53	47	1273	108	121	77	90
1895	14	14	15	30	2	33	2	1	52	73	30	272	48	32	1167	126	102	65	82
1896	...	1	1	15	6	8	28	4	23	3	3	70	70	19	266	61	41	1199	115	158	68	89
1897	3	18	...	7	29	2	30	1	4	67	83	31	285	56	43	1196	134	114	70	88
1898	...	27	4	32	2	6	50	4	55	5	...	72	75	36	376	59	49	1414	135	207	95	116
1899	...	8	9	34	32	11	27	3	28	4	3	78	59	38	345	53	48	1291	154	136	103	116
1900	5	21	12	6	17	4	18	2	...	50	62	27	236	53	31	1102	88	104	74	80
1901	1	19	2	9	13	3	31	7	5	51	58	23	103	54	36	1040	110	104	81	89
1902	13	28	13	2	14	...	13	1	2	64	58	37	99	62	20	1088	100	124	68	79
1903	11	...	15	8	37	5	21	30	...	7	3	59	63	28	182	56	42	1188	152	155	91	111
1904	2	12	15	2	12	31	...	1	5	57	63	33	193	52	26	1099	127	95	79	91
1905	...	2	1	8	...	6	13	12	...	1	1	50	74	24	203	54	26	1001	117	109	64	80
1906	...	2	...	13	1	2	20	35	...	2	2	73	40	50	252	51	22	1097	120	113	78	91
1907	...	1	...	18	25	4	20	15	...	1	...	73	40	45	252	60	33	1071	108	100	72	82
1908	...	2	...	17	12	6	20	24	...	2	...	54	59	37	272	65	23	1133	90	89	63	76
1909	...	1	1	6	1	6	19	7	...	2	2	55	49	36	216	65	24	967	71	108	53	65
1910	2	4	27	8	21	14	...	2	1	39	39	49	241	64	20	1100	113.81	136.42	91.03	101.86
1911	...	6	...	7	5	9	9	11	...	1	1	46	23	61	213	63	22	1011	77.79	100.00	66.32	73.66

* Deaths which occurred at sea, or on foreign ships in Tasmanian waters, and were registered in Tasmania, are not included.
Population 1901-10.—Revised estimate based upon results ascertained at Census (3rd April) 1911.

DEATHS† from Cancer compared with Deaths from all Causes.—TASMANIA.*

Period	Number.		Deaths from Cancer per 10,000 Persons living.†	Deaths from Cancer per cent. to Deaths from All Causes.	Death Rate from All Causes per 10,000 Persons living.†
	Males	Females.			
Average of Years 1870-71-72	26	25.33	5.06	3.69	137.0
Ditto 1880-81-82	31.33	31.33	5.38	3.44	156.5
Ditto 1890-91-92	40.33	34.00	5.02	3.47	144.5
Year 1900	51	42	5.38	4.89	110.1
Ditto 1901	48	47	5.47	5.26	104.0
Ditto 1902	58	51	6.23	5.72	108.8
Ditto 1903	55	45	5.65	4.75	118.8
Ditto 1904	41	52	5.13	4.72	109.9
Ditto 1905	45	52	5.35	5.34	100.1
Ditto 1906	48	46	5.12	4.67	109.7
Ditto 1907	52	60	6.03	5.63	107.1
Ditto 1908	60	63	6.54	5.78	113.3
Ditto 1909	55	69	6.52	6.74	96.7
Ditto 1910	61	62	6.39	5.81	110.0
Ditto 1911	67	52	6.25	6.19	101.1

* Includes Carcinoma, Malignant Tumour, Epithelioma, Rodent Ulcer, Malignant Adenoma, and Sarcoma. † Mean population, 1901 to 1910, revised on the basis of the Census, (3rd April, 1911.) ‡ Deaths occurring at sea and registered in Tasmania are not included.

DEATHS FROM CANCER.—YEAR 1911.

Organ or Part affected.	MALES.										FEMALES.										PERSONS.								
	Under 5 years.	5-10.	10-15.	15-20.	20-25.	25-35.	35-45.	45-55.	55-65.	65-75.	75 and over.	TOTAL.	Under 5 years.	5-10.	10-15.	15-20.	20-25.	25-35.	35-45.	45-55.	55-65.	65-75.	75 and over.	TOTAL.	Males.	Females.	TOTAL.		
Nervous System -																													
Brain.....												1														1	1	2	
Digestive System -																													
Abdomen.....																											1	1	
Intestines.....												5														3	3	8	
Liver.....	1											5														1	1	2	
Pancreas.....																											1	1	2
Rectum.....												3														1	1	2	
Stomach.....												29														5	3	8	
Tongue.....												6														9	29	34	
Joint Disease—																											6	...	6
Spine.....																											1	1	1
Lymphatic System—																													
Neck.....												1															1	1	1
Urinary System—																													
Bladder.....												1														2	1	2	3
Generative and Mammary Organs—																													
Womb.....																											2	...	2
Uterus.....																											8	...	8
Breast.....																											2	...	2
Ovary.....																											1	...	1
Mammae.....																											2	...	2
Jaw.....												3														1	3	1	4
Face.....												1														1	1	1	1
Scalp.....												1														1	1	1	1
Ear.....												1														1	1	1	1
Respiratory System—																													
Throat.....																											2	...	2
Lung.....																											2	...	2
Part not stated.....																											6	8	14
TOTAL.....	1	1	1	1	1	1	1	3	14	24	11	67	2	2	6	1	1	1	5	13	11	12	8	52	67	52	119		

HOSPITALS—DISEASES AND DEATHS.

RETURN showing the Number of Deaths which occurred in Hospitals during the Year 1911 under each respective Cause; also showing the Number of Cases treated as In-Patients and Out-Patients for the same period.

DISEASES.	IN-PATIENTS.																								OUT-PATIENTS.						
	Ordinary Hospitals.												Cottage Hospitals.										Hospital for Insane, New Norfolk.	TOTAL.	Gen. Hosp., Hobart.	Gen. Hosp., Launceston.	TOTAL.				
	General Hospital, Hobart.	General Hospital, Launceston.	Campbell Town Hospital.	Mt. Bischoffs-Provident Hospital.	Homeopathic Hospitals.				Devon.	Beaconsfield.	Zeehan.	Strahan.	Queens-town.	Tullah.	New Norfolk.																
					Cases.	Deaths.	Cases.	Deaths.																							
																Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.						Deaths.	Cases.	Deaths.	
CLASS I.—GENERAL DISEASES.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	
Chickenpox	1	1	2	2			
Measles (Morbilli)	7	...	14	...	3	2	5	32	...	33	4	37			
German Measles	1	2			
Influenza	48	...	21	...	...	...	...	5	3	...	2	9	15	...	2	...	1	...	...	...	...	24	130	...	55	8	63
Whooping Cough	1	...	5	5	11	...	2	...	2	...			
Diphtheria, Membranous Croup	2	...	89	5	...	...	...	...	...	...	105	3	...	...	...	...	1	...	...	...	...	1	197	8	4	4	8
Simple Continued Fever .....	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	5	...	7	7	...
Enteric Fever, Typhoid	31	4	36	3	1	...	...	25	1	2	1	12	2	4	...	8	...	7	3	...	1	...	127	14	...	...	...	
Others .....	...	...	3	...	...	...	...	...	...	...	2	1	1	...	...	...	...	...	...	...	2	...	8	1	...	4	4
	90	4	171	8	4	30	1	6	1	126	6	16	...	24	...	9	3	1	...	5	...	31	513	23	94	29	123		
Diarrhœa, Choleraic Diarrhœa .....	...	...	5	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	34	...	42	...	...	...	
Dysentery .....	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
Malarial Fever .....	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	2	...	...	...	...
	...	...	5	...	...	...	1	...	...	1	...	...	...	3	...	...	1	...	...	...	...	34	...	45	...	...	...	
Anthrax .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tetanus	4	3	1	1	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	7	4	...	...	...	
	4	3	1	1	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	7	4	...	...	...	
Syphilis	8	2	8	1	1	2	...	19	3	8	13	21			
Gonorrhœa, Stricture of Urethra	40	...	4	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	45	...	32	22	54
	48	2	12	1	2	2	...	64	3	40	35	75			
Puerperal Septicæmia, Sapræmia	3	...	5	...	...	...	1	...	...	...	2	...	...	...	1	1	...	...	...	...	...	...	12	1	...	...	...	
Puerperal Fever .....	...	...	...	...	...	...	1	...	...	...	6	1	...	...	...	...	...	...	...	...	...	...	7	1	...	...	...	
Lobar Croupous Pneumonia .....	...	...	8	...	...	...	1	1	4	...	...	...	...	...	...	...	...	...	...	...	5	...	18	1	...	...	...	
Broncho Catarrhal Lobular Pneumonia	6	5	4	4	...	1	2	1	...	3	...	21	5	1	...	1		
Pneumonia	96	15	27	7	...	...	1	...	...	5	...	10	10	1	5	...	5	1	...	...	...	...	159	24	1	...	...		
Erysipelas	6	...	3	4	2	...	2	1	11			
Septicæmia (not Puerperal) .....	...	...	...	...	...	...	...	...	...	...	4	2	...	...	...	...	...	...	...	...	...	...	5	2	...	...	...	
Phlegmon, Carbuncle (not Anthrax) .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	
Other Septic Diseases...[thrax) .....	...	...	48	7	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	49	7	...	27	27
	105	15	97	19	4	1	4	...	5	...	26	3	14	1	8	...	9	2	...	7	...	5	...	284	41	2	27	29	
Tuberculous Phthisis (Pulm. Tuberculosis) .....	...	...	17	8	3	...	...	...	1	...	10	1	2	1	...	...	...	...	...	...	...	...	33	10	...	25	25
Phthisis	18	4	1	1	2	...	6	1	6	1	...	1	1	...	1	...	7	3	42	11	7	...	7		
Tuberculous Meningitis	6	2	6	6	1	1	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	15	10	...	...	...	
Tuberculous Peritonitis .....	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	...	1	1
Tubercle of other Organs	13	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	65	...	8	8
General Tuberculosis .....	...	...	1	1	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	3	1	...	...	...	
Serofula	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
	38	6	74	15	4	1	2	1	2	...	7	1	14	3	2	1	6	1	...	4	1	...	1	...	8	3	162	33	7	34	41
Hydatids.....	2	1	8	2	2	4	...	1	1	1	19	3	...	2	2			
Other Animal Parasites	13	...	13	...			
Other Parasites.....	10	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	16	...	26	21	47
	12	1	8	2	2	4	...	7	1	1	35	3	39	23	62			

HOSPITALS—DISEASES AND DEATHS—continued.

DISEASES.	IN-PATIENTS.																								OUT-PATIENTS.																					
	Ordinary Hospitals.												Cottage Hospitals.												Gen. Hosp., Hobart. Gen Hosp., Launceston. TOTAL.																					
	General Hospital, Hobart.				General Hospital, Launceston.				Homœopathic Hospitals.				Devon.				Beaconsfield.				Zeehau.							Strahan.				Queens-town.				Tullab.				New Norfolk.				Hospital for Insane, New Norfolk.		
	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.												
Privation (Starvation).....	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...									
Ptomaine Poisoning.....	75	2	25	...	...	...	...	...	...	1	4	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	3	110	2	...	4	...	...											
Alcoholism, Delirium Tremens	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Industrial Poisoning :—By Lead	75	2	25	...	...	...	...	...	...	1	4	...	3	1	...	2	...	...	...	...	...	...	...	...	...	...	3	113	3	4	...	...	...										
Rheumatic Fever, Acute Rheu-	10	3	49	...	...	...	2	...	2	...	...	10	...	1	...	...	...	...	...	...	...	...	...	...	...	...	4	79	3	...	41	...	...											
Chronic Rheumatism...[matism	...	...	...	...	...	...	...	...	...	...	9	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rheumatic Arthritis, Rheumatic	51	...	10	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	14	33	...	...	...	9	...
Gout.....[Gout	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	69	...	...	1	...	...											
Rheumatism of Heart .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	3	...	...	48	...	4
	62	3	59	...	...	...	2	...	2	9	...	16	...	5	...	4	1	10	...	14	...	184	3	49	50	...	...	...	...	...	...	...	...					
Carcinoma	15	1	43	11	...	...	...	2	1	1	...	6	...	1	...	...	...	...	...	...	...	68	13	2	19	2	...	...	...	...	...	...	...						
Sarcoma	1	...	5	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	1	...	...	...	...	...	...	...	...	...	...			
Malignant Disease, Cancer.....	1	...	...	...	...	...	1	...	...	1	...	8	4	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...				
	17	1	48	12	...	...	1	...	2	1	2	14	4	...	1	...	2	...	...	...	...	1	...	1	...	...	...	89	18	2	19	2	...				
Purpura .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...									
Rickets .....	...	...	3	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	6	...	...	6	...
Anæmia, Leucocythæmia	4	2	45	2	2	...	1	1	...	...	...	4	...	...	...	...	...	3	...	...	...	19	...	78	5	...	...	...	...	42	4	...	
Diabetes Mellitus.....	...	...	4	...	...	...	...	...	1	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	7	2	1	...	...	...										
Hæmophilia .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...											
	4	2	52	2	2	...	1	1	1	1	...	5	...	1	...	3	...	...	...	...	1	1	26	...	96	7	7	48	...	...	...	...	...								
Premature Birth .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...											
Congenital Defects	4	...	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	35	...	...											
Want of Breast Milk .....	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	9	...	...											
Teething .....	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	4	1	...	...											
	4	...	26	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	4	46	...
TOTAL CLASS I.	459	59	578	60	12	1	11	3	42	3	40	2	211	17	33	2	50	1	...	35	6	2	26	1	124	3	1623	138	248	311	58	...														
CLASS II.—LOCAL DISEASES.																																														
DISEASES OF NERVOUS SYSTEM.																																														
Meningitis, Inflammation of	7	6	6	1	...	...	...	1	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	8	...	...	...	...									
Softening of Brain .....	...	...	2	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	...	2	...	...											
General Paralysis of Insane ..	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Insanity (not Puerperal).....	71	...	56	1	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	12	5	15	5	...	...	...	...	1	...	...	...										
Chorea	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	520	...	651	1	...	...	4	...	2	1	...	...											
Epilepsy	9	...	8	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Convulsions	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53	7	72	7	2	7	...	...	...	...	...	...							
Laryngismus Stridulus .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	2	...	7	1	...	...	...	...	...	...	...	...					
Locomotor Ataxy.....	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paraplegia and Disease of Cord	3	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neuritis, Periph, Poly-Neuritis	1	...	7	...	1	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...	1	...
Nervous System, other Diseases	17	...	51	...	1	...	1	...	4	12	...	...	...	3	...	1	...	...	...	...	...	7	4	97	4	13	34	...	...	...	...	...	...							
Brain Tumour .....	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...									
	113	6	155	6	2	...	1	...	6	17	1	5	...	3	...	3	2	...	...	...	...	595	16	900	31	17	54	7	...	...	...	...	...								
DISEASES OF ORGANS OF SPECIAL SENSE.																																														
Otitis, Mastoid Disease.....	18	...	6	...	...	...	1	...	2	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	...	5	33	...	...											
Epistaxis, Nose Disease	119	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	146	...	13	36	...	...											
Ophthalmia, Eye Disease	44	...	30	...	...	...	1	...	...	...	...	...	...	...	...	...	...	2	...	...	...	6	...	83	...	19	78	...	...	...	...	...	...							
DISEASES OF HEART.	181	...	61	...	...	...	2	...	2	...	...	2	...	...	...	...	4	...	...	...	...	6	...	258	...	37	147	1	...	...	...	...	...								
Valve Dis., Endocarditis (not	25	5	14	9	1	...	3	...	1	1	1	...	1	...	...	...	2	2	...	...	...	1	...	3	...	52	17	13	12	...	...	...	...									
Infective)	1	...	6	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	2	...	...	...	...									
Pericarditis	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...								
Hypertrophy of Heart.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dilatation of Heart	1	...	17	...	...	...	...	...	1	...	...	6	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	27	2	...	11	...	...											
Fatty Degeneration of Heart...	2	...	...	...	...	...	...	...	5	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	3	...	3	...	...											
Syncope, Heart Disease (not	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
specified)	3	3	7	...	...	...	...	...	...	4	1	...	...	...	...	...	1	...	...	...	...	9	5	24	9	...	10	...	...	...	...	...	...							
	33	8	44	11	1	...	3	...	7	3	5	2	6	2	1	...	2	...	...	3	2	1	2	...	12	5	120	33	13	36	...	...	...										

HOSPITALS—DISEASES AND DEATHS—continued.

DISEASES.	IN-PATIENTS.																										OUT-PATIENTS.																																																																																																																																																																																																																																																																																																																																																																																																																														
	Ordinary Hospitals.													Cottage Hospitals.																																																																																																																																																																																																																																																																																																																																																																																																																																											
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HOSPITALS—DISEASES AND DEATHS—*continued.*

DISEASES.	IN-PATIENTS.																								OUT-PATIENTS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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	Cases.	Deaths.	Cases.	Deaths.			Cases.	Deaths.								Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.	Cases.	Deaths.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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*Year 1911-12.

[Compiled by Government Statistician from Returns furnished.]

QUINQUENNIAL SUMMARY of Deaths—under Districts, Classes, and principal Specific Causes—
(1907-1911).

Class.	Classes.	Hobart District.					Launceston District.					Country Districts.					Tasmania.				
		1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
I.	General Diseases—																				
	Zymotic Diseases	116	138	99	93	114	68	73	64	67	48	284	301	246	304	243	468	512	409	464	405
	Parasitic Diseases	2	2	...	3	2	2	2	3	2	1	1	4	3	3	...	5	8	6	8	3
	Dietic Diseases	2	1	3	2	1	1	1	2	...	...	4	2	2	3	3	7	4	7	5	4
	Constitutional Diseases ...	40	45	58	39	48	24	32	26	33	31	91	83	91	90	80	155	160	175	162	159
	Developmental Diseases ...	33	21	28	39	22	12	16	17	23	27	67	69	74	82	69	112	106	119	144	118
II.	Local Diseases	220	226	168	232	225	135	136	120	149	129	435	513	395	524	455	790	875	682	905	809
III.	Other Specified Diseases.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.	Ill-defined and Not Specified Diseases	112	127	128	101	94	49	52	64	56	66	179	162	140	168	160	340	341	332	325	320
V.	Violent Deaths	14	19	16	21	19	20	9	12	10	17	90	95	84	78	70	124	123	112	109	106
	TOTAL	539	579	500	530	525	311	321	308	340	319	1151	1229	1035	1252	1080	2001	2129	1843	2122	1924
	Principal Specific Causes.																				
	Influenza	8	8	2	2	2	1	4	...	...	...	24	19	10	5	12	33	31	12	7	14
	Whooping Cough	6	5	...	5	1	10	...	...	2	...	31	18	2	44	8	47	23	2	51	9
	Diphtheria	5	3	1	2	2	...	1	3	2	4	3	7	7	12	11	8	11	11	16	17
	Enteric Fever, Typhoid	10	11	10	3	3	5	8	13	10	4	22	18	14	27	11	37	37	37	40	18
	Diarrhoeal Diseases	12	10	4	7	3	1	3	2	1	4	15	32	10	22	14	28	45	16	30	21
	Phthisis	30	38	29	5	17	10	12	10	16	5	35	61	55	34	22	75	111	94	75	44
	Other forms of Tuberculosis.	17	24	18	16	35	21	17	7	11	20	44	28	44	67	61	82	69	69	94	116
	Cancer	30	34	42	29	34	21	28	20	26	24	71	61	62	68	61	112	123	124	123	119
	Diabetes Mellitus.....	2	6	6	4	5	1	2	3	1	1	9	6	10	9	10	12	14	19	14	16
	Premature Birth	24	13	26	20	12	10	12	15	18	15	46	51	62	57	53	80	76	103	95	80
	Inflammation of the Brain...	10	6	9	11	6	4	8	2	4	3	6	33	25	15	17	20	47	36	30	26
	Convulsions	12	6	8	6	9	2	5	1	6	3	22	28	22	21	17	36	39	31	33	29
	Heart Diseases, various	69	62	39	51	64	44	34	31	27	38	138	123	99	140	152	251	210	169	218	254
	Apoplexy	10	11	11	11	11	7	9	4	2	3	13	10	12	13	15	30	30	27	26	29
	Bronchitis	12	9	6	6	12	11	10	12	9	7	39	25	20	23	22	62	44	48	38	41
	Pneumonia	24	20	26	27	39	14	14	22	17	9	98	67	58	30	87	136	101	106	74	135
	Enteritis & Gastro Enteritis.	21	20	15	37	32	19	26	19	44	15	28	102	23	102	26	68	148	57	183	73
	Peritonitis (not Puerperal).	2	4	...	5	2	...	2	2	1	...	2	13	8	11	8	4	19	10	17	10
	Bright's Disease & Nephritis	13	5	6	14	10	8	2	16	10	7	20	12	25	25	32	41	19	47	49	49
	Atrophy and Debility.....	11	26	18	16	7	10	10	22	18	14	44	47	38	52	46	65	83	78	86	67
	Old Age.....	94	100	109	82	83	39	42	42	38	49	122	113	96	105	103	255	255	247	225	235
	All other causes.....	117	158	115	151	136	66	72	62	77	94	366	355	323	370	292	519	585	500	598	522

DEATHS PER 100,000 PERSONS LIVING †

Class.	Classes.	Hobart District.					Launceston District.					Country Districts.					Tasmania.				
		1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
I.	General Diseases—																				
	Zymotic Diseases	333	332	234	239	301	315	297	256	295	204	229	255	190	232	188	252	272	215	241	213
	Parasitic Diseases	6	5	...	8	5	9	8	12	9	4	1	3	2	2	...	3	4	3	4	2
	Dietic Diseases	6	2	7	5	3	5	4	8	...	...	3	2	2	2	2	4	2	4	3	2
	Constitutional Diseases ...	114	108	137	100	127	111	131	103	146	132	73	70	69	62	83	85	91	84	83	
	Developmental Diseases ...	94	50	66	100	58	56	66	68	101	115	54	58	57	63	54	61	56	63	75	62
II.	Local Diseases	631	543	397	597	594	620	554	481	657	548	351	435	306	401	353	425	466	359	470	425
III.	Other Specified Diseases.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.	Ill-defined and not Specified Diseases	322	305	303	260	248	227	212	256	247	280	145	137	108	129	124	183	181	175	169	168
V.	Violent Deaths.....	40	45	38	54	50	92	37	48	45	72	73	81	65	60	54	66	67	59	57	56
	TOTAL	1548	1390	1182	1363	1386	1442	1309	1232	1500	1355	930	1041	800	958	837	1077	1133	969	1103	1011
	Principal Specific Causes.																				
	Influenza	23	19	5	5	5	5	16	...	...	...	19	16	8	4	9	18	16	7	4	7
	Whooping Cough	17	12	...	12	3	46	...	...	9	...	25	15	2	34	6	25	12	1	27	5
	Diphtheria	14	7	2	5	5	...	4	12	9	17	...	5	5	9	9	4	6	6	8	9
	Enteric Fever, Typhoid	28	26	24	8	8	23	39	52	44	17	17	15	11	21	9	20	20	19	21	9
	Diarrhoeal Diseases.....	34	24	9	18	8	5	12	8	4	17	12	27	8	17	11	16	24	8	16	11
	Phthisis	86	91	67	64	45	46	49	40	71	21	28	52	43	26	17	40	59	49	39	23
	Other forms of Tuberculosis	48	58	43	41	92	97	69	28	49	85	35	24	34	51	47	44	37	36	49	61
	Cancer	86	82	99	74	90	97	114	80	115	102	57	52	48	52	47	60	65	65	64	63
	Diabetes Mellitus.....	6	14	14	10	13	5	8	12	4	4	7	5	8	7	8	6	7	10	7	8
	Premature Birth	68	31	62	52	32	46	49	60	79	64	37	43	48	44	41	43	40	54	49	42
	Inflammation of Brain	28	14	21	28	16	19	32	8	18	13	4	28	19	11	13	11	26	19	14	14
	Convulsions	34	14	19	16	24	9	20	4	27	13	17	24	17	16	13	19	20	16	17	15
	Heart Diseases, various.....	198	149	92	131	169	204	139	124	119	161	11	104	77	107	118	135	117	89	113	133
	Apoplexy	28	26	26	28	29	64	37	16	9	13	110	8	9	10	12	16	16	14	14	15
	Bronchitis	34	22	14	16	32	51	41	48	40	30	31	21	23	18	17	33	23	25	20	22
	Pneumonia	78	48	62	69	103	64	57	88	75	38	78	59	45	23	67	73	54	56	39	71
	Enteritis & Gastro Enteritis	60	48	36	95	85	88	106	76	194	64	27	86	18	78	20	37	79	30	95	38
	Peritonitis (not Puerperal)	6	9	...	13	5	...	8	8	4	...	2	11	6	8	6	2	10	6	9	5
	Bright's Disease & Nephritis	37	12	14	36	26	37	8	64	44	30	16	10	19	19	25	22	10	25	25	26
	Atrophy and Debility.....	32	63	43	42	18	46	41	88	79	59	36	39	29	40	36	35	45	41	45	35
	Old Age.....	270	241	258	211	219	131	171	168	168	208	98	96	74	80	80	138	136	130	117	123
	All other causes	336	380	272	389	359	306	293	248	339	399	261	301	249	283	227	280	311	263	311	276

Deaths in the Public Hospitals, Hobart and Launceston, from causes originating in the Country Districts, have been included in the Country Districts.

* Deaths occurring at sea and registered in Tasmania are included.

† All forms in, 1911.

‡ Mean Population for Tasmania.

MARRIAGES.

RETURN showing the Number of Marriages registered in Tasmania during the Year 1911, also showing distribution as regards the Religious Denomination under each respective Registration District.

DISTRICTS.	DENOMINATION.													
	Church of England.	Church of Scotland.*	Church of Rome.	Methodist Church of Australasia.	Congregationalists or Independents	Baptist Church.	Church of Christ.	Christian Mission.	Society of Friends.	Independents.	Helping Hand Mission.	seventh Day Adventist.	Salvation Army.	By Registrars.
CHIEF URBAN DISTRICTS.														
Hobart	166	65	73	43	14	13	11	...	...	117	...	...	1	5
Launceston	80	33	29	46	9	66	...	9	...	...	...	1	2	2
Total Chief Urban Districts.....	246	98	102	89	23	79	11	9	...	117	...	1	3	7
COUNTRY DISTRICTS.														
NORTH-EASTERN DIVISION—														
Beaconsfield.....	4	1	2	7	...	...	...	...	...	...	...	...	1	...
Evandale	5	...	...	1	...	...	...	...	...	...	...	...	...	...
Fingal	7	1	6	3	...	...	...	...	...	...	...	...	...	...
Flinders .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
George Town.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lilydale	5	7	2	3	...	...	...	...	...	...	...	...	...	...
Portland	8	...	1	...	...	...	...	...	...	...	...	...	...	...
Ringarooma	26	12	3	12	...	...	...	...	...	...	...	...	1	...
Westbury	1	2	2	7	...	1	...	...	...	...	...	...	...	...
Total North-Eastern Division....	56	23	16	33	...	1	...	...	...	...	...	...	2	...
NORTH-WESTERN DIVISION—														
Deloraine.....	13	4	7	9	...	2	...	...	...	...	...	...	...	1
Emu Bay	9	12	7	22	...	6	...	...	...	...	...	...	...	3
King Island .....	...	...	...	3	...	...	...	...	...	...	...	...	...	1
Mersey	23	...	9	9	8	7	...	...	...	...	...	...	...	...
Port Frederick.....	3	8	...	12	4	2	...	...	...	...	...	...	1	2
Sheffield.....	3	2	2	2	...	7	...	...	...	...	...	...	1	...
Stanley	8	3	2	2	...	5	...	...	...	...	...	...	...	1
Ulverstone	17	7	2	9	...	1	...	...	...	...	...	...	...	...
Waratah	3	...	4	3	...	...	...	...	...	...	...	...	...	...
Wynyard	13	...	...	3	...	5	...	...	...	...	...	...	...	...
Total North-Western Division.....	92	36	33	74	12	35	...	...	...	...	...	...	2	8
MIDLAND DIVISION—														
Bothwell.....	3	1	1	...	...	...	...	...	...	...	...	...	...	...
Campbell Town.....	2	4	...	2	...	...	...	...	...	...	...	...	...	...
Green Ponds	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Hamilton	5	...	1	...	...	...	...	...	...	...	...	...	...	...
Longford	12	...	2	2	...	7	...	...	...	...	...	...	...	...
Lyleil	6	11	6	2	...	...	...	...	...	...	...	...	...	...
Oatlands	6	5	4	...	...	...	...	...	...	...	...	...	...	1
Ross.....	2	...	1	...	...	...	...	...	...	...	...	...	...	...
Strahan	5	...	1	...	...	...	...	...	...	...	...	...	...	...
Zeehan	10	5	11	12	...	...	...	...	...	...	...	...	...	...
Total Midland Division.....	52	26	27	18	...	7	...	...	...	...	...	...	...	1
SOUTH-EASTERN DIVISION—														
Brighton.....	5	...	...	1	...	...	...	...	...	...	...	...	...	...
Clarence	3	1	...	...	8	...	...	...	...	...	...	...	...	...
Glamorgan.....	2	1	...	...	...	...	...	...	...	...	...	...	...	...
Gordon	7	...	...	3	...	...	...	...	...	...	...	...	...	...
Kingston.....	6	...	...	...	...	...	...	...	...	...	...	...	...	...
New Norfolk	14	...	2	5	...	...	...	...	...	...	...	...	...	...
Port Cygnet	4	...	6	2	1	...	...	...	...	...	...	...	...	...
Richmond	2	...	4	...	...	...	...	...	...	...	...	...	...	...
Sorell	2	...	1	...	...	...	...	...	...	...	...	...	...	...
Spring Bay	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Tasman Peninsula.....	5	...	...	...	1	...	1	...	...	...	...	...	...	...
Victoria .....	...	...	...	...	2	...	...	...	...	...	...	...	...	...
Total South-Eastern Division	53	2	13	11	12	...	1	...	...	...	...	...	...	...
SOUTH-WESTERN DIVISION—														
Esperance.....	5	...	3	...	3	...	1	...	...	...	...	...	...	...
Franklin	6	...	3	8	6	...	...	...	...	...	...	1	...	...
Geeveston	3	...	1	...	...	...	...	...	...	...	...	...	...	...
Southport .....	...	...	1	...	5	...	...	...	...	...	...	...	...	...
Total South-Western Division	14	...	8	8	14	...	1	...	...	...	...	1	...	...
Total Country Districts	267	87	97	144	38	43	2	...	...	...	...	1	4	9
GRAND TOTAL	513	185	199	233	61	122	13	9	...	117	...	2	7	16
Per cent. to Total	34·73	12·53	13·47	15·77	4·13	8·26	·89	·61	...	7·92	...	·14	·47	1·08

* Presbyterian Church of Tasmania.

MARRIAGES, 1911.

AGES and Conjugal Conditions.

Ages.	BRIDEGROOMS.				BRIDES.			
	Bachelors.	Widowers.	Divorced.	Total.	Spinsters.	Widows.	Divorced.	Total.
14.....	...	...	...	...	1	...	...	1
15.....	...	...	...	...	4	...	...	4
16.....	...	...	...	...	19	...	...	19
17.....	1	...	...	1	34	...	...	34
18.....	2	...	...	2	92	...	...	92
19.....	17	...	...	17	117	...	...	117
20.....	36	...	...	36	105	...	...	105
21.....	106	...	...	106	177	...	...	177
22.....	118	...	...	118	133	...	...	133
23.....	119	2	...	121	133	...	...	133
24.....	139	...	...	139	123	2	1	126
25.....	106	1	...	107	81	1	...	82
26.....	97	4	...	101	68	2	...	70
27.....	101	2	...	103	61	2	...	63
28.....	86	4	...	90	51	2	...	53
29.....	71	2	...	73	43	3	1	47
30.....	55	4	...	59	30	2	...	32
31.....	48	2	...	50	27	3	...	30
32.....	41	4	1	46	21	...	...	21
33.....	41	2	...	43	7	2	...	9
34.....	25	1	...	26	15	5	...	20
35.....	28	4	...	32	14	4	...	18
36.....	21	1	...	22	9	2	...	11
37.....	24	1	...	25	3	3	...	6
38.....	14	6	...	20	6	1	...	7
39.....	12	4	...	16	5	1	...	6
40.....	6	3	...	9	3	1	...	4
41.....	8	2	...	10	3	1	1	5
42.....	8	4	...	12	3	5	...	8
43.....	4	1	...	5	2	3	1	6
44.....	3	2	...	5	3	1	...	4
45.....	6	2	...	8	2	2	1	5
46.....	4	6	...	10	1	1	...	2
47.....	7	...	...	7	1	2	...	3
48.....	4	4	...	8	3	...	...	3
49.....	3	1	...	4	...	1	...	1
50.....	1	3	...	4	...	...	...	...
51.....	...	2	...	2	1	...	...	1
52.....	...	2	...	2	1	2	...	3
53.....	1	8	...	9	1	...	...	1
54.....	...	4	...	4	...	...	...	...
55.....	...	4	...	4	...	1	...	1
56.....	1	1	...	2	...	1	...	1
57.....	...	3	...	3	...	...	...	...
58.....	...	2	...	2	1	...	...	1
59.....	...	2	...	2	...	1	...	1
60.....	...	2	...	2	...	1	...	1
61.....	...	1	...	1	...	...	...	...
62.....	...	...	...	...	...	1	...	1
63.....	...	1	...	1	...	2	...	2
64.....	1	1	...	2	...	...	...	...
65.....	...	...	...	...	1	2	...	3
66.....	...	1	...	1	...	...	...	...
67.....	...	1	...	1	...	1	...	1
68.....	...	...	...	...	...	1	...	1
69.....	1	...	...	1	...	...	...	...
70.....	...	...	...	...	...	...	...	...
71.....	...	...	...	...	...	...	...	...
72.....	...	...	...	...	...	1	...	1
73.....	...	...	...	...	...	...	...	...
74.....	...	...	...	...	...	...	...	...
75.....	...	...	...	...	...	...	...	...
76.....	1	...	...	1	...	...	...	...
77.....	...	...	...	...	...	...	...	...
78.....	...	...	...	...	...	...	...	...
79.....	...	...	...	...	...	...	...	...
80.....	...	1	...	1	...	...	...	...
82.....	1	...	...	1	...	...	...	...
83.....	...	...	...	...	...	...	...	...
85.....	...	...	...	...	...	...	...	...
95.....	...	...	...	...	...	...	...	...
99.....	...	...	...	...	...	...	...	...
Not stated .....	...	...	...	...	1	...	...	1
Total	1368	108	1	1477	1406	66	5	1477

[From Commonwealth Statistics—Information furnished by the Statistical Department, Tasmania.]

[illegible]

[From Commonwealth Statistics.—Information furnished by Statistical Department, Tasmania.]

MARRIAGES, 1911.

BIRTHPLACES of Contracting Parties.

BIRTHPLACES.	TOTAL BRIDEGROOMS.	BRIDES.												
		New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	New Zealand.	England.	Scotland.	Ireland.	Germany.	British Isles.	China.
BRIDEGROOMS.	New South Wales	28	1	2	1	...	...	23	...	1	...	...	...	...
	Victoria	116	2	18	1	...	...	90	1	2	1	...	...	...
	Queensland	9	...	...	...	1	...	6	...	...	1	...	...	...
	South Australia	13	1	4	1	...	...	7	...	...	...	...	...	...
	Tasmania	1177	9	43	2	6	1	1096	4	13	...	1	1	...
	New Zealand	24	...	...	...	1	...	19	3	1	...	...	...	1
	England	69	1	6	1	...	...	51	...	7	3	...	...	...
	Wales ..	3	...	...	...	...	...	3	...	...	...	...	...	...
	Scotland	14	...	1	...	...	...	8	...	4	1	...	...	...
	Ireland	9	...	...	...	...	...	7	1	...	1	...	...	...
	Austria-Hungary	1	...	...	...	...	...	1	...	...	...	...	...	...
	Germany	1	...	...	...	...	...	1	...	...	...	...	...	...
	Italy	2	...	...	...	...	...	2	...	...	...	...	...	...
	Russia	2	...	1	...	...	...	1	...	...	...	...	...	...
	China	3	1	...	...	...	...	1	...	...	...	...	...	1
	South Africa	1	...	...	...	...	...	1	...	...	...	...	...	...
	Canada	1	...	...	...	...	...	...	...	...	...	...	1	...
	Other American British Possessions	1	...	...	...	...	...	1	...	...	...	...	...	...
	United States	1	...	...	...	...	...	1	...	...	...	...	...	...
	Other American Countries ..	2	...	...	...	...	...	2	...	...	...	...	...	...
TOTAL BRIDES		1477	15	75	6	8	1	1321	9	28	7	1	1	2
														1

[From Commonwealth Statistics—Information furnished by Statistical Department, Tasmania.]

RETURN showing the Number of persons who signed the Marriage Register with their mark in place of the usual signature.

Districts.	Persons.		TOTAL.	Total Number of Marriages.
	Males.	Females.		
Hobart	5	14	19	508
Launceston.....	...	1	1	204
Country	29	11	40	765
TOTAL.....	34	26	60	1477
Rate per cent. to Total	56·66	43·34	100·00	...
Persons signing by Mark, per cent. to Total persons married	2·30	1·76	2·03	...

MINORS.

Number of Minors married :—Males, 85 ; Females, 367. Total, 452.

BIRTHS.

Ages of Parents of Twins.

Ages.		Total.	Age of Mothers.																							
			19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	41	46	
Ages of Fathers.	21.....	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	22.....	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	24.....	3	...	1	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	25.....	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	26.....	3	...	...	...	...	...	1	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	27.....	4	...	...	1	1	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
	29.....	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
	30.....	3	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...
	31.....	2	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
	32.....	2	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
	33.....	3	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
	34.....	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
	35.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...
	36.....	3	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
	37.....	3	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...
	38.....	4	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	...
	39.....	2	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...
40.....	3	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...
41.....	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...
42.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
44.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
50.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
61.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
Total Mothers of Nuptial Twins		47	1	1	1	3	3	2	2	1	3	2	1	4	1	1	4	1	4	5	1	2	2	1	1	
Total Mothers of Ex-nuptial Twins		3	...	2	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Mothers of Twins ...		50	1	3	1	3	3	2	3	1	3	2	1	4	1	1	4	1	4	5	1	2	2	1	1	

Ages of Parents of Triplets.

Age.	Total.	Age of Mother.
		...
Age of Father.....
Total Mothers of Triplets

[From Commonwealth Statistics—Information supplied by Tasmanian Statistical Department].

BIRTHS, 1911.
BIRTHPLACES of Parents in Cases of Single Births.

BIRTHPLACES.		BIRTHPLACES OF MOTHERS.																				Total.				
		Australasia.						Europe.								Asia.				Africa.			America.			
		New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	New Zealand.	England.	Scotland.	Ireland.	Denmark.	Germany.	Italy.	Norway.	Russia.	Switzerland.	British India.	Ceylon.	China.	Syria.		South Africa.	Other African Countries.	Other American Countries.	Fig.
Australasia.	New South Wales	14	9	3	2	..	47	..	4	..	1	1	..	..	..	1	1	2	..	..	..	1	..	..	..
	Victoria	5	132	..	8	..	215	7	6	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..
	Queensland	12	..	2	..	1	7	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	South Australia...	40	1	7	..	..	22	..	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Western Australia	3	1	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Tasmania...	4076	44	183	6	21	3673	29	67	20	7	2	6	..	..	..	2	1	..	..	4	1	1	1	3
	New Zealand	46	2	4	..	1	31	5	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Europe.	England	250	4	29	3	1	166	4	39	1	..	1	1
		Wales	1	1	3
		Scotland	43	5	1	26	2	6
		Ireland	28	2	4	20	1	1
Other European British Possessions		1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Austria-Hungary		3	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium		1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Denmark		5	..	1	..	..	4	..	2	..	..	..	3	..	..	..	1	..	..	..	..	..	..	..	..
Germany		16	..	1	..	..	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy		1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Netherlands		1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..
Asia.	Norway	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Russia	3	..	..	..	..	..	2	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
	Sweden	5	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Switzerland	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	British India	18	..	1	..	..	10	1	3	1	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..
Other Asiatic Countries	Ceylon	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..
	China	5	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Japan	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Syria	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
	Other Asiatic Countries	2	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

BIRTHPLACES OF FATHERS.

[illegible]

* Not including the Mothers of 7 Children whose Births were not registered until they (the Children) were over 12 months old.

[From Commonwealth Statistics—Information supplied by Statistical Department, Tasmania.]

ILLEGITIMATE BIRTHS, 1911.

	Total Births registered.*	Illegitimate Births.			Per cent. of Illegitimate Births to Total Births registered.*
		Males.	Females.	TOTAL.	
Hobart	1157	41	51	92	1910. 8·69 7·95
Launceston	790	39	37	76	1911. 9·14 9·62
Country Districts	3497	61	45	106	2·89 3·03
TOTAL	5444	141	133	274	4·92 5·03
Per cent. to Total	100·00	51·46	48·54	100·00	...
Rate per 1000 of Mean Population	28·61	0·74	0·70	1·44	...

- Including Illegitimate Births ; but not including those registered in accordance with Legitimation Act or Births Amendment Act.

BIRTHS REGISTERED.

	Males.	Females.	Persons.
Births (Nuptial and ex-Nuptial)	2716	2721	5437 } 5444
Ditto of Children over 12 months' old	6	1	7 }
*Ditto in accordance with Legitimation Act	8	1	9
*Ditto ditto Births Amendment Act.....	1	2	3
Total	2731	2725	5456

* Not included in Returns affecting population.

DEATHS REGISTERED.

	Males.	Females.	Persons.
Deaths within Tasmania	1036	888	1924
*Ditto, foreign ships } Within Tasmanian waters	1	2	3
at sea. } Outside Tasmanian waters	4	...	4
Total	1041	890	1931

* Not included in Returns affecting population.

BIRTHS, DEATHS, AND MARRIAGES.—GENERAL SUMMARY.

Year.	Number.			Proportion per 1000 of the Mean Population of the year.		
	Births.	*Deaths.	Marriages.	Births.	Deaths.	Marriages.
1898.....	4580	2356	1097	27·50	14·15	6·59
1899.....	4674	2202	1147	27·39	12·90	6·72
1900.....	4864	1902	1332	28·15	11·01	7·71
1901.....	4930	1805	1338	28·42	10·40	7·71
1902.....	5085	1904	1313	29·06	10·88	7·50
1903.....	5080	2105	1344	28·68	11·88	7·59
1904.....	5292	1969	1350	29·52	10·99	7·53
1905.....	5257	1815	1365	28·98	10·01	7·53
1906.....	5333	2013	1398	29·05	10·97	7·62
1907.....	5291	1989	1411	28·48	10·71	7·60
1908.....	5614	2129	1431	29·87	11·33	7·61
1909.....	5506	1838	1494	28·96	9·67	7·86
1910.....	5586	2116	1493	29·03	11·00	7·76
1911.....	5444	1924	1477	28·61	10·11	7·76

* Deaths occurring at sea, and registered in Tasmania, are not included.

ROBT. M. JOHNSTON, Registrar-General.

METEOROLOGICAL OBSERVATIONS, 1911 (HOBART).
—STATISTICS—[illegible]

THE following interesting Return relating to Rainfall in Hobart are published for general information.

	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	Year.	Mr. Young, Augusta Road.	Mr. Hall, 55 St. George's Terrace.
	In.	In.	In.	In.	In.	In.	In.	In.	In.		In.	In.
January	0·85	2·39	5·76	0·53	2·63	1·04	2·63	2·56	0·49	1891...	22·97	...
February	3·10	3·95	3·11	0·72	1·98	0·52	1·22	0·42	2·21	1892 ..	20·92	...
March	2·94	3·57	1·31	1·59	1·66	1·78	1·54	0·82	5·60	1893...	32·37	...
April	1·91	0·06	2·77	3·01	1·05	0·90	6·52	2·08	2·48	1894...	28·96	...
May	3·34	2·00	5·42	1·25	1·43	0·77	1·96	1·46	4·10	1895...	24·73	...
June	4·33	3·12	2·06	2·09	0·73	2·33	4·54	3·43	1·92	1896...	23·69	...
July	3·49	1·32	2·90	3·03	2·01	1·19	1·34	1·82	0·88	1897...	22·59	...
August	3·83	2·44	0·55	1·56	1·27	0·72	2·27	1·43	1·35	1898...	22·28	...
September	1·67	1·84	2·99	1·10	3·88	2·08	1·06	4·00	1·13	1899...	21·14	22 05
October ..	2·41	0·63	3·99	6·90	4·09	4·22	1·21	2·15	2·64	1900...	19·65	20 14
November	0·09	2·64	1·20	2·68	1·10	0·99	1·64	1·49	1·24	1901 ..	27·71	28·08
December	2·47	0·46	1·79	1·25	5·33	0·49	1·88	2·96	3·13	1902...	24·81	24·52
Total.....	30·43	24·42	33·85	25·71	27·16	17·03	27·81	24·62	27·17	1903...	29·92	28·53
										1904...	...	24·42
										1905...	...	33·85
		1863.			1872.					1906...	...	25·71
		In.			In.					1907...	...	27·16
		40·67			31·76					1908 ..	...	17·03
										1909...	...	27·81
										1910...	...	24·62
										1911...	...	27·17

Information supplied by Leventhorpe Hall, Esq., Battery Point.

PART IV.

I N T E R C H A N G E.

SECTION I.—TRADE, CUSTOMS, AND SHIPPING.

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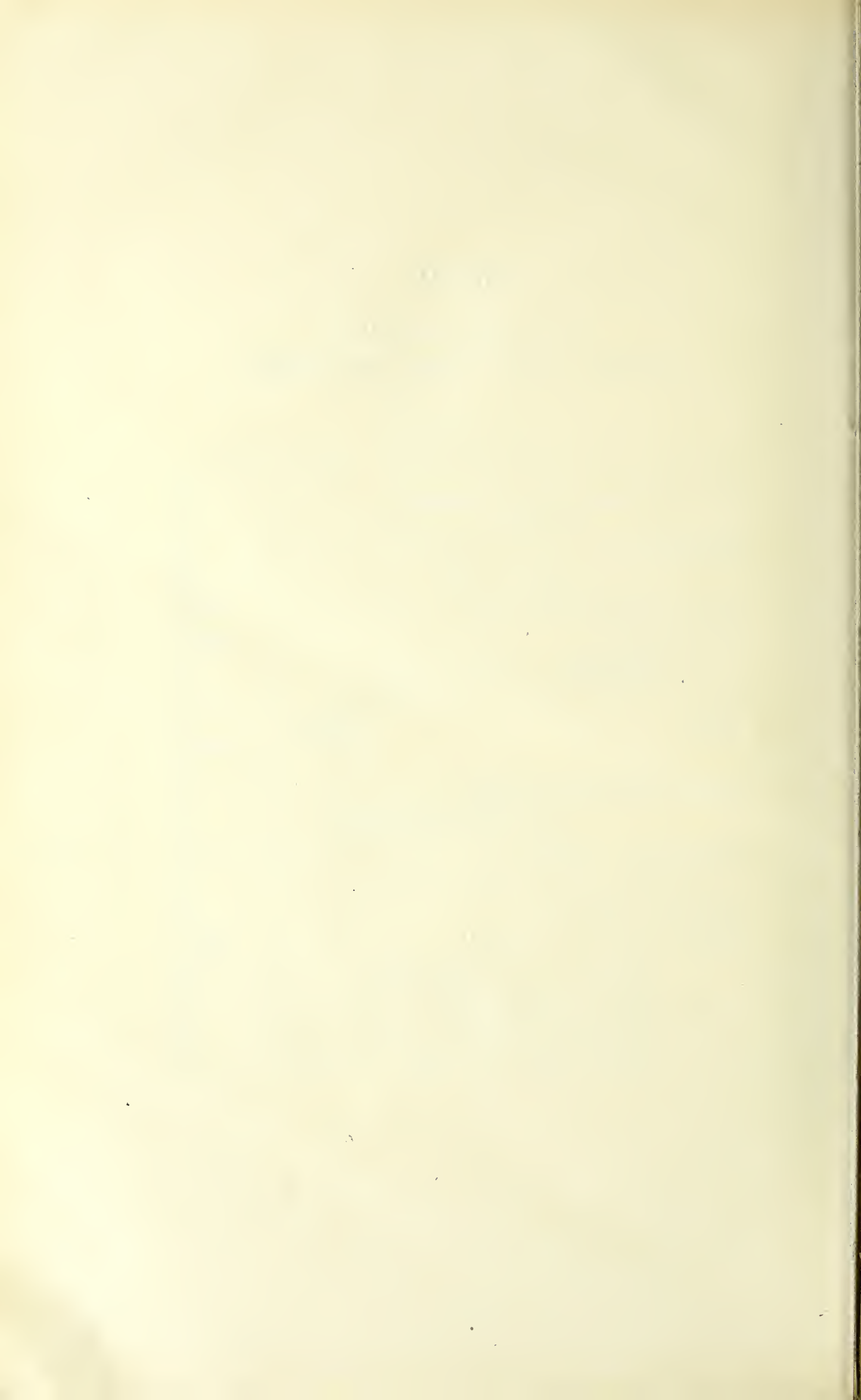
PART IV.

INTERCHANGE.

SECTION 1.—TRADE, CUSTOMS, AND SHIPPING.

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T A R I F F.

THE names of articles imported and exported are arranged in the following Returns, as nearly as possible in accordance with a natural system of classification recommended by the Conference of the Statisticians of the States of the Commonwealth of Australia and of New Zealand, held in Tasmania in January, 1902.

CLASSIFICATION OF ARTICLES IMPORTED AND EXPORTED.

CLASSES AND ORDERS.

CLASS I.—FOOD, DRINK, NARCOTICS, AND STIMULANTS.		Order 18.	Timepieces, Jewellery, and Plated Ware.
Order 1.	Animal food.	"	19. Optical, Surgical, and Scientific Instruments.
"	2. Vegetable food.	"	20. Machines, Tools, and Implements.
"	3. Drinks—	"	21. Harness, Vehicles, and Equipment.
	(a) Alcoholic.	"	22. Ships, Boats, and Equipment.
	(b) Non-Alcoholic.	"	23. Building Materials.
"	4. Tobacco and other narcotics.	"	24. Furniture.
"	5. Tea and other stimulants.	"	25. Arms and Explosives.
CLASS II.—LIVE ANIMALS AND PLANTS.		"	26. Drugs, Chemicals, and By-products.
Order 6.	Animals of all kinds.	"	27. Glass and Earthenware manufactures.
"	7. Plants.	"	28. Soap, Candles, Paint, and sundry manufactures not otherwise classed.
CLASS III.—TEXTILE FABRICS, DRESS, AND MANUFACTURED FIBROUS MATERIALS.		CLASS V.—STAPLE ANIMAL AND VEGETABLE SUBSTANCES, INCLUDING MINERAL OILS.	
Order 8.	Silk manufactures.	Order 29.	Animal substances.
"	9. Woollen and Worsted manufactures.	"	30. Vegetable substances.
"	10. Cotton and Flax manufactures.	"	31. Oils.
"	11. Manufactures of Mixed Materials (silk, wool, cotton, or flax).	CLASS VI.—STAPLE MINERALS AND METALS, INCLUDING BULLION AND SPECIE.	
"	12. Dress.	Order 32.	Bullion and Specie.
"	13. Manufactures of Fibrous Materials (sacking, matting, cordage, &c.).	"	33. Iron and Steel.
CLASS IV.—PRODUCTS OF ARTS AND MANUFACTURES, NOT OTHERWISE CLASSIFIED.		"	34. Other Metals.
Order 14.	Books and Stationery.	"	35. Coal and Shale.
"	15. Musical instruments.	"	36. Stone, Clay, and other Minerals.
"	16. Works of Art and Art Materials.	CLASS VII.—MISCELLANEOUS ARTICLES IMPERFECTLY DEFINED.	
"	17. Fancy Goods.	Order 37.	Indefinite articles.

On the 9th October, 1901, the Commonwealth Tariff came into operation, and trade between the Commonwealth States became Free.

As the various Orders are numbered consecutively in general tables published separately, the position of any article will be readily found by means of the following Index:—

ALPHABETICAL INDEX TO TARIFF ON IMPORTS.

Classified Order.	Articles, and Import Tariff.	Classified Order.	Articles, and Import Tariff.
191	Acids:—Acetic Acid, Extract or Essence of Vinegar, and Vinegar containing not more than 6 per cent. of absolute acid, 6d. per gallon; containing from 6 per cent. to 30 per cent. absolute acid, 3s. 9d. per gallon; for every extra 10 per cent., or part of 10 per cent., of absolute acid, 1s. 3d. per gallon.	183	Architraves, Mouldings, and Skirtings, 5s. per 100 lineal feet.
191	Other, 25 per cent., 20 per cent., and free.	187	Arms, 15 per cent. and 10 per cent., <i>a.v.</i>
76	Aërated or Mineral Waters—see Table Waters.	22	Arrowroot, ½d. per lb.
157	Agricultural, &c., Implements and Machinery, 15 and 12½ per cent. <i>a.v.</i> , and free.	139	Art, Works of, free.
63-64	Ale, Porter and other Beer, Cider and Perry in bottle, 1s. 6d. per gallon; in wood, 1s. per gallon; 6 reputed quarts or 12 reputed pints to be charged as 1 gallon.	254	Articles for Commonwealth, free.
191	Alkalies, 1s. per cwt. and free.	254	Ditto for official use of Governor-General or State Governors, free.
191	Alum, free.	251	Articles not enumerated, free.
241	Aluminium, free.	135	Atlases, Charts, and Maps, free.
191	Ammonia, Carbonate of, 15 per cent.	199	Axle Grease (see Greases), 15 per cent. and 25 per cent.
187	Ammunition:—Shot, Bullets, or Slugs, 5s. 6d., 5s. cwt.; other free.	174.	Axles and Springs, 35 and 30 per cent., <i>a.v.</i>
97, <i>et seq.</i>	Animals, Live, Stud, free.	143	Bags, Fancy, 30 and 25 per cent. <i>a.v.</i>
97, <i>et seq.</i>	Animals, ordinary—	127	Bags and Sacks—Calico, Hessians, linens, and meat wraps, partly or wholly made, 15 per cent. <i>a.v.</i>
seq.	Horses and Cattle, 10s. each.	128	Bags and Sacks—Bran, chaff, compressed fodder, potato, onion, ore, sugar mats, woolpacks, and chaffpacks, free.
	Sheep, 2s. each.	129	Ditto, Corn and Flour, free.
	Pigs, 5s. each; stud, free.	130	Ditto Woolpacks, free.
179	Anchors, free, 25 and 20 per cent.	172	Bags, Baskets, Boxes, Cases or Trunks, 30 and 25 per cent.
253	Annatto and Rennet, free.	172	Ditto, Minor Articles for, free.
114	Apparel (see Dress).	10	Bacon and hams, 3d. per lb.
		212	Bark, tanning, free.
		35	Barley, 2s. per cental.
		47	Barley, Pearl or Scotch, ½d. per lb.

Classified Order.	Articles, and Import Tariff.	Classified Order.	Articles, and Import Tariff.
172	Baskets, 30 and 25 per cent., <i>a.v.</i>	97	Cattle (see Animals).
172	Baskets, Carpenters', free.	181	Cement (Portland), 1s. 9d. per cwt.
221	Bass, free.	48	Chaff and hay, 1s. per cwt.
36	Beans and Peas, 1s. 6d. per cental.	180	Chains, free, and 5 per cent.
11	Beef and Mutton (fresh and smoked), 2d. per lb.	221	Charcoal, free.
12-13	Ditto, preserved by cold process, 2d. per lb.	135	Charts, Maps, and Atlases, 5 per cent. and free.
17	Beef and Mutton (preserved in tins), 1½d. per lb.	2	Cheese, 3d. per lb.
63-64	Beer and Ale—see Ale, &c.	86	Chicory, raw and kiln-dried, 3d. per lb.
211	Beeswax, ¾d. per lb.	87	Ditto, roasted or ground, 6d. per lb.
172	Belting, Composition, 25 and 20 per cent.	193	Chinaware, &c., 25 and 20 per cent. <i>a.v.</i>
172	Ditto, Leather, 25 and 20 per cent.	81-82	Cigars and Cigarettes (see Tobacco).
102	Birds, free.	252	Clay, fire, and pipe, lumps unmanufactured, free
176	Bicycles, 30 and 25 per cent.; parts 15, 10, and 5 per cent. <i>a.v.</i> and free.	144	Clocks, 30 and 20 per cent. <i>a.v.</i> ; chronometers, ships', free.
23	Biscuits, 1½d. and 1d. per lb.	113	Cloths, waterproofed with rubber, 35, 30, 25, and 20 per cent. <i>a.v.</i>
199	Blackening, &c., 40 and 35 per cent.	242	Coal, free.
199	Blacklead, 20 per cent.	85a.	Cocoa Beans, free.
106	Blankets, 30 and 25 per cent.	85b.	Cocoa and Chocolate, ground or in any way manufactured, 2½d. and 2d. per lb.
254	Blind, Deaf and Dumb, Articles for, free.	86	Coffee and Chicory, raw and kiln-dried, 3d. per lb.
191	Blue, Laundry, 2d. per lb.	87	Ditto, roasted or ground, and in liquid form, or with milk or other substance, 6d. per lb.
180	Boats, Yachts, Launches, &c., 20 per cent.	224-68	Coin, free.
153	Bolts, Nuts, 25 and 12½ per cent.	191	Collodion, 3s. per gallon.
200	Bones, free.	243	Coke, 4s. per ton.
134	Books, Printed (Reading), free.	254	Commonwealth, Articles for, free.
117	Boots, Shoes, and Slippers (except partly or wholly of lasting or stuff), leather, 35 and 30 per cent. <i>a.v.</i>	24	Confectionery, 3d. and 2½d. per lb.
117	Slippers, leather, 35 and 30 per cent. <i>a.v.</i>	236	Copper, in ingot or sheet, free.
119	Boot and shoe uppers and tops, 35 and 30 per cent. <i>a.v.</i>	236	Ditto, in mattee.
119	Clogs and pattens, 35 and 30 per cent. <i>a.v.</i>	154	Cordage, metal, free.
119	Goloshes and slippers, <i>n.o.e.</i> , 25 and 20 per cent. <i>a.v.</i>	132	Cordage, <i>n.o.e.</i> , 5s. per cwt., and 25 per cent.—see Twine.
119	Wading boots, free, <i>a.v.</i>	133	Cord or Twine, manufactures of, 25 per cent.
119	Slipper forms in the piece or otherwise, free <i>a.v.</i>	221	Corks, and cork unmanufactured, 1s. and 6d. per lb.
119	Socks or soles, cork, leather, or other, 35 and 30 per cent.	221	Cork Mats, &c., 15 per cent. <i>a.v.</i>
119	Sand shoes, rubber, 25 and 20 per cent. <i>a.v.</i>	44	Corn Flour, Maizena, &c., ¾d. per lb.
118	Infants' boots, shoes, and slippers, 35 and 20 per cent.	221	Cotton, waste, free.
119	Gum, free.	221	Ditto Wick, Candle, and Lamp, 5 per cent.
119	Minor Articles for, free.	113	Cosies, &c., 25 and 20 per cent., <i>a.v.</i>
192	Bottles, empty, over 5 drams, 35 and 25 per cent. <i>a.v.</i>	189	Cream of Tartar, free.
	All under 5 drams, free.	159	Cream Separators, free, and 10 per cent.
	5 drams to 10 oz., 1½d. and 1d.	113	Curtains, 20 and 15 per cent. <i>a.v.</i>
	10 oz. to 20 oz., 2d. and 1½d.	155	Cutlery, 15 and 10 per cent. <i>a.v.</i>
	20 oz. to 60 oz., 2½d. and 2d.	147	Ditto, plated, 15 and 10 per cent. <i>a.v.</i>
	Over 60 oz., 25 and 20 per cent.	188	Detonators, free, and 5 per cent.
41	Bran, Pollard, and Sharps, 1s. per cental.	191	Disinfectants, 15 and 10 per cent. and free.
63	Brandy—see Spirits.	102	Dogs, free.
241	Brass, free.	183	Doors—see Timber.
169	Ditto. Pipes and Tubes, free.	114	Dress apparel and attire, and articles, <i>n.o.e.</i> , not being piece goods, and dressed feathers, 40 and 35 per cent. <i>a.v.</i>
185	Bricks, 15 per cent. <i>a.v.</i> and free	114	Minor Articles for, free.
252	Ditto, Bath, free.	114	Frillings, rufflings, tucked lawns, pleatings and ruchings, 25 and 15 per cent. <i>a.v.</i>
241	Britannia Metal, free.	199	Diving, free.
221	Broom, Corn, Millet, and Rice straw, 4s. per cental	105	Containing Silk, 40 and 25 per cent. <i>a.v.</i>
152	Brushware, 30 and 25 per cent.	116	Woollen or containing Wool, 40 and 35 per cent. <i>a.v.</i>
152	Brushware, Artists', free, and 5 per cent.	121	Gloves, including mittens and flesh gloves, 30, 20, 15, and 10 per cent. <i>a.v.</i>
103	Bulbs, garden, free.	122-3	Hats and caps, 35 per cent. and 30 per cent. <i>a.v.</i>
225	Bullion, Gold, free.		Hats, caps, and bonnets, <i>n.o.e.</i> , hat and bonnet shapes, felt pull-over hoods, wigs, and other articles of natural or artificial human hair, 35 and 30 per cent. <i>a.v.</i>
227	Ditto, Silver, free.	124	Hats, miners', free.
1	Butter, 3d. per lb.	124	Hats, minor articles for, free
191	Calcium, Carbide of, free.	124	Helmets, firemen's, free.
195	Candles, tapers, and night-lights: solid spirit heaters, including the weight of the immediately containing package, 2d. and 1½d. 1½d. and 1d. <i>nei.</i>	114	Military or Naval Clothing, free.
221	Canes, Rattans, unmanufactured, free.	125	Parasols, sunshades, and umbrellas, free, and 20 per cent. <i>a.v.</i>
110	Canvas, tent or sail, free.	125	Parasol, sunshade, and umbrella handles, sticks, and fit-ups, free.
199	Canvas or Tyre Fabrics, 25 and 20 per cent.	125	Parasols, &c., minor articles for; cups, ferules, &c., free.
188	Caps, Percussion, free, and 5 per cent.	115	Socks and stockings, cotton, 10 per cent. <i>a.v.</i> ; woollen, free, and 25 and 20 per cent.
149	Cameras, 5 per cent. and free.	110	Towels, Cotton or Linen, 25 and 20 per cent.
62	Caramel, or Caramel Paste, 1½d. and 1½d. per lb.	114	Trimmings, 15 and 25 per cent. <i>a.v.</i>
191	Carbonate of Ammonia, 15s. per cent.		Piece Goods—
135	Cards, playing, 3s. per dozen packs.	109	Cotton and Linen, 10 per cent. and free.
178	Carriages, 35 and 30 per cent. <i>a.v.</i>	120	Coatings, Vestings, and Trouserings, <i>n.o.e.</i> , 15, 25, 30 per cent.
177	Ditto, Motor, 35 and 30 per cent. <i>a.v.</i>	107	Flannels, 30 and 25 per cent.
178	Carriage Axles and Springs, 35 and 30 per cent. <i>a.v.</i>		
220	Carriage Hubs of elm, free: other, 1s. each.		
178	Carriage Material, 35 and 30 per cent. and free.		
172	Carpenters' Baskets, free		
111	Carpets, 15 and 10 per cent. <i>a.v.</i>		
187	Cartridges, 20 and 15 per cent. Cases free.		
166	Cash Registers, 20 per cent.		

Classified Order.	Articles, and Import Tariff.	Classified Order.	Articles, and Import Tariff.
	Dress Apparel, &c.—continued.		Fruits—continued.
113	Flannelettes, 5 per cent. and free, 10, 15, 20, and 25 per cent.	34	Preserved in liquid, or partly preserved, or pulped:—
133	Horsehair Cloth and Hop Cloth, free.		Half-pints and smaller sizes, 9d. per dozen.
105	Silk, or containing silk, or having silk worked thereon, 10, 15, and 20 per cent.		Pints and over half-pints, 1s. 6d. per dozen.
105	Silk, milling, free.		Quarts and over pints, 3s. per dozen.
112	Velvets, Velvetens, Plushes, &c., 15 and 20 per cent.		Exceeding a quart, 1s. per gallon.
108	Woollens, or containing Wool, n.o.e., 10, 15, 20, 25, 30, 35, per cent.		Pulp, free.
108	Woollen Piece Goods (free).	77	Fruit Juices, 9d. per gallon.
113	Piece Goods to be used in the manufacture of cloth to be made waterproof with india-rubber, 7½ per cent.	103	Fruit Trees, free.
189	Drugs and Chemicals, 20 and 25 per cent. <i>a.v.</i> , free.	186	Furniture (of wood), 20, 30, and 40 per cent.
189	Drugs, crude, free.	186	Furniture, minor articles for, free
199	Dry Colours and Putty, 2s. per cwt.	211	Furs (undressed), free.
191	Dye and Dye-stuffs for manufacturing, free, except soap dyes, 5 per cent. <i>a.v.</i>	114	Furs (dressed), 15 per cent.
141	Dyes, Hair, 20 per cent. <i>a.v.</i>	188	Fuse, ½d. and ¾d.
188	Dynamite, free.	161	Gas Engines, 12½, 20, and 30 per cent.
193	Earthenware, Brownware, and Stoneware, 20, 30, and 35 per cent.	21	Gelatine, sheet, 2d. per lb., and 40 per cent.
193	Earthenware—spurs, stilts, and thimbles, crucibles, scorifiers, roasting dishes, muffles, assay furnaces, cupels, free.	67	Geneva—see Spirits.
3	Eggs, 6d. per dozen.	67	Gin—see Spirits.
156	Electrical Material, free.	96	Ginger, preserved in liquid, 1½d. per lb.
163	Electrical Machinery and Appliances, u.o.e., 17½ per cent. <i>a.v.</i>	96	Ditto, preserved, 3d. per lb.
156	Electrical Materials:—Accumulators or storage batteries, cable and wire (covered), carbons, testing meters and instruments, dry cells, transformers, insulating tapes, meters, arc lamps and accessories, resistance coils, rheostats, static transformers, and terminals, free and 5 per cent.	96	Ditto, green, 2d. and 1d. per lb.
161	Engines, 12½, 20, and 25 per cent.	182	Girders, Beams, Channels, Joists, &c., 17½ and 12½ per cent.
160	Ditto, Portable and Traction, free, and 20 and 25 per cent.	194	Glass:—
132	Engine Packing in rope form, 20 per cent. <i>a.v.</i>		Bent, bevelled, heraldic, sand-blasted, enamelled, embossed, etched, silvered, and cut; corners cut, bevelled, or engraved; panes, prisms, and all other framed with metal, 20 and 30 per cent. <i>a.v.</i> Polished plate, each plate not exceeding 7 sup. feet, 5s. per 100 sup. feet.
188	Explosives (not fireworks, 20 per cent. <i>a.v.</i>), free.		Polished plate, each plate exceeding 7 and not exceeding 12 sup. feet, 7s. 6d. per 100 sup. feet. Polished plate, n.o.e., 10s. per 100 sup. feet; glass, n.o.e., 15 per cent. Sheet, 2s. per 100 sup. feet. Glass lenses, locket, brooch, and watch glasses, free. Broken; figured rolled sheet; lenses (being portions of lamps); milled, rolled, or rough cast; seltzogenes and accessories and syphon bottles; opal sheet; powdered; sheet-coloured or stained, 15 per cent. <i>a.v.</i>
9	Fat, 1d. per lb.	150	Glasses, Opera, Field, and Marine, 20 and 30 per. cent.
	Fabrics—see Dress-piece Goods.	194	Glassware, 20, 25, and 35 per cent.
140	Fancy Goods, Toys, &c., 20, 30, and 35 per cent. <i>a.v.</i>	194	Ditto, empty Wine Bottles, 10, 25, and 35 per cent.
114	Feathers, 25 and 30 per cent.	192	Bottles, Empty, 5 fluid drams and under, free.
211	Ditto, undressed, 15 per cent.	192	Ditto, over 5 fluid drams and under 9 fluid ounces, 1d., 1½d., 2d., 9d., and 10d. per doz.
108	Felt Sheathing, free.	121	Gloves, 10, 15, 20, and 30 per cent.
221	Fibre, Coir, free.	60	Glucose, 8s. per cwt.
221	Ditto, Flax, Jute, and Hemp, free.	211	Glue, Gelatine, and Cements, 20, 25, 30, and 40 per cent. <i>a.v.</i>
172	Filters, 15 per cent.	199	Glycerine, free.
252	Fireclay Manufacturers, 15 per cent. <i>a.v.</i>	225	Gold Bullion, free.
161	Fire Engines, free.	226	Ditto, Specie, free.
143	Fireworks, 30 and 25 per cent. <i>a.v.</i>	139	Gold Leaf, free.
4	Fish, fresh (Oysters), 2s. per cwt.	40	Grain and Pulse, u.o.e., 1s. 6d. per cental.
4	Fish, fresh, other, free.	47	Ditto, ditto, prepared, ½d. per lb., and 2s. 6d. per cental.
5	Fish, smoked, or preserved by cold process, 1d. and 1½d. per lb.	199	Greases—Axle, and thickened or solidified oils: solid or viscous compounds for lubricating, and tallow, unrefined, in packets not exceeding 4 lbs., 4s. per cwt.; u.o.e., 2s. per cwt.
6	Fish, preserved in tins, &c., 1d. and 1½d. per lb.	172	Grindstones, 20 per cent.
6	Fish, potted or concentrated, 20 and 25 per cent.	45	Groats, ½d. per lb.
7	Fish, n.o.e., 5s. per cwt.	221	Gum, Dry, Dextrine, Sandarach, and Mastic, free
172	Fishing Nets, free.	187	Gunpowder, free.
221	Flock, cotton, free.	114	Hair, curled, 20 and 25 per cent. <i>a.v.</i>
111	Floorcloths and coverings, 15 and 20 per cent.	114	Ditto, human, not made up, free.
42	Flour, 2s. 6d. per cental.	211	Hair, unmanufactured, free.
189	Food Preservatives, 25 and 20 per cent	133	Haircloth for Hop-kilns, free.
62	Fodder (including compressed fodder), 2s. 6d. per cental	151	Handles, Tool, axe, or other, 15 and 20 per cent. <i>a.v.</i>
	Fruit, Fresh:—	131	Harvest Yarn and Twine, 5s. per cwt.
28	Apples, 2s. per cental.	122	Hats and Caps—see Dress.
29	Apricots, 2s. ditto.		<i>et seq.</i>
30	Bananas, 1s. ditto	124	Hatters' material, 35 per cent.
31	Oranges and Lemons, 2s. ditto.	48	Hay and Chaff, 1s. per cwt.
32	Pears, 2s. ditto.	201	Hides and Skins, raw, free.
33	Pine Apples, 2s. and 1s. ditto.	8	Honey, 1½d. per lb.
34	N.o.e., 2s. ditto.	133	Hop Cloth, free.
	Fruits:—	88	Hops, 6d. per lb.
	Dried—	98	Horses (stud), free, and 10s.
25	Currants, 2d. and 3d. per lb.	199	Hose, indiarubber, 25 per cent.
27	Dates, 2d. and 1d. per lb.	220	Hubs, Elm, free.
26	Raisins and other, including peel and ginger preserved (not in liquid), 3d. per lb.		

Classified Order.	Articles, and Import Tariff.	Classified Order.	Articles, and Import Tariff.
252	Ice, free.		Meats— <i>continued</i> .
157	Implements and Machinery, Agricultural, &c., 12½, 15, 20, and 25 per cent. <i>a.v.</i> , and free.		Meats, Poultry, and Game, preserved by cold process—
199	Indiarubber Canvas Tyre fabric, 10 per cent.	12	Beef, 2d.
199	Indiarubber Hose, &c., 15, 20, and 25 per cent.	13	Mutton, 2d.
199	Indiarubber Manufactures, crude, free.	14	Pork, 2d.
253	Infants' and Invalids' Foods, free.	15	Poultry, 2d. per lb.
135	Ink, Printing, 30 per cent.	16	Rabbits and Hares, 2d.
191	Insecticides, free, and 15 per cent.	18	Other, 2d.
150	Instruments, Scientific, Surgical, &c., free.	17	Potted and concentrated (including extracts of, and caviare), 25 per cent.
150	Ditto, Surveying, Drawing, Mathematical, 15 and 25 per cent.	17	Preserved in tins or other air-tight vessels, 1½d. per lb.
136	Ditto, Musical, 20 per cent., 15 per cent., and free.	18	Preserved in brine, and <i>n.o.e.</i> , 5s. per cwt.
232	Iron, Plate, and Sheet, free.	11	Smoked and fresh meats, 2d. per lb.
182	Iron Girders, Beams, Channels, Joists, Columns, Rolls, &c., 12½ and 17½ per cent.	18	<i>N.o.e.</i> , 50 per cent.
230	Iron, Galvanised, Plate and Sheet, 10s., 15s., 20s. per ton, and 15 and 20 per cent.	190	Medicines, 15 per cent. <i>a.v.</i>
229	Iron, Ingots, Blooms, and Slabs, free.	167	Metals, manufacture of, free, and 20, 25, and 30 per cent.
229	Iron, Rod, Bar, &c., free.	167	Metalware (mixed) 15 per cent. <i>a.v.</i>
235	Iron, Hoop, Pig, and Scrap, free.	191	Methylated Spirits, 1s. per gallon.
21	Isinglass, free, and 15 per cent.	20	Milk, preserved, 1d., 1½d., 2d., 2½d. per lb.
49	Jams and Jellies, 2d. and 1½d. per lb.	19	Milk and Cream, concentrated, 1d. per lb.
145-	Jewellery, 15, 25, 30, 35, and 40 per cent.	213	Millboard, 15 per cent. <i>a.v.</i>
146		172	Models, &c., free.
148	Jewellery—Cameos and Precious Stones, unset, free.	160	Molasses, free.
221	Kapok, free.	183	Mouldings, Skirtings, and Architraves, 5s. per 100 lineal feet.
165	Knitting Machines, free.	241	Muntz and Babbit Metal, free.
135	Kindergarten Materials, free.	136	Musical Instruments, <i>n.e.i.</i> , Musical Boxes, Pianola, and other attachments, or articles for rendering music by mechanical process, and Metronomes, 15 per cent. <i>a.v.</i>
196	Lampblack, free, and 5 per cent.		Organs, Pipe, 20 per cent. <i>a.v.</i>
172	Lamps and Lampware, 15 and 25 per cent. <i>a.v.</i>		Ditto, other, and Harmoniums, 15 per cent.
9	Lard, ½d. per lb.		Pianos, 20 per cent. <i>a.v.</i>
238	Lead, Sheet, and Pipe, free, and 50s. per ton.		Orchestral and Military Band Instruments, free.
238	Lead, Pig, and Scrap, free.	136	Musical Instruments, parts of, viz—
135	Lead Pencils and Penholders, free.		Actions, strings, felts, hammers, ivories, free.
	Leather:—	89	Mustard, 2d. and 3d. per lb.; Seed, free and ½d. per lb.
202	Crust or rough-tanned hogskins, goats, Persian sheep, skivers, tanned hog-skins; and pump butts, not less than 48 lb. each hide, free.	168	Nails, wire and other staples, spikes, brads, and packs, 3s., 5s., and 6s. per cwt.
202	<i>N.o.e.</i> , including green hide for belting purposes, 15, 20, and 30 per cent. <i>a.v.</i>	119 &	Ditto, Boot and Shoe, Saddler's, &c., 5s., 5s. 6d., and 7s. 6d. per cwt.
203	Leather Manufactures, <i>n.o.e.</i> : Leather cut into shapes, Harness, Razor strops, Footballs and parts thereof, and Whips, including reapers, thongs and lashes, 20 and 25 per cent. <i>a.v.</i>	176	Ditto, horseshoe, 5s. per cwt.
202	Leather, Minor Articles for Harness, free.	168	Naphtha, ½d. per gallon.
252	Lime, 9d. per cwt.	223	Natural History Specimens, free.
77	Lime Juice and other Fruit Juices and Syrups (non-spirituous), per gallon, 9d.	254	Nets, fishing, 20 per cent.
114	Linings, 25 per cent.	172	Nets and Netting, 20 per cent.
221	Linseed, 2s. per cental.		Nuts, Edible:—
221	Linseed Meal, 4s. per cental.	52	Almonds, 2d. and 4d. per lb.
50	Linseed Cake, 1s. per cental.	53	Cocoa, whole, 1s. per cwt.
	Liqueurs (see Spirits).	54	<i>N.o.e.</i> , whole or prepared, 2d. per lb.
221	Liquorice, 2d., 3d., and 3½d. per lb.	221	Oakum and Tow, free.
167	Locks, door, 15 and 20 per cent.	45	Oatmeal, ½d. per lb.
51	Macaroni and Vermicelli, 1d. per lb.	38	Oats, 1s. 6d. per cental.
170	Machine Tools, free.	50	Oil Cake, 1s. per cental.
162	Machinery, 12½, 25, and 30 per cent., and free.	116	Oil Engines, 12½, 20, and 25 per cent.
163	Machinery, Electrical, 10, 12½, 15, 25, 30 per cent.		Oils:—
157	Machinery and Implements, Agricultural, &c., 12½, 15, 20, and 25 per cent. <i>a.v.</i> , and free.	223	Cotton Seed, in bulk or otherwise, 2s. per gallon
164	Machinery, Mining, 12½, 25, and 35 per cent.		Ditto, when methylated, 6d. per gallon.
162	Machinery, Printing, free.	223	Other (including Castor) in vessels not exceeding 6d. per gallon, viz.—
165	Machinery, Sewing and Knitting, free, and 10 per cent.		Quarter-pints and smaller sizes, 3d. and 1s. 6d. per dozen.
165	Ditto, used in Woollen Manufactures, free.		Half-pints and over quarter-pints, 1s., 3s. per dozen.
165	Ditto, ditto, Printing and Bootmaking, free.		Pints and over half-pints, 2s. per dozen.
37	Maize, 1s. 6d. per cental.		Quarts and over pints, 4s. per dozen.
44	Maizena, ½d., 2d. per lb.		Over a quart, 1s. 4d. per gallon.
162	Mangles, &c., 12½ and 20 per cent.	223	In vessels exceeding 1 gallon—
210	Manure, free.		Benzine, Benzolene, and Gasoline, ½d. per gallon.
43	Malt, 6s. per cental.	223	Castor, 6d. per gallon.
63-	Malt Liquor, in wood, 1s. per gallon; in bottle.	223	China, free and 2s. per gallon.
64	1s. 6d. per gallon, 6 reputed quarts or 12 reputed pints to be charged as one gallon	223	Cocoanut, 6d. per gallon.
62	Malt Extract, 2d. per lb.	223	Coal, tar, penguin, degrass, sod, mirbane, free
135	Maps, Charts, and Atlases, free.	223	Colza, 6d. per gallon.
185	Marble in rough block, 10 per cent.	223	Essential, free, and 20 per cent.
188	Matches, 6d. and 2s. 4d. per gross.	223	Eucalyptus, free.
111	Mats, 15 and 25 per cent.	223	Fish, including cod, unrefined seal, and whale free.
	Meats—	222	Kerosene, free.
10	Bacon and Hams, 3d. per lb.	223	Linseed, 6d. per gallon.

Classified Order.	Articles, and Import Tariff.	Classified Order.	Articles, and Import Tariff.
<i>Oils—continued.</i>		<i>Railway and Tramway Material—continued.</i>	
223	Lubricating and Mineral, 3d. per gallon.	233	Rails, Fish-bolts, Fish-plates, Tie-plates, Switches, Points, Crossings, and Intersections for Railways and Tramways, 15 per cent.
223	Tallow, 6d.	114	Regalia, free.
223	Olive, 1s. 4d., 2s., per gallon.	158	Reapers and Binders, free.
223	Solar and Residual, 1s. 4d. per gallon.	253	Rennet, free.
223	N.o.e., 6d. and 2s. per gallon.	221	Resin, free.
253	Oilmen's Stores, 15 per cent. and 20 per cent.	187	Revolvers and Pistols, 2s. 3d., 2s. 9d., 15 and 20 per cent. <i>a.v.</i>
55	Onions, 1s. per cwt.	46	Rice, uncleaned, 3s. 4d. per cental; n.o.e., 6s. per cental.
78	Opium, 30s. per lb.	187	Rifles and Guns, 5 to 22½ per cent., <i>a.v.</i>
4	Oysters, 2s. per cwt.	199	Rubber goods, 25 per cent.
245-	Ores of all kinds of metal, free.	199	Ditto, manufacturers', crude, free.
251		113	Rugs, Rugging, 25 per cent.
138	Paintings, Etchings, and Photographs, free.	68-69	Rum—see Spirits.
	Paints and Colours, free and 5s. per cwt.	60	Saccharine, dutiable as a substitute for sugar from cane at a standard of 550 times the strength of an equal quantity of sugar.
196	Ground in liquid, 2s., 4s., and 4s. 6d. per cwt.	175	Saddlers' materials, free.
196	Prepared for use, 4s. per cwt., 20 and 25 per cent.	57	Sago, 4s. per cental.
196	Colours—Dry, Dry White Lead, Patent Dryers, 1s., 2s., 2s. 3d., per cwt.	91	Salt, 12s. 6d. per ton; Brown Rock, free.
	<i>Paper:—</i>	91	Saltpetre, free.
134	Advertising matter, 3d. and 6d. per lb.	90	Sauces (see Pickles, &c.).
135	Bags, 5s. per cwt., 25 and 30 per cent.	21	Sausage casings, free.
213-	Browns and Sugar (grey, blue, and other tints), fruit-bag paper, 3s., 6s., 6s. 6d. per cwt.	135	School Slates and Pencils, free.
221		150	Scientific Instruments, free.
213	Cartridge and blotting, 15 per cent., and 6s. per cwt.		<i>Seeds:—</i>
213	Millboard, greyboard, leatherboard, and wood board, 5 and 10 per cent.	62	Canary, Hemp, and Rape, 1s. 6d. per cental.
213	Strawboard, 1s., 2s., to 2s. 6d. per cwt.	104	Agricultural, &c., free.
135	Toilet, 15 per cent.	104	Other (garden), free.
135	Writing, 15 and 20 per cent.	132	Sewing Cottons, Silks, Twists, Threads, &c., free.
213	Paper, n.o.e., 15 per cent.	165	Sewing Machines, free.
213	Paperhangings, 15 and 20 per cent.	41	Sharps, 1s. per cental.
199	Paraffin Wax, 1d. per lb.	108	Sheathing Felt, free.
213	Parchment, vegetable, free, and 5 per cent.	101	Sheep, 2s. each.
47	Pearl Barley, ½d. per lb.	191	Sheep Dip, free.
36	Peas and Beans, 1s. 6d. per cental.	221	Shellac, free.
47	Peas, split, 2s. 6d. per cental.	180	Ships' Fittings, free.
62	Peel, drained or preserved in brine, acid, or water, 1d. and 3d. per lb.	187	Shot, Bullets, and Slugs, 5s. 6d. and 5s. per cwt.
62	Peel, preserved (not in liquid), 1d. and 3d. per lb.	105	Silk, milling, free.
92	Pepper, ground, 4d. per lb.	227	Silver in bar, ingot, or sheet, free.
93	Ditto, unground, 2d. per lb.	227	Silver Bullion, free.
135	Pencils, lead, and Penholders, 20, 25, and 35 per cent.	228	Silver Specie, free.
141	Perfumery, 20, 25, and 35 per cent.	439	Silver Leaf, free.
254	Perry and Cider (see Ale, &c.), free.	201	Skins, free.
149	Personal and household effects of passengers, free.	183	Skirtings, Mouldings, and Architraves, 5s. per 100 lineal feet.
137	Photographic materials—Dry Plates, Sensitised Films, and Sensitised Paper, 5, 15, and 20 per cent. <i>a.v.</i>	185	Slates, roofing, 15 per cent. and slab, 15 per cent.
149	Cameras, 5 per cent.	135	Slates, school, and pencils, free.
90	Pickles, Sauces, Chutneys, Olives, and Capers:—Quarter-pints and smaller sizes, 6d. per dozen. Half-pints and over quarter-pints, 1s. and 1s. 3d. per dozen. Pints and over half-pints, 2s. and 2s. 6d. per dozen. Quarts and over pints, 4s. and 5s. per dozen. Exceeding a quart, 1s. 4d. per gallon.	83	Snuff, 6s. 6d. per lb.
138	Pictures (not being advertising), free, and 25 per cent.	197	Soap, n.o.e., 1d. per lb.
99	Piece Goods (see Dress).	197	Soap, Perfumed, Toilet, and Medicated, 3d. and 4d. per lb. and 25 per cent.
142	Pigs, 5s. each and free.	115	Socks and Stockings, cotton, 20 and 25 per cent.
169	Pipes, smoking, 25 per cent. <i>a.v.</i>	116	Ditto, woollen, or containing wool, 20 and 25 per cent. <i>a.v.</i>
169	Pipes and Tubes, iron or steel, free.	191	Soda, Acetate, free.
169	Ditto, copper, free.	191	Soda Ash, free.
244	Pitch, Tar, free.	191	Soda, Carbonate of, free.
103	Plants, Trees, and Shrubs, free.	191	Soda, Caustic, free.
252	Plaster of Paris, 9d., 1s. per cwt.	191	Soda, Crystals, 1s. per cwt.
147	Platedware and Plated Cutlery, 20, 25, 30, per cent. <i>a.v.</i>	191	Soda, Nitrate, free.
252	Plumbago, free.	191	Soda Silicate, free.
41	Pollard, 1s. per cental.	76	Sparklets, free.
199	Polishes, 40 per cent.	224	Specie, Copper, Nickel, Bronze, free.
191	Potash and Pearlash, crude, in bulk, free.	226	Ditto, Gold, free.
189	Potassium, Cyanide of, 25 per cent. and free.	228	Ditto, Silver, free.
56	Potatoes, 1s. per cwt.	254	Specimens of Natural History, free.
100	Poultry, 2d. per lb.	150	Spectacles, free, and 10 per cent.
188	Powder, Sporting or Blasting, 5 per cent.	241	Spelter, &c., free.
148	Precious Stones, uncut, free.	93	Spices, unground, 2d. per lb.
172	Printing material, free.	92	Ditto, ground, 4d. per lb.
252	Pumice, free.		<i>Spirits:—</i>
199	Putty, 1s., 2s., per cwt.	2	Bitters, 14s. per proof gallon.
241	Quicksilver, free.	65, 66	Brandy, 14s. per proof gallon.
167	Rabbit Traps, 5 per cent.	72	Cordials, spirituous, 14s. per proof gallon.
113	Rags, free.	72	Essences, Tinctures, Extracts, over 75 per cent. 14s. per proof gallon.
	<i>Railway and Tramway materials:—</i>		Ditto, under 75 per cent., 10s. 6d. per gallon.
178	Carriages, Trucks, or Waggon, 30 and 40 per cent.	67	Ditto, 50 per cent., 7s. 6d. per gallon.
		67	Ditto, not over 25 per cent., 3s. 6d. per gallon.
			Geneva, 14s. per proof gallon.
			Gin, Schnapps, 14s. per proof gallon.

Classified Order.	Articles, and Import Tariff.	Classified Order.	Articles, and Import Tariff.
	<i>Spirits—continued.</i>		<i>Tobacco—continued.</i>
72	Liqueurs, 14s. per proof gallon.	80	Unmanufactured, but entered to be locally manufactured into Tobacco, Cigars, or Cigarettes, 1s. 6d. per lb.
191	Methylated, 1s. per gallon.	81	Cigars, 6s. 3d. and 7s. 6d. per lb., and 15 per cent. <i>a.v.</i>
72	Perfumed and Bay Rum, 25s. per gallon.	82	Cigarettes, 6s. 6d. per lb.
68, 69	Rum, 14s. per proof gallon.	84	Tobacco destroyed, for manufacture of sheep-wash or other purposes under Departmental By-laws, free.
72	Sarsaparilla, 3s. 6d. to 14s. per gallon.	83	Snuff, 6s. 6d. per lb.
70, 71	Whiskey, 14s. per gallon.	171	Tools of Trade of every description, free.
72	Spirits of Wine, 14s. per gallon.	151	Tool Handles, unattached, 15 and 20 per cent.
72	Spirituous Compounds, 14s. per proof gallon.	110	Towels, 20 and 25 per cent., <i>a.v.</i>
221	Sponges, free.	199	Turpentine, free.
221	Starch, 2d. per lb.	131	Twine Harvest, 5s. per cwt.
62	Starch Flour, $\frac{3}{4}$ d. per lb.	132	Twine, n.o.e., 25 per cent., and 3s. per cwt.
135	Stationery, 5, 25, and 30 per cent. and free.	166	Typewriters, free.
207	Stearine, $\frac{3}{4}$ d. per lb.	125	Umbrellas and Parasols (see Dress).
235	Steel, unmanufactured, free.	125	Umbrella-makers' Materials (minor articles for), free.
172	Stone, grind, 20 per cent. <i>a.v.</i>	198	Varnish, 1s. 9d. and 2s. per gallon.
185	Stone, in rough block, free, and 10 per cent.	196	Vegetable, Black, free, and 5 per cent.
185	Stone, unwrought, marble, 10 per cent.	34	Vegetables, n.o.e., 1s. and 2s. per cental.
185	Stone, wrought, 20, 25, and 30 per cent.	34	Vegetables, dried and concentrated, 15 per cent. <i>a.v.</i>
172	Stones—Oil, Whet, and Emery, free.	213	Vegetable, Parchment, 5 per cent. and free.
172	Stones, Lithographic, free.		<i>Vehicles:—</i>
221	Straw—Broom, Corn, Millet, and Rice, free.	176	Bicycles, Tricycles, and similar Vehicles, 20, 25, and 30 per cent. <i>a.v.</i>
213	Strawboard, 1s. 6d. per cwt.	176	Cycle parts, 10 per cent. and free
207	Suet, Tallow, and Grease, 2s. and 4s. per cwt., or 10 and 15 per cent.	178	Barouches, Broughams, Waggon, &c., 25 per cent. <i>a.v.</i>
	<i>Sugar:—</i>	178	Parts:—Wheels, tyred and bolted; Bodies, Undergears, Undercarriages, and Tops, 25 per cent. <i>a.v.</i>
58	The produce of Sugar Cane, 6s. per cwt.	178	Parts, n.e.i., 20, 30, and 35 per cent. <i>a.v.</i>
59	Golden Syrup and Syrups, 3s.	177	Motor, 20 and 25 per cent. <i>a.v.</i>
60	Glucose, 8s. per cwt.	178	Minor Articles for, free.
60	Molasses, free.	51	Vermicelli and Macaroni, 1d. per lb.
60	Other, 10s. per cwt.	95	Vinegar, 6d. per gal.
196	Sulphate of Copper, free.	144	Watches, 20 and 30 per cent.
252	Sulphur, free.	113	Waterproof Cloths, 30 and 35 per cent.
150	Surgical Instruments, free.	211	Wax, Bees', 1d. per lb.
76	Table Waters, Aërated or Mineral, and preparations packed for household use for the production thereof; also Ale, Porter, and other Beer, Cider, and Perry containing less than 2 per cent. proof spirit, <i>a.v.</i> , 25 per cent.	199	Ditto, Paraffin, $\frac{1}{2}$ d. and 1d. per lb.
207	Tallow, free.	221	Ditto, Vegetable, $\frac{3}{4}$ d. per lb.
	Ditto, unrefined in packages, 4s. per cwt.	116	Weighing Machines, 20 per cent.
167	Tanks, free, and 3s. per 100 gals.	39	Wheat, 1s. 6d. per cental.
110	Tarpaulins, Sails, and Flags, 15 and 20 per cent.		Whisky—see Spirits.
61	Tapioca, 4s. per cental and $\frac{1}{2}$ d. per lb.	199	Whiting, 6d. per cwt.
94	Tea, free and 1d. per lb.	221	Wick, candle and lamp, 5 per cent. <i>a.v.</i> and free.
150	Telescopes, Thermometers, &c., 5 per cent. and free.	173	Wicker, Bamboo, Cane, or Wood manufactures of, 20, 25, 35, and 40 per cent. and free.
110	Tents, 5 and 15 per cent.	221	Ditto, unmanufactured, free.
254	Theatrical Costumes, &c., free.	173	Wicker and Cane, minor articles for manufacture of, free.
185	Tiles, Earthenware, 20, 25, and 30 per cent. <i>a.v.</i>	114	Wigs, &c., 20 per cent.
185	Tiles, Roofing, 15 per cent. <i>a.v.</i>		<i>Wine, fermented:—</i>
185	Tiles, Asphalt, 15 per cent. <i>a.v.</i>	73	Sparkling, 12s. per gallon. (Three magnums, six reputed quarts, twelve reputed pints, or twenty-four reputed half-pints to be charged as one gallon.)
	<i>Timber:—</i>	74	N.e.i. in bottle, 8s. per gallon. (Six reputed quarts, twelve reputed pints, or twenty-four reputed half-pints to be charged as one gallon.)
183	Architraves, 5s. per 100 lineal feet.	75	Other, 6s. per gallon. Containing more than 35 per cent. of proof spirit, for each 1 per cent of proof spirit; over 35 per cent. and up to and including 40 per cent., 6d. per gallon additional; containing more than 40 per cent. of proof spirit, 14s. per gallon.
173	Bent, 25 per cent. <i>a.v.</i>	77	Unfermented, 3s. per gallon.
183	Doors of wood:—	234	Wire, Barbed, 10, 15, and 20 per cent. <i>a.v.</i>
	$1\frac{1}{2}$ in. and over, 7s. 6d. each; over $1\frac{1}{2}$ in., and under $1\frac{3}{4}$ in., 5s. each; $1\frac{3}{4}$ in. and under, 3s. 6d. each.	234	Wire Netting, free, and 5, 10, and 25 per cent.
184	Dressed, n.o.e., 3s. per 100 super. feet.	234	Wire Cable, free and 5 per cent.
220	Elm Hubs, free.	234	Wire, Iron, or Steel, free.
219	Laths, 5s. per 1000.	234	Wire, n.o.e., free and 10 per cent.
215	Logs, free.	154	Wire Rope, free, and 5, 25, and 40 per cent.
183	Mouldings, 5s. per 100 lineal feet.	173	Woodware, 20 per cent. <i>a.v.</i>
216	Palings, 15s. per 1000.	208	Wool, unmanufactured, free.
217	Pickets, undressed, 2s. 6d. per 100.	130	Woolpacks, free.
217	Pickets, dressed, 6s. per 100.	139	Works of Art, free.
219	Pine, New Zealand, 6d. per 100 feet.	221	Yarn, free. Wool, 5 and 10 per cent.; others, free.
183	Skirtings, 5s. per 100 lineal feet.	131	Yarn, Harvest, 5s. per cwt.
220	Shingles, 3s. per 1000.	211	Yarn, partly or wholly of Wool, 5 and 10 per cent.
219	Undressed:—Ash, free.	241	Zinc, free.
219	Hickory, free.		
219	Undressed, n.o.e., in sizes 12 in. \times 6 in. (or its equivalent) or over, 6d. and 2s. per 100 super. feet.		
219	Undressed, n.o.e., in sizes of 7 in. \times 2 $\frac{1}{2}$ in. (or its equivalent) and upwards, and less than 12 in. \times 6 in. (or its equivalent), 1s. 6d. and 2s. per 100 super. feet.		
219	Undressed, being Oregon, in sizes 12 in. by 6 in. (or its equivalent), and upwards, 6d., 1s., and 1s. 6d. per 100 super. feet.		
219	Undressed, n.o.e., of sizes less than 7 in. \times 2 $\frac{1}{2}$ in. (or its equivalent), 2s. and 2s. 6d. per 100 super. feet.		
220	Other, free.		
139	Tinfoil, 5 per cent.		
240	Tin, unmanufactured, free.		
240	Tin Plates, plain, free.		
	<i>Tobacco:—</i>		
79	Manufactured, 3s. 3d., 3s. 6d., and 3s. 9d. per lb.; unmanufactured, 3s. 3d. per lb.		

EXCISE DUTIES.

ARTICLES.	RATE OF DUTY.
Beer—Ale, Porter, and other Beer, containing not less than 2 per cent. proof spirit, brewed from barley, malt, and hops exclusively	2d. per gallon.
Ale, Porter, &c., n.e.i.	3d. per gallon.
Spirits—1. Brandy distilled from grape wine	10s. per proof gallon.
2. Blended Wine Brandy distilled from grape wine	11s. per proof gallon.
3. Whisky distilled wholly from barley malt	10s. per proof gallon.
4. Whisky (blended), distilled partly from barley malt and partly from other grain	12s. per proof gallon.
5. Rum distilled from molasses	12s. per proof gallon.
6. Gin distilled from barley malt	12s. per proof gallon.
7. Spirits, n.e.i.	13s. per proof gallon.
8. Spirits for industrial or scientific purposes	13s. per proof gallon.
9. Spirits, Methylated	Free.
10. Spirits for fortifying wine for making vinegar	6d. per proof gallon.
11. Spirits for manufacture, from Australian products, exclusively of Scents and Toilet preparations	10s. per gallon.
Starch—Starch made from imported Rice, delivered free, for use in the manufacture of Starch	1d. per lb.
Sugar—1. Sugar produced from Cane delivered for manufacture from 1st January, 1907, to 31st December, 1910 (both dates inclusive)	4s. per cwt.
2. Sugar produced from Cane delivered for manufacture in the year 1911	2s. 8d. per cwt.
3. Sugar produced from Cane delivered for manufacture in the year 1912	1s. 4d. per cwt.
4. Glucose	1s. per cwt.
5. Golden Syrup and Syrups, n.e.i.	Free.
6. Invert Sugar and Invert Syrup	3s. per cwt.
7. Substitutes for Sugar, viz.:—Saccharine and similar preparations	£1 per lb.
Tobacco.—1. Tobacco, manufactured, n.e.i.; made in Australia, both from imported and locally-grown leaf	1s. per lb.
2. Tobacco, hand-made	9d. per lb.
3. Cigars (a) machine-made	9d. per lb.
(b) hand-made	3d. per lb.
4. Cigarettes (a) machine-made	3s. per lb.
(b) hand-made	2s. 9d. per lb.
5. Snuff	2s. per lb.

EXTENT OF TRADE IN RELATION TO FORMER PERIODS.

STATEMENT for the Year 1911, showing the Direction and Extent of the Export and Import Trade of Tasmania; also showing Comparisons with the preceding Four Years.

COUNTRY.	IMPORTS—VALUE.					EXPORTS—VALUE.				
	1911. ^e	1910. ^c	1909.	1908.	1907.	1911. ^e	1910. ^c	1909.	1908.	1907.
	£	£	£	£	£	£	£	£	£	£
Commonwealth States— ^a	...	...	454,154	487,490	501,522	...	...	1,237,921	1,449,326	1,417,028
New South Wales .....	...	...	1,827,302	1,906,282	1,836,760	...	...	1,484,933	1,755,472	1,877,478
Victoria .....	...	...	12,730	16,417	17,420	...	...	126,892	130,325	103,986
Queensland .....	...	...	92,394	123,990	64,691	...	...	62,787	57,083	61,375
South Australia .....	...	...	1274	189	626	...	...	91,249	94,838	109,091
West Australia .....	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth .....	...	...	2,387,854	2,534,368	2,421,019	...	...	3,003,782	3,487,044	3,568,958
United Kingdom (direct)	632,614	622,282	555,952	630,492	641,128	451,925	351,466	291,111	420,049	357,767
New Zealand	20,114	22,809	27,215	27,145	22,821	43,538	41,423	40,594	49,037	46,472
Other British Possessions	25,996	32,029	31,794	28,460	30,358	20,889	16,804	5732	16,664	17,481
Total British Possessions	678,724	677,120	3,002,815	3,220,465	3,115,326	516,352	409,693	3,341,219	3,972,794	3,990,678
Foreign Countries	138,082	154,017	127,058	151,397	132,867	108,679	103,717	83,186	50,900	77,781
TOTALS	816,806	831,137 ^d	3,129,873	3,371,862	3,248,193	625,031	513,410 ^d	3,424,405	4,023,694	4,068,459
Value per head of Mean Population	£ s. d. 4 5 10	£ s. d. 4 6 4	£ s. d. 17 0 0	£ s. d. 18 11 1	£ s. d. 18 4 5	£ s. d. 3 5 8	£ s. d. 2 13 4	£ s. d. 18 12 0	£ s. d. 22 2 10	£ s. d. 22 16 5
Value per 100 square miles area	3116	3172	11,947	12,863	12,391	2384	1960	13,063	15,348	15,520
Australian Commonwealth .....	...	...	76.30	75.16	74.53	...	...	87.71	86.66	87.72
United Kingdom (direct)	77.45	74.87	17.76	18.70	19.74	72.30	68.45	8.51	10.44	8.79
Other British Possessions	5.64	6.60	1.88	1.65	1.64	10.31	11.34	1.35	1.63	1.57
Foreign Countries	16.91	18.53	4.06	4.49	4.09	17.39	20.21	2.43	1.27	1.92
TOTAL	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.

^a Includes transshipments and re-exports to and from England and other Countries.

^b Goods formerly shown as exported to Foreign Countries are now included in transfers to New South Wales and Victoria, the goods being transhipped in these States.

^c Ships Stores not included in Export Totals.

^d An estimate of the total Trade (Imports and Exports) for Tasmania for the year 1911 will be found on page 159.

^e As all record of Interstate Transfers ceased on the 13th September, 1910, only the direct overseas figures are given for the years 1910 and 1911.

ROBT. M. JOHNSTON, Government Statistician.

TABLE showing Analysis of Tasmania Exports and Imports during Years 1907, 1908, and 1909 ; also Rough Estimates for Years 1910 and 1911.

EXPORTS.

Year.	Destined to other Commonwealth States.	Destined for ex-Australian Countries.		Total Exports.
		Direct Shipments.	Transshipment <i>via</i> Ports of other Commonwealth States.	
	£	£	£	£
1907*	1,512,811	507,995	2,056,147	4,076,953
1908*	2,144,348	543,722	1,342,696	4,030,766
1909*	1,698,182	427,468	1,305,600	3,431,250
1910†	1,859,000	513,410*	1,633,090	4,005,500
1911†	1,993,800	625,031*	1,910,500	4,529,331

* Actual figures ascertained by Customs Department.
owing to record of Interstate transfers ceasing on the 13th September, 1910.

† Estimated upon percentage proportion of six previous years,

IMPORTS.

Year.	From other Commonwealth States.	From ex-Australian Countries.		Total Imports.
		Direct Shipments.	Transshipments <i>via</i> Ports of other Commonwealth States.	
	£	£	£	£
1907*	1,434,174	827,174	986,845	3,248,193
1908*	1,525,905	837,494	1,008,460	3,371,862
1909*	1,288,701	742,019	1,099,153	3,129,973
1910†	1,468,500	831,137*	1,070,363	3,370,000
1911†	1,442,000	816,806*	1,050,700	3,309,506

* Actual figures ascertained by Customs Department.
owing to record of Interstate transfers ceasing on the 13th September, 1910.

† Estimated upon percentage proportion of three previous years,

IMPORTS.

SUMMARY of the Nature and Value of Articles imported into Tasmania during the Year 1911†.
Mean Population, 1911—190,316. Area—26,215 square miles.

COUNTRY FROM WHENCE IMPORTED.*	NATURE AND VALUE OF IMPORTS.								Per cent. to Total Imports.
	CLASS I. Food, Drink, Narcotics, and Stimulants.	CLASS II. Live Animals and Plants.	CLASS III. Textile Fabrics, Dress, and Manufactured Fibrous Materials.	CLASS IV. Products of Arts and Manufactures not otherwise classed.	CLASS V. Staple Animal and Vegetable Substances In- cluding Mineral Oils.	CLASS VI. Staple Mineral and Metals in- cluding Bullion and Specie.	CLASS VII. Miscellaneous Articles imperfectly defined.	All Classes.	
COMMONWEALTH :—	£	£	£	£	£	£	£	£	...
New South Wales .....	...	...	...	...	...	...	...	...	...
Victoria .....	...	...	...	...	...	...	...	...	...
Queensland .....	...	...	...	...	...	...	...	...	...
South Australia .....	...	...	...	...	...	...	...	...	...
West Australia .....	...	...	...	...	...	...	...	...	...
Total Commonwealth	+	+	+	+	+	+	+	+	+
UNITED KINGDOM AND OTHER BRITISH COUNTRIES :—									
United Kingdom	52,939	1588	254,201	224,632	19,050	58,795	21,409	632,614	77.45
New Zealand	1632	4852	440	4303	7340	37	1510	20,114	2.46
Other British Possessions	6215	1	12,094	1838	5729	...	119	25,996	3.18
Total United Kingdom and other British Possessions	60,786	6441	266,735	230,773	32,119	58,832	23,038	678,724	83.09
FOREIGN COUNTRIES :—									
America (U.S.A.)	10,709	4	3420	51,169	2357	4334	273	72,266	8.85
Germany	1491	315	938	13,707	7133	4911	187	28,682	3.51
France	959	40	165	3352	359	16	...	4891	3.95
Other Foreign Countries	3583	62	2307	17,892	7732	402	265	32,243	0.60
Total Foreign Countries	16,742	421	6830	86,120	17,581	9663	725	138,082	16.91
TOTAL †	77,528	6862	273,565	316,893	49,700	68,495	23,763	816,806	100.00
Per cent. to Total	9.49	0.84	33.49	38.80	6.08	8.39	2.91	100.00	...
Value per head of Population	0 8 2	0 0 9	1 8 9	1 13 3	0 5 3	0 7 2	0 2 6	4 5 10	...

* A statement showing the Country of Origin of Imports will be found in the succeeding table.
† As all record of Interstate transfers ceased on the 13th September, 1910, only the direct overseas figures are given for the year 1911.
‡ An estimate of the total imports into Tasmania during 1911, will be found on page 159.

IMPORTS.

SUMMARY of the Nature and Value of Articles imported into Tasmania during the Year 1911.†

Mean Population, 1911—190,316. Area—26,215 square miles.

COUNTRY OF ORIGIN OF IMPORTS.	NATURE AND VALUE OF IMPORTS.							
	CLASS I. Food, Drink, Narcotics, and Stimulants.	CLASS II. Live Animals and Plants.	CLASS III. Textile Fabrics, Dress, and Manufactured Fibrous Materials.	CLASS IV. Products of Arts and Manufactures not otherwise classified.	CLASS V. Staple Animal and Vegetable Substances including Mineral Oils.	CLASS VI. Staple Mineral and Metals including Bullion and Specie.	CLASS VII. Miscellaneous Articles imperfectly defined.	All Classes.
COMMONWEALTH	£ ...	£ ...	£ ...	£ 125	£ 27	£ ...	£ 1161	£ 1313
	42,308	659	211,756	193,424	16,462	54,887	20,960	540,456
	842	4186	461	4073	7331	37	354	17,284
	7035	1	12,133	2226	5766	...	121	27,282
Total United Kingdom and other British Possessions,†	50,185	4846	224,350	199,723	29,559	54,924	21,435	585,022
FOREIGN COUNTRIES—	12,287	4	4164	50,564	3146	4520	315	75,000
	1078	1073	19,417	30,751	7269	8610	434	68,632
	11,886	801	23,108	34,452	9635	441	367	80,690
	6	28	2140	542	...	...	25	2741
	1677	...	307	182	64	...	25	2255
	409	110	79	554	...	...	1	1153
	27,343	2016	49,215	117,045	20,114	13,571	1167	230,471
TOTAL †	77,528	6862	273,565	316,893	49,700	68,495	23,763	816,806
Per cent. to Total	9.49	.84	33.49	38.80	6.08	2.91	8.39	100.00
Value per head of Population	0 8 2	0 0 9	1 8 9	1 13 3	0 5 3	0 2 6	0 7 2	4 5 10

† As all record of Interstate transfers ceased on the 13th September, 1910, only direct overseas figures are given for the year 1911.

‡ An estimate of the total imports into Tasmania during 1911 will be found on page 159.

IMPORTS INTO TASMANIA, YEAR 1911.

OVERSEA TRADE ONLY.

Classified Index Numbers.			Article Imported.	Quantity Imported, Total.	Value.			
Class.	Order.	Item.			Total.	Australian Produce transferred from other Australian States	Other Produce Imported from	
							Other Australian States.	Other Countries.
I.	...	...	FOOD, DRINKS, NARCOTICS, AND STIMULANTS.		£	£	£	£
	1	...	ANIMAL FOOD :—					
		1	Butter	lbs. 20	1	...	...	1
		2	Cheese	" 1349	75	...	...	75
		3	Eggs	doz. 279	11	...	...	11
			Fish—					
		4	Fresh (Oysters)	cwts. 1005	298	...	...	298
		4b	Ditto other.....	lbs. ...	...	...	...	...
		5	Smoked or preserved by cold process	" 8733	158	...	...	158
		6	Potted, concentrated, or preserved in tins	" 339,696	9174	...	...	9174
		7	All other	cwts. 71	123	...	...	123
		8	Honey	lbs. ...	...	...	...	...
		9	Lard and refined Animal Fats	" 1800	42	...	...	42
			Meats—					
		10	Bacon and Hams, partly or wholly cured	" 102	5	...	...	5
		11	Fresh and Smoked .....	" ...	...	...	...	...
			Meats, Poultry, and Game, preserved by cold process—					
		15	Poultry .....	" ...	...	...	...	...
		16	Rabbits and Hares .....	" ...	...	...	...	...
		17	Preserved, Concentrated, and Potted Meats.....	" ...	722	...	...	722
		18	Meats, n.e.i.	cwts. ...	...	...	...	...
			Milk and Cream—					
		19	Concentrated	lbs. ...	...	...	...	...
		20	Preserved	" 116	7	...	...	7
		21	Animal Foods, n.e.i.....	" ...	538	...	...	538
			Total Order 1 ..	...	11,154	...	...	11,154
	2	...	VEGETABLE FOOD :—					
		22	Arrowroot.....	lbs. 564	10	...	...	10
		23	Biscuits	" 9499	373	...	...	373
		24	Confectionery	" 169,402	9929	...	...	9929
			Fruits, dried—					
		25	Currants	" 27,121	328	...	...	328
		26	Raisins and Sultanas	" 800	29	...	...	29
		27	Other	" 66,627	559	...	...	559
			Fruits, Green—					
		28	Apples	centals ...	...	...	...	...
		30	Bananas .....	" ...	...	...	...	...
		31	Oranges and Lemons	" 1730	14	...	...	14
		32	Pears .....	...	...	...	...	...
		33	Pineapples	centals ...	...	...	...	...
		34	Fruits and Vegetables, n.e.i. ....	...	115	...	...	115
			Grain and Pulse (unprepared)—					
		35	Barley	centals ...	...	...	...	...
		36	Beans and Peas	" 394	362	...	...	362
		37	Maize .....	" ...	...	...	...	...
		38	Oats.....	" ...	...	...	...	...
		39	Wheat.....	" 2	1	...	...	1
		40	Grain and Pulse, n.e.i.	" 5	6	...	...	6
			Grain and Pulse (prepared or manufactured)—					
		41	Bran, Pollard, and Sharps .....	" ...	...	...	...	...
		42	Flour	" 1	1	...	...	1
		43	Malt	" 39	54	...	...	54
		44	Maizena and Cornflour	lbs. ...	...	...	...	...
		45	Oatmeal, Wheatmeal, & Rolled Oats	" 3792	27	...	...	27
		46	Rice, n.e.i.....	centals. 136	105	...	...	105
		47	Grain & Pulse (prepared), n.e.i.	lbs. 2356	72	...	...	72
		48	Hay and Chaff.....	cwts. ...	...	...	...	...
		49	Jams and Jellies.....	lbs. 9463	228	...	...	228
		50	Linseed and Oilcake	centals. ...	...	...	...	...
		51	Macaroni and Vermicelli	lbs. 690	11	...	...	11

Classified Index Numbers.			Article Imported.	Quantity Imported, Total.	Value.				
Class.	Order.	Item.			Total.	Australian Produce transferred from other Australian States	Other Produce Imported from		
							Other Australian States.	Other Countries.	
I.	...	...	IMPORTS—continued.						
	2	...	FOODS, DRINKS, &c.—continued.		£	£	£	£	
	...	...	VEGETABLE FOOD—continued.						
	...	...	Nuts, Edible :—						
	52	...	Almonds	lbs.	1181	60	...	...	60
	53	...	Cocoanuts	cwts.	...	...	...	...	...
	54	...	Nuts, Edible, n.e.i.	lbs.	2425	29	...	...	29
	55	...	Onions	cwts.	...	...	...	...	...
	56	...	Potatoes .....	...	...	...	...	...	...
	57	...	Sago	centals	87,859	784	...	...	784
	...	...	Sugar, Molasses, &c. :—						
	58	...	Sugar Cane	cwts.	3131	2301	...	...	2301
	59	...	Syrup, Golden, &c. ....	"	...	...	...	...	...
	60	...	Molasses, Glucose, and n.e.i....	"	1011	888	...	...	888
	61	...	Tapioca ...	centals	...	...	...	...	...
	62	...	Vegetable Foods, n.e.i. ....	...	...	906	...	...	906
	...	...	Total Order 2 .....	...	...	17,192	...	...	17,192
	3	...	DRINKS :—						
	...	...	A. Alcoholic Drinks :—						
	63	...	Ale and Stout, in bottle	galls.	32,881	6109	...	...	6109
	64	...	Ditto, in bulk	"	200	21	...	...	21
	...	...	Spirits—						
	65	...	Brandy, in bottle	"	3713	2221	...	...	2221
	66	...	Ditto, in bulk	"	4535	1322	...	...	1322
	67	...	Gin, Geneva, &c.	"	12,305	2195	...	...	2195
	68	...	Rum, in bottle .....	"	...	...	...	...	...
	69	...	Ditto, in bulk	"	12,640	1771	...	...	1771
	70	...	Whisky, in bottle	"	661	336	...	...	336
	71	...	Ditto, in bulk	"	20,332	7476	...	...	7476
	72	...	Spirits, n.e.i. (alcoholic drinks) ...	"	1135	1791	...	...	1791
	...	...	Wine—						
	73	...	Sparkling	"	598	1182	...	...	1182
	74	...	Bottled, n.e.i.	"	167	70	...	...	70
	75	...	Other (Wine in bulk)	"	1189	451	...	...	451
	...	...	Total Order 3A .....	...	...	24,945	...	...	24,945
	...	...	B. Non-alcoholic Drinks.						
	76	...	Aerated or Mineral Waters	galls.	...	67	...	...	67
	77	...	Lime Juice and other Non-alcoholic Drinks or Unfermented Liquors	"	...	134	...	...	134
	...	...	Total Order 3B .....	...	...	201	...	...	201
	4	...	TOBACCO AND OTHER NARCOTICS :—						
	...	...	Opium (Smoking)	lbs.	...	...	...	...	...
	...	...	Tobacco—						
	79	...	Manufactured	"	69,967	7812	...	...	7812
	80	...	Unmanufactured .....	"	...	...	...	...	...
	81	...	Cigars	"	2669	894	...	...	894
	82	...	Cigarettes	"	1353	471	...	...	471
	83	...	Snuff	"	156	31	...	...	31
	84	...	Tobacco destroyed for Sheep Wash	"	...	...	...	...	...
	...	...	Total Order 4 .....	...	...	9208	...	...	9208
	5	...	TEA AND OTHER STIMULANTS :—						
	...	...	Cocoa and Chocolate, ground or manufactured	lbs.	98,091	5445	...	...	5445
	86	...	Coffee and Chicory, raw or kiln-dried	"	28	1	...	...	1
	87	...	Coffee and Chicory, roasted, ground, or liquid	"	12,574	667	...	...	667
	88	...	Hops	"	6894	439	...	...	439
	89	...	Mustard	"	28,131	1819	...	...	1819
	90	...	Pickles, Sauces, Chutneys, &c.	doz. pints	2323	1177	...	...	1177
	91	...	Salt	cwts.	1126	448	...	...	448
	92	...	Spices, ground	lbs.	...	43	...	...	43
	93	...	Ditto, unground	"	18,806	557	...	...	557
	94	...	Tea	"	46,107	2188	...	...	2188
	95	...	Vinegar, including extracts or essence of	galls.	18,516	2041	...	...	2041
	96	...	Stimulants, n.e.i.	lbs.	184	3	...	...	3
...	...	Total Order 5 .....	...	...	14,828	...	...	14,828
...	...	TOTAL CLASS I .....	...	...	77,528	...	...	77,528

Classified Index Numbers.			Article Imported.	Quantity Imported, Total.	Value.			
Class.	Order.	Item.			Total.	Australian Produce transferred from other Australian States	Other Produce Imported from	
							Other Australian States.	Other Countries
II.	...	...	IMPORTS—continued.					
	6	...	LIVE ANIMALS AND PLANTS.	£	£	£	£	£
		...	ANIMALS OF ALL KINDS:—					
		97	Cattle	No.	...	...	...	...
		98	Horses	"	6	253	...	253
		99	Pigs .....	"	...	...	...	...
		100	Poultry	"	3	9	...	9
		101	Sheep	"	22	124	...	124
		102	Animals, n.e.i. ....	...	...	123	...	123
			Total Order 6.....	...	...	509	...	509
	7	...	PLANTS, LIVING:—					
		103	Plants, Trees, and Bulbs .....	...	...	294	...	294
		104	Seeds .....	...	...	6059	...	6059
			Total Order 7.....	...	...	6353	...	6353
			TOTAL CLASS II.....	...	...	6862	...	6862
III.	...	...	TEXTILE FABRICS AND DRESS, AND MANUFACTURED FIBROUS MATERIALS.					
	8	...	SILK MANUFACTURES.					
		105	Silk, &c., or containing Silk.....	...	...	7108	...	7108
	9	...	WOOLLEN AND WORSTED MANUFACTURES.					
			Piece Goods.					
		106	Blankets and Blanketing.....	...	...	372	...	372
		107	Flannels .....	...	...	466	...	466
		108	Woollens, n.e.i.....	...	...	32,995	...	32,995
			Total Order 9.....	...	...	33,833	...	33,833
	10	...	COTTON OR FLAX MANUFACTURES:—					
		109	Cotton and Linen piece goods .....	...	...	67,187	...	67,187
		110	Other, n.e.i. ....	...	...	8928	...	8928
			Total Order 10 .....	...	...	76,115	...	76,115
	11	...	MANUFACTURES OF MIXED MATERIALS (WOOL, COTTON, OR FLAX, &c.):—					
		111	Carpets, Carpeting, and Floor Coverings .....	...	...	18,153	...	18,153
		112	Velvets, Velveteens, Plushes, &c..	...	...	11,080	...	11,080
		113	Other, n.e.i. ....	...	...	15,010	...	15,010
			Total Order 11 .....	...	...	44,243	...	44,243
	12	...	DRESS:—					
		114	Apparel and Attire and Articles n.e.i.....	...	...	55,781	...	55
			Socks and Stockings —					
		115	Cotton .....	...	...	2911	...	2911
		116	Wool .....	...	...	12,011	...	12,011
		117	Boots and Shoes, except of Lasting or Stuff .....	...	...	5406	...	5406
		118	Ditto, Infants.....	...	...	...	...	...
		119	Ditto, n.e.i. ....	...	...	1413	...	1413
		120	Coatings, Vestings, &c. (piece goods) .....	...	...	...	...	...
		121	Gloves .....	...	...	4903	...	4903
			Hats and Caps—					
		122	Felt	Doz.	1187	2584	...	2584
		123	Sewn	"	755	616	...	616
		124	Hats, Caps, and Bonnets, n.e.i.	...	...	4301	...	4301
		125	Umbrellas .....	...	...	190	...	190
			Total Order 12 .....	...	...	90,116	...	90,116

Classified Index Numbers.			Article Imported.	Quantity Imported, Total.	Value.			
Class.	Order.	Item.			Total.	Australian Produce transferred from other Australian States	Other Produce Imported from	
							Other Australian States.	Other Countries.
IMPORTS—continued.								
II.	...	...	TEXTILE FABRICS, &c.—continued.		£	£	£	£
	13	...	MANUFACTURES OF FIBROUS MATERIALS (SACKING, MATTING, CORDAGE, &c.) :—					
	127	...	Bags and Sacks (Dutiable) .....	...	430	...	...	430
	128	...	Bags, Sacks, Packs, and Bales (Bran, Chaff, and Compressed Fodder), n.e.i., free	dozen	20,615	3069	...	3069
	129	...	Ditto, Corn and Flour	"	26,433	6522	...	6522
	130	...	Woolpacks	No.	12,318	1507	...	1507
		...	Cordage—					
	131	...	Twine and Yarn (reaper and binder) .....	...	6459	..	...	6459
	132	...	N.e.i. (not metal) .....	...	3815	...	...	3815
	133	...	Manufactures of Fibrous Material, n.e.i. ....	...	348	...	...	348
		...	Total Order 13 .....	...	22,150	...	...	22,150
		...	TOTAL CLASS III.....	...	273,565	...	...	273,565
IV.	...	...	PRODUCTS OF ARTS AND MANUFACTURES NOT OTHERWISE CLASSED.					
	14	...	BOOKS AND STATIONERY :—					
	134	...	Books, Printed Music, Periodicals, Newspapers, Pamphlets, and Advertising matter .....	...	17,348	...	...	17,348
	135	...	Stationery .....	...	14,767	...	...	14,767
		...	Total Order 14 .....	...	32,115	...	...	32,115
	15	...	MUSICAL INSTRUMENTS :—					
	136	...	Instruments, Musical, and parts, n.e.i. ....	...	9104	...	...	9104
	16	...	WORKS OF ART AND ART MATERIAL :—					
	137	...	Photographic Materials.....	...	503	...	...	503
	138	...	Pictures, not being advertising .....	...	953	...	...	953
	139	...	Works of Art, &c., n.e.i. ....	...	499	...	...	499
		...	Total Order 16 .....	...	1955	...	...	1955
	17	...	FANCY GOODS: -					
	140	...	Fancy Goods (tariff) .....	...	7329	...	...	7329
	141	...	Perfumery .....	...	914	...	...	914
	142	...	Pipes, Smoking, Cigar and Cigarette Cases, and other smoking accessories .....	...	826	...	...	826
		...	Total Order 17 .....	...	9069	...	...	9069
	18	...	TIMEPIECES, JEWELLERY, AND PLATED WARE.—					
	144	...	Clocks and Watches .....	...	1870	...	...	1870
	145	...	Jewellery, 25 per cent. ....	...	1914	...	...	1914
	146	...	Ditto, 15 per cent. ....	...	...	...	...	...
	147	...	Plated Ware and Plated Cutlery ...	...	4504	...	...	4504
	148	...	Precious Stones, &c., n.e.i. ....	...	...	...	...	...
		...	Total Order 18 .....	...	8288	...	...	8288
	19	...	SURGICAL, OPTICAL AND SCIENTIFIC INSTRUMENTS :—					
	149	...	Phonographs, Cameras, Magic Lanterns, and the like .....	...	1428	...	...	1428
	150	...	Surgical, Optical, and Scientific, Surveyors', &c., .....	...	2187	...	...	2187
		...	Total Order 19 .....	...	3615	...	...	3615

Classified Index Numbers.	Article Imported.	Quantity Imported, Total.	Value.			
			Total.	Australian Produce transferred from other Australian States	Other Produce Imported from	
					Other Australian States.	Other Countries.
Class.	Order.	Item.				
IMPORTS—continued.						
IV.	...	...	£	£	£	£
...	...	PRODUCTS OF ARTS, &c.—continued.				
20	...	MACHINES, TOOLS, AND IMPLEMENTS :—				
	151	Axe & other unattached Tool handles	...	363	...	363
	152	Brushware, n.e.i.	...	3372	...	3372
	153	Bolts and Nuts	...	954	...	954
	154	Cordage (metal)	cwts. 1428	2618	...	2618
	155	Cutlery, n.e.i.	...	3749	...	3749
	156	Electrical Materials	...	4747	...	4747
	157	Implements and Machinery (Agricultural, Horticultural, and Viti-cultural), n.e.i.	...	8262	...	8262
	158	Reapers and Binders	...	1625	...	1625
	159	Machines and Machinery :— Cream Separators, Testers, and Pasteurizers	...	2357	...	2357
	160	Engines— Portable and Traction	...	1176	...	1176
	161	Other, n.e.i.	...	9772	...	9772
	162	Machines and Machinery and parts thereof, n.e.i.	...	9897	...	9897
	163	Electrical Machines & Appliances	...	7992	...	7992
	164	Mining Machinery	...	6623	...	6623
	165	Sewing, Knitting, Stitching, &c.	...	1939	...	1939
	166	Weighing, &c.	...	450	...	450
	167	Metals, manufactures of, n.e.i.	...	26,399	...	26,399
	168	Nails	cwts. 3389	2661	...	2661
	169	Pipes and Tubes of Metal	...	2617	...	2617
	170	Tools, Machine	...	944	...	944
	171	Tools of Trade, not being Machine	...	11,022	...	11,022
	172	Tools and Implements, n.e.i., and minor articles thereof	...	6644	...	6644
	173	Wicker, Bamboo, Cane, or Wood Manufactures	...	3146	...	3146
		Total Order 20	...	119,329	...	119,329
21	...	HARNESS, VEHICLES, AND EQUIPMENT :—				
	174	Axles and Springs	...	890	...	890
	175	Saddlers' and Harness-makers' Materials	...	55	...	55
	176	Vehicles and parts thereof— Bicycles, Tricycles, and similar Vehicles, and parts thereof	...	2392	...	2392
	177	Motor	...	25,121	...	25,121
	178	Other Vehicles, and parts thereof	...	2104	...	2104
		Total Order 21	...	30,562	...	30,562
22	...	SHIPS, BOATS, AND EQUIPMENT.				
	179	Anchors	No. ...	...	...	...
	180	Boats, Launches, and Yachts, imported in any Vessel, including all Fittings, n.e.i.	...	15,950	...	15,950
		Total Order 22	...	15,950	...	15,950
23	...	BUILDING MATERIAL :—				
	181	Cement	cwts. 65,254	6353	...	6353
	182	Girders, Beams, Channels, Joists, &c.	" 3676	1200	...	1200
		Timber—				
	183	Architraves, Doors, &c.	...	1783	...	1783
	184	Dressed Timber, n.e.i.	sup. ft. 1,350,359	10,754	...	10,754
	185	Building Material, n.e.i.	...	827	...	827
		Total Order 23	...	20,917	...	20,917

Classified Index Numbers.			Article Imported.	Quantity Imported, Total.	Value.			
Class.	Order.	Item.			Total.	Australian Produce transferred from other Australian States	Other Produce Imported from	
							Other Australian States.	Other Countries.
IV.	...	...	IMPORTS— <i>continued</i> . PRODUCTS OF ARTS, &c.— <i>continued</i> .		£	£	£	£
	24	...	FURNITURE :—					
	186	Furniture, including minor articles for .....	...	...	4504	...	...	4504
	25	...	ARMS AND EXPLOSIVES :—					
	187	Arms, Ammunition, &c.....	...	...	6984	...	...	6984
	188	Explosives, n.e.i. ....	...	...	1971	...	...	1971
		Total Order 25 .....	...	...	8955	...	...	8955
	26	...	DRUGS, CHEMICALS, AND BY-PRODUCTS :—					
	189	Drugs and Chemicals.....	...	...	4179	...	...	4179
	190	Medicines .....	...	...	2896	...	...	2896
	191	N.e.i. ....	...	...	8009	...	...	8009
		Total Order 26 .....	...	...	15,084	...	...	15,084
	27	...	GLASS AND EARTHENWARE MANUFACTURES :—					
	192	Bottles, empty.....	doz.	...	743	...	...	743
	192A	Ditto, containing stuff	„	49,521	...	...	...	...
	193	China, Brownware, Earthenware, &c. ....	...	...	9367	...	...	9367
	194	Glass and Glassware .....	...	...	5842	...	...	5842
		Total Order 27 .....	...	...	15,952	...	...	15,952
	28	...	SOAP, CANDLES, PAINT, AND SUNDRY MANUFACTURES NOT OTHERWISE CLASSED :—					
	195	Candles, Tapers, &c.	lbs.	27,285	504	...	...	504
	196	Paints and Colours	cwts.	4802	7737	...	...	7737
	197	Soap, all kinds	lbs.	18,295	1069	...	...	1069
	198	Varnishes	galls.	5400	2670	...	...	2670
	199	N.e.i. ....	...	...	9514	...	...	9514
		Total Order 28 .....	...	...	21,494	...	...	21,494
		TOTAL CLASS IV.....	...	...	316,893	...	...	316,893
V.	...	...	STAPLE ANIMAL AND VEGETABLE SUBSTANCES, INCLUDING MINERAL OILS.					
	29	...	ANIMAL SUBSTANCES :—					
	200	Bones, Hoofs, and Horns .....	...	...	...	...	...	...
	201	Hides.....	No.	1737	3297	...	...	3297
	202	Leather .....	...	...	381	...	...	381
	203	Leather, Manufacture of, n.e.i. ....	...	...	3662	...	...	3662
	204	Skins, Rabbit and Hare	lbs.	267	27	...	...	27
	205	Skins, Sheep.....	No.	...	...	...	...	...
	206	Ditto, Other .....	„	...	...	...	...	...
	207	Tallow and Stearine	cwts.	...	...	...	...	...
	208	Wool—Greasy.....	lbs.	...	...	...	...	...
	209	Scoured .....	„	...	...	...	...	...
	210A	Manure—Bonedust.....	cwts.	...	...	...	...	...
	210B	Ditto, Superphosphates & Guano ..	„	23,000	1581	...	...	1581
	210	Other	„	...	3362	...	...	3362
	211	Staple Animal Substances, n.e.i, ...	...	...	241	...	...	241
		Total Order 29 .....	...	...	12,551	...	...	12,551
	30	...	VEGETABLE SUBSTANCES :—					
	212	Bark (Tanning)	cwts.	...	...	...	...	...
	213	Paper, Millboard, Strawboard, &c., Paper Hangings and Rough Papers .....	...	...	17,487	...	...	17,487
	214	Straw	cwts.	...	...	...	...	...
	215	Timber—Logs	sup. feet	...	...	...	...	...
	216	Palings	No.	...	...	...	...	...
	217	Pickets	No.	...	...	...	...	...
	218	Staves .....	...	...	...	...	...	...
	219	Undressed	sup. feet	2,441,170	13,072	...	...	13,072
	220	Other	No.	1291	143	...	...	143

Classified Index Numbers			Article Imported.	Quantity Imported, Total.	Value.			
Class.	Order.	Item.			Total.	Australian Produce transferred from other Australian States.	Other Produce Imported from	
							Other Australian States.	Other Countries.
V.	...	...	IMPORTS—continued. STAPLE ANIMAL AND VEGETABLE SUBSTANCES, &c.—continued. Vegetable Substances: Timber—continued.		£	£	£	£
	221	...	Staple Vegetable Substances, n.e.i....	...	1587	...	...	1587
			Total Order 30 .....	...	32,289	...	...	32,289
	31	...	OILS :—					
	222	...	Kerosene	gallons 4012	187	...	...	187
	223	...	Oils, n.e.i., including Mineral Oils.	" 25,599	4673	...	...	4673
			Total Order 31 .....	...	4860	...	...	4860
			TOTAL CLASS V. ....	...	49,700	...	...	49,700
VI.	...	...	STAPLE MINERALS AND METALS, INCLUDING BULLION AND SPECIE.					
	32	...	BANKERS' BULLION AND SPECIE :—					
	224	...	Copper, Nickel, and Bronze Specie	...	...	...	...	...
	225	...	Gold Bullion.....	ozs. 9	40	...	...	40
	226	...	Ditto Specie .....	...	...	...	...	...
	227	...	Silver Bullion	ozs. ...	...	...	...	...
	228	...	Ditto Specie .....	...	...	...	...	...
			Total Order 32.....	...	40	...	...	40
	33	...	IRON AND STEEL :—					
	229	...	Bar, Rod, Angle, Tee.....	cwts. 14,768	6405	...	...	6405
	230	...	Galvanized, plate and sheet	" 20,146	15,905	...	...	15,905
	231	...	Pig.....	" 232	87	...	...	87
	232	...	Plate and Sheet, except Galvanized	" 1291	371	...	...	371
	233	...	Rails, Fish-plates, Fish-bolts, Tie-plates, Switches, Points, Crossings, and Intersections.....	...	890	...	...	890
	234	...	Wire and Wire-netting	cwts. ...	13,199	...	...	13,199
	235	...	Staple Iron and Steel, n.e.i.....	" ...	712	...	...	712
			Total Order 33 .....	...	37,569	...	...	37,569
	34	...	METALS, N.E.I. :					
	236	...	Copper, Bar, &c.	cwts. 51	134	...	...	134
	238	...	Lead—Pig, Sheet, and Piping .....	" ...	...	...	...	...
	240	...	Tin—Ingots, Plates, &c.....	" 36,306	29,673	...	...	29,673
	241	...	Metals, n.e.i.....	...	467	...	...	467
			Total Order 34 .....	...	30,274	...	...	30,274
	35	...	COAL AND SHALE :—					
	242	...	Coal	tons ...	...	...	...	...
	243	...	Coke .....	" ...	...	...	...	...
	244	...	Charcoal, Pitch, Tar	cwts. 117	55	...	...	55
			Total Order 35 .....	...	55	...	...	55
	36	...	STONE, CLAY, AND OTHER MINERALS, INCLUDING ORES OF METALS :—					
	245	...	Copper	cwts. ...	...	...	...	...
	249	...	Tin .....	" ...	...	...	...	...
	251	...	Other Ores	" 47	3	...	...	3
	252	...	Minerals, n.e.i. ....	...	554	...	...	554
			Total Order 36 .....	...	557	...	...	557
			TOTAL CLASS VI.....	...	68,495	...	...	68,495
VII.	...	...	INDEFINITE ARTICLES.					
	37	...	INDEFINITE ARTICLES :—					
	253	...	Oilmen's Stores, n.e.i. ....	...	2044	...	...	2044
	254	...	All other .....	...	1719	...	...	1719
			TOTAL CLASS VII. ....	...	23,763	...	...	23,763
			GRAND TOTAL .....	...	816,806	...	...	816,806

EXPORTS.

SUMMARY of the Nature and Value of Articles exported from Tasmania during the Year 1911†.

Mean Population, 1911—190,316. Area—26,215 square miles.

COUNTRY TO WHICH GOODS WERE DIRECTLY SHIPPED.*	NATURE AND VALUE OF EXPORTS.							Per cent. to Total Exports.
	CLASS I. Food, Drink, Narcotics, and Stimulants.	CLASS II. Live Animals and Plants.	CLASS III. Textile Fabrics, Dress, and Manu- factured Fibrous Materials.	CLASS IV. Products of Arts and Manufactures not otherwise classified.	CLASS V. Staple Animal and Vegetable Sub- stances, including Mineral Oils.	CLASS VI. Staple Minerals and Metals, in- cluding Bullion and Specie.	CLASS VII. Miscellaneous Articles imper- fectly defined.	All Classes.
	£	£	£	£	£	£	£	£
COMMONWEALTH—								
New South Wales .....	...	...	...	...	...	...	...	...
Victoria .....	...	...	...	...	...	...	...	...
Queensland ‡ .....	...	...	...	...	...	...	...	...
South Australia .....	...	...	...	...	...	...	...	...
West Australia .....	...	...	...	...	...	...	...	...
Total Commonwealth	†	†	†	†	†	†	†	†
UNITED KINGDOM AND OTHER BRITISH COUNTRIES—								
United Kingdom	214,636	159	142	4461	202,517	29,192	818	451,925
New Zealand	17,420	625	105	645	24,335	...	408	43,538
India and Ceylon	395	...	29	20	9803	...	...	10,247
Other British Countries	1699	3	5	8935	...	...	...	10,642
Total United Kingdom and other British Countries	234,150	787	281	14,061	236,655	29,192	1226	516,352
FOREIGN COUNTRIES	18,602	2	3	1013	87,788	...	1271	108,679
TOTAL ‡	252,752	789	284	15,074	324,443	29,192	2497	625,031
Per cent. to Total	40.44	.13	.05	2.41	51.90	4.67	.40	100
Value per head of Population	1 6 7	0 0 1	...	0 1 7	1 14 1	0 3 1	0 0 3	3 5 8
Per square mile	9 12 10	0 0 7	0 0 2	0 11 6	12 7 7	1 2 3	0 1 10	23 16 9

* A statement showing the country of the final destination of exports will be found in the succeeding Table.
† As all record of Inter rate transfers ceased on the 13th September, 1910, only direct oversea figures are given for the year 1911.
‡ Ships' Stores (£10,192) not included in this return.
Note.—An estimate of the total exports from Tasmania during 1911 will be found on page 159.

EXPORTS.

SUMMARY of the Nature and Value of Articles exported from Tasmania during the Year 1911, arranged under the Country of Final Destination of the Articles.†

COUNTRY OF FINAL DESTINATION OF EXPORTS.	NATURE AND VALUE OF EXPORTS.							
	CLASS I. Food, Drink, Narcotics, and Stimulants	CLASS II. Live Animals, and Plants.	CLASS III. Textile Fabrics, Dress, and Manu- factured Fibrous Materials.	CLASS IV. Products of Arts and Manufactures not otherwise classified.	CLASS V. Staple Animal and Vegetable Sub- stances, including Mineral Oils.	CLASS VI. Staple Minerals, in- cluding Bullion and Specie.	CLASS VII. Miscellaneous Articles— imperfectly defined.	Per cent. to Total.
	£	£	£	£	£	£	£	£
COMMONWEALTH—								
New South Wales.....	...	...	...	...	...	...	...	...
Victoria .....	...	...	...	...	...	...	...	...
Queensland .....	...	...	...	...	...	...	...	...
South Australia .....	...	...	...	...	...	...	...	...
West Australia .....	...	...	...	...	...	...	...	...
Total Commonwealth	†	†	†	†	†	†	†	†
UNITED KINGDOM AND OTHER BRITISH COUNTRIES								
United Kingdom	214,636	159	142	4461	202,517	29,192	818	72·30
New Zealand	17,420	625	105	645	24,335	...	408	6·97
India and Ceylon	395	...	29	20	9803	...	...	1·64
Other British Countries	1699	3	5	8935	...	...	...	1·70
Total United Kingdom and other British Countries.	224,150	787	281	14,061	236,655	29,192	1226	82·61
FOREIGN COUNTRIES—								
America (U.S.A.)	6948	...	3	7·9	28,560	...	6	5·81
Belgium .....	...	...	...	12	6344	...	...	1·02
Germany	244	...	...	152	9000	...	907	1·65
Other Foreign Countries.....	11,410	2	...	60	43,884	...	358	8·91
Total Foreign Countries	18,602	2	3	1013	87,788	...	1271	17·89
TOTAL*	252,752	789	284	15,074	324,443	29,192	2497	100·

* Ship's Stores (£10,192), not included in this return.

† As all record of Interstate transfers ceased on the 13th September, 1910, only direct overseas figures are given for the year 1911.

Note.—An estimate of the total exports from Tasmania during 1911, will be found on page 159.

EXPORTS.

RETURN showing the General Exports from the State of Tasmania during the Year 1911, compiled from Returns supplied for the information of the State by the Commonwealth Departments.

(Oversea Trade only).

Classified Index Numbers.			Article Exported.	Quantity, Total.	Value.			
Class.	Order.	Item.			Total.	To other Australian States.		To other Countries direct.
						For Australian consumption.	Trans-shipped abroad.	
...	...	...	FOOD, DRINKS, NARCOTICS, AND STIMULANTS.					
1	...	...	ANIMAL FOOD:		£	£	£	£
	1	Butter	lbs.	3118	162	...	...	162
	2	Cheese	"	68	2	...	...	2
	3	Eggs	doz.	...	...	...	...	...
		Fish—						
	4	Fresh, (Oysters)	cwt.	...	...	...	...	...
	4a	Ditto, other .....[process	lbs.	...	...	...	...	...
	5	Smoked or preserved by cold	"	...	...	...	...	...
	6	Potted, or concentrated, or preserved in tins .....	"	...	...	...	...	...
	7	All other .....	"	...	...	...	...	...
	8	Honey .....	"	...	...	...	...	...
	9	Lard and refined Animal Fats....	"	...	...	...	...	...
		Meats— [wholly cured	"	...	...	...	...	...
	10	Bacon and Hams, partly or	"	958	34	...	...	34
	11	Fresh and Smoked .....	"	...	...	...	...	...
		Preserved by cold process—	"	...	...	...	...	...
	12	Beef .....	"	...	...	...	...	...
	13	Mutton and Lamb .....	"	...	...	...	...	...
	14	Pork .....	"	...	...	...	...	...
	15	Poultry .....	"	...	...	...	...	...
	16	Poultry, Game, &c., n.e.i. [ted	"	...	...	...	...	...
	17	Preserved, Concentrated, or Pot-	lbs.	...	...	...	...	...
	18	Meats, n.e.i.	cwt.	...	...	...	...	...
	19-	Milk and Cream Preserved, etc.	lbs.	...	...	...	...	...
	20							
	21	Other Animal Food .....	"	...	...	...	...	...
		Total Order 1.....	...	...	198	...	...	198
2			VEGETABLE FOODS:—					
	22	Arrowroot.....	lbs.	...	...	...	...	...
	23	Biscuits .....	"	...	...	...	...	...
	24	Confectionery	"	103	6	...	...	6
		Fruits, dried—	"					
	25	Currants .....	"	...	...	...	...	...
	26	Raisins .....	"	...	...	...	...	...
	27	Other	"	197,268	4155	...	...	4155
		Fruits, Fresh—						
	28	Apples	centals.	383,090	211,658	...	...	211,658
	31	Oranges and Lemons ,.....	"	...	...	...	...	...
	32	Pears .....	"	...	...	...	...	...
	33	Other Fresh Fruits .....	"	...	...	...	...	...
	34a	Fruit, preserved in liquid, including Pulp	"	9462	14,333	...	...	14,333
	34b	Fruit and Vegetables, n.e.i.....	"	16,874	11,833	...	...	11,833
		Grain and Pulse (unprepared)—						
	35	Barley.....	"	...	...	...	...	...
	36	Peas and Beans.....	"	22,263	9347	...	...	9347
	37	Maize .....	"	...	...	...	...	...
	38	Oats.....	"	...	...	...	...	...
	39	Wheat.....	"	...	...	...	...	...
	40	N.e.i. ....	"	...	...	...	...	...
		Grain and Pulse (prepared or manufactured)--						
	41	Bran, Pollard, and Sharps..	"	...	...	...	...	...
	42	Flour	"	40	20	...	...	20
	43	Malt .....	"	...	...	...	...	...
	44	Maizena and Cornflour	lbs.	...	...	...	...	...
	45	Oatmeal, Wheatmeal, and	"	...	...	...	...	...
	46	Rice, n.e.i..... [Rolled Oats	centals	...	...	...	...	...
	47	N.e.i. ....	"	...	...	...	...	...
	48	Hay and Chaff.....	cwt.	...	...	...	...	...
	49	Jams and Jellies	lbs.	92,324	1428	...	...	1428
	51	Linseed Cake and Oil Cake .....	"	...	...	...	...	...
	52	Nuts, edible, Almonds.....	"	...	...	...	...	...
	54	ditto, n.e.i.....	"	...	...	...	...	...
	55	Onions	cwt.	52	18	...	...	18
	56	Potatoes	"	2626	731	...	...	731
	57	Sago	lbs.	...	...	...	...	...
	58	Sugar.....	cwt.	...	...	...	...	...
	60	Molasses .....	"	...	...	...	...	...
	62	Vegetable Foods, n.e.i.	lbs.	...	6219*	...	...	6219*
		Total Order 2.....	...	...	259,748	...	...	259,748

This item is ships' stores that were not enumerated.

Classified Index Numbers.			Article Exported.	Quantity, Total.	Value.			
Class.	Order.	Item.			Total.	To other Australian States.		To other Countries direct.
						For Australian consumption.	Trans-shipped abroad.	
EXPORTS—continued.								
3	...	...	A. ALCOHOLIC DRINKS:—		£	£	£	£
	63	...	Ale and Stout, in bottle	gals. 349	61	...	...	61
	64	...	Ditto, in bulk .....	"	...	...	...	...
	63b	...	Perry and Cider, in bottle .....	"	...	...	...	...
	64b	...	Ditto, in bulk .....	"	...	...	...	...
	...	...	Spirits —					
	65	...	Brandy, in bottle .....	"	...	...	...	...
	66	...	Ditto, in bulk .....	"	...	...	...	...
	67	...	Gin .....	"	...	...	...	...
	69	...	Rum, in bulk	" 53	21	...	...	21
	70	...	Whisky, in bottle .....	"	...	...	...	...
	71	...	Ditto, in bulk .....	"	...	...	...	...
	72	...	Spirits, n.e.i. ....	"	...	...	...	...
	73	...	Wine (sparkling).....[sparkling)	"	...	...	...	...
	74	...	Ditto, bottled, n.e.i. (not	"	...	...	...	...
	75	...	Ditto, in bulk .....	"	...	...	...	...
	...	...	Total Order 3A .....	...	82	...	...	82
	...	...	B. NON-ALCOHOLIC DRINKS:—					
	76	...	Aerated and Mineral Waters .....	...	...	...	...	...
	77	...	Lime Juice and other Non-Alcoholic Drinks.....	gals. 220	46	...	...	46
	...	...	Total Order 3B .....	...	46	...	...	46
4	...	...	TOBACCO AND OTHER NARCOTICS:—					
	78	...	Opium	lbs. ...	...	...	...	...
	...	...	Tobacco—					
	79	...	Manufactured	" 60	4	...	...	4
	80	...	Unmanufactured .....	"	...	...	...	...
	81	...	Cigars	" 12	4	...	...	4
	82	...	Cigarettes	" 90	30	...	...	30
	83	...	Snuff .....	"	...	...	...	...
	...	...	Total Order 4 .....	...	38	...	...	38
5	...	...	TEA AND OTHER STIMULANTS:—					
	85	...	Cocoa and Chocolate, ground or manufactured	lbs. ...	...	...	...	...
	86	...	Coffee and Chicory, raw or kiln-dried .....	"	...	...	...	...
	87	...	Coffee and Chicory, roasted .....	"	...	...	...	...
	88	...	Hops .....	"	...	...	...	...
	89	...	Mustard .....	"	...	...	...	...
	90	...	Pickles, Sauces, Chutneys, &c....	doz. pints 4	1	...	...	1
	91	...	Salt, &c.	lbs. ...	...	...	...	...
	92	...	Spices, ground.....	"	...	...	...	...
	93	...	Ditto, unground .....	"	...	...	...	...
	94	...	Tea .....	"	...	...	...	...
	95	...	Vinegar	gals. ...	...	...	...	...
	96	...	Stimulants, n.e.i. ....	...	...	...	...	...
	...	...	Total Order 5.....	...	1	...	...	1
	...	...	TOTAL CLASS I.....	...	260,113	...	...	260,113
II.	...	...	LIVE ANIMALS AND PLANTS.					
	6	...	LIVE ANIMALS:—					
	97	...	Cattle, ordinary	No. ...	...	...	...	...
	97a	...	Ditto, stud.....	"	...	...	...	...
	98	...	Horses, ordinary .....	"	...	...	...	...
	98a	...	Ditto, stud.....	"	...	...	...	...
	99	...	Pigs, ordinary.....	"	...	...	...	...
	99a	...	Ditto, stud.....	"	...	...	...	...
	100	...	Poultry, ordinary .....	"	...	...	...	...
	100a	...	Ditto, breeding.....	"	...	...	...	...
	101	...	Sheep, ordinary.....	"	...	...	...	...
	101a	...	Ditto, stud.....	"	...	...	...	...
	102	...	Animals, n.e.i.	"	158	...	...	158
	...	...	Total Order 6 .....	...	158	...	...	158
7	103–104	...	Plants, Living, &c.....	...	631	...	...	631
	...	...	TOTAL CLASS II.....	...	789	...	...	789
III.	...	...	TEXTILE FABRICS, DRESS, AND MANUFACTURED FIBROUS MATERIAL.					
	8	105	Manufactures of Silk or containing Silk .....	...	...	...	...	...
	9	106–108	Woollen & Worsted Manufac- .....tures .....	...	45	...	...	45

Classified Index Numbers.			Article Exported.	Quantity, Total.	Value.			
					Total.	To other Australian States.		To other Countries direct.
Class.	Order.	Item.				For Australian consumption.	Trans-shipped abroad.	
EXPORTS—continued.					£	£	£	£
TEXTILE FABRICS, &c.—continued.								
10	109-110	Cotton and Flax Manufactures...	...	...	...	...	...	...
11	111-113	Manufactures of Mixed Materials Wool, Cotton, or Flax .....	...	...	15	...	...	15
12	114-125	Dress .....	...	...	224	...	...	224
13	127-133	Manufactures of Fibrous Materials (Sacking, Matting, or Cordage) .....	...	...	...	...	...	...
TOTAL CLASS III. ....				...	284	...	...	284
IV.	...	...	PRODUCTS OF ARTS AND MANUFACTURES NOT OTHERWISE CLASSED.					
14	134-135	Books and Stationery .....	...	...	3785	...	...	3785
15	136	Musical Instruments .....	...	...	55	...	...	55
16	137-139	Works of Art and Art Material .....	...	...	156	...	...	156
17	140-143	Fancy Goods .....	...	...	998	...	...	998
18	144-148	Timepieces, Jewellery, & Plated-ware .....	...	...	125	...	...	125
19	149-150	Surgical, Optical, and Scientific Instruments .....	...	...	97	...	...	97
20	151-173	Machines, Tools, & Implements .....	...	...	553	...	...	553
21	174-178	Harness, Vehicles, & Equipment .....	...	...	2	...	...	2
22	179-180	Ships, Boats, and Equipment .....	...	...	8750	...	...	8750
23	181-185	Building Material .....	...	...	29	...	...	29
24	186	Furniture .....	...	...	...	...	...	...
25	187-188	Arms and Explosives .....	...	...	8	...	...	8
26	189-191	Drugs, Chemicals, and By-Products .....	...	...	291	...	...	291
27	192-194	Glass and Earthenware .....	...	...	229	...	...	229
28	195-199	Soap, Candles, Paints, & Sundry Manufactures, not otherwise classed .....	...	...	10	...	...	10
TOTAL CLASS IV. ....				...	15,088	...	...	15,088
V.	...	...	STAPLE ANIMAL AND VEGETABLE SUBSTANCES, & MINERAL OILS.					
29	...	...	ANIMAL SUBSTANCES:—					
200		Bones, Hoofs, and Horns	cwt.	...	26	...	...	26
201		Hides	No.	189	225	...	...	225
202		Leather .....	...	...	636	...	...	636
203		Leather, Manufactures .....	...	...	8	...	...	8
204		Skins—Rabbit and Hare.....	lbs.	116,342	4339	...	...	4339
205		Sheep	No.	55,891	8961	...	...	8961
206		Other, including Furs .....	...	...	664	...	...	664
207		Tallow and Stearine	cwts.	119	102	...	...	102
208		Wool—Greasy	lbs.	5,771,335	235,309	...	...	235,309
209		Scoured .....	...	3877	169	...	...	169
210		Manures	cwt.	...	...	...	...	...
211		Staple Animal Substance, n.e.i....	...	...	19	...	...	19
Total Order 29 .....				...	250,458	...	...	250,458

Classified Index Numbers.			Article Exported.	Quantity, Total.	Value.					
Class.	Order.	Item.			Total.	To other Australian States.		To other Countries direct.		
						For Australian consumption.	Trans-shipped abroad.			
EXPORTS—continued.						£	£	£	£	
30	...	...	VEGETABLE SUBSTANCES :—						
	212		Bark (Tanning)	cwt.	24,637	10,118	...	...	10,118
	213		Paper, n.e.i.....	"	...	...	...	...	...
	214		Straw.....	"	...	...	...	...	...
	215		Timber—Logs	s. ft.	...	...	...	...	...
	216		Palings	No.	942,220	4931	...	...	4931
	217		Pickets .....	"	...	...	...	...	...
	218		Staves .....	"	...	...	...	...	...
	219		Undressed	s. ft.	12,165,909	58,609	...	...	58,609
	220		Other .....	"	...	...	...	...	...
	221		Vegetable Substances, n.e.i.....	...	...	...	...	...	...
	Total Order 30 .....			...	...	73,658	...	...	73,658
	31	223		Oils—Eucalyptus.....	327	327
				Other	3600	164	164
		Total Order 31	491	491
TOTAL CLASS V. ....			...	...	324,607	...	...	324,607	
VI.	...	...	STAPLE MINERALS AND METALS, INCLUDING BULLION AND SPECIE.						
32	...	...	BULLION AND SPECIE :—						
	225		Gold (Bullion).....	ozs.	516	2194	...	...	2194
	226		" (Specie) .....	"	...	...	...	...	...
	227		Silver (Bullion)	"	26,405	2879	...	...	2879
	228		" (Specie) .....	"	...	...	...	...	...
	Total Order 32 .....			...	...	5073	...	...	5073
33	229-235		Iron and Steel .....	...	...	22,918	...	...	22,918
	...	...	METAL, N.E.I.						
	236-257		Copper, Ingots (in Matte).....	cwts.	...	...	...	...	...
	238		Lead, Pig, Sheet, and Piping.....	"	...	...	...	...	...
	239		Silver Lead Bullion.....	"	...	...	...	...	...
	240		Tin, Ingots, Plates, &c. ....	"	...	...	...	...	...
	241		Metals, n.e.i.....	"	...	...	...	...	...
	Total Order 34 .....			...	...	...	...	...	...
35	...	...	COAL AND SHALE :—						
	242		Coal	tons.	2936	2683	...	...	2683
	...	...	STONE, CLAY, AND OTHER MINERALS, INCLUDING ORES OF METALS :—						
	245		Copper Ore	cwts.	...	...	...	...	...
	245a		Gold, Pyrites, Quartz.....	"	...	...	...	...	...
	246		Iron Ore .....	"	...	...	...	...	...
	247		Ores, n.e.i.....	"	...	...	...	...	...
	248		Silver Ore and Silver Lead Ore...	"	...	...	...	...	...
	249		Tin Ore .....	"	...	...	...	...	...
	250		Zinc .....	"	...	...	...	...	...
	251		Other Ores .....	"	...	...	...	...	...
	252		Minerals, n.e.i.....	"	...	1171	...	...	1171
	Total Order 36 .....			...	...	1171	...	...	1171
	TOTAL CLASS VI.....			...	...	31,845	...	...	31,845
VII.	...	...	MISCELLANEOUS ARTICLES, IMPERFECTLY DEFINED.						
37	...	...	INDEFINITE ARTICLES :—						
	253		Oilmen's Stores, n.e.i.....	...	...	90	...	...	90
	254		All other Articles.....	...	...	2407	...	...	2407
	TOTAL CLASS VII.....			...	...	2497	...	...	2497
GRAND TOTAL .....			...	...	635,223	...	...	635,223	

IMPORTS—QUANTITIES.

RETURN for the Years 1907–1911 of the Quantities of some of the principal Articles imported into Tasmania.

(Oversea Trade only for 1910 and 1911).

Class.	Order.	Articles.	1907.	1908.	1909.	1910.	1911.
I.	1	Bacon and Hams.....lbs.	779,963	438,639	285,097	...	102
		Meats and Fish .....1000 lbs.	1077	959	1398	376	460
		Butter, Cheese, and Lard..... lbs.	1,611,473	1,630,247	1,785,218	3241	3169
	2	Flour .....1000 lbs.	2665	5789	2314	...	...
		Fruits—Dried lbs.	1,103,725	1,033,416	1,223,147	176,355	94,548
		Fruits—Green .....centals	31,306	22,359	36,223	5779	1730
		Grain—Wheat .....1000 lbs.	39,691	29,629	25,964	600 lbs.	...
		Malt .....bushels	...	...	...	...	...
		Malt .....centals	468	2349	2472	126	39
		Rice .....ditto	9482	9470	9247	249	136
		Sugar, Molasses, &c. ....ewts	209,180	217,337	228,996	6437	4142
	3A	Spirits—					
		Brandy .....gallons	14,095	15,195	13,264	8641	8248
		Gin, Schnapps, Geneva ditto	17,992	20,645	16,498	8720	12,305
		Whisky .....ditto	39,842	43,745	33,944	20,446	20,993
		Rum .....ditto	20,224	17,261	17,891	16,846	12,640
		Cordials, Liqueurs.....ditto	2974	10,910	8141	1528	1135
		Perfumed .....ditto					
		Other .....ditto					
		Spirituos Compounds ditto	26,524	28,958	28,815	2744	1954
		Wines .....ditto	88,123	82,345	65,308	29,760	33,081
		Malt Liqueurs .....ditto					
	4	Tobacco, Cigars, &c. ....lbs.	455,917	461,257	461,217	83,991	73,989
		Snuff ditto	443	300	276	33	156
	5	Cocoa and Chocolate.....ditto	170,976	119,602	142,842	90,463	98,091
		Coffee and Chicory .....ditto	14,433	85,535	82,694	13,737	12,602
		Tea .....1000 lbs.	1347	1186	1352	58	46
		Vinegar .....gallons	33,609	31,892	36,661	17,589	18,516
		Hops .....lbs.	22,544	42,535	43,600	16,773	6894
II.	6	Live Stock—					
		Cattle.....No.	204	424	396	...	...
		Horses .....ditto	371	525	414	29	6
		Sheep .....ditto	86,738	61,471	61,234	30	22
III.	13	Bags, Gunny, Ore, Corn, Flour, and Bran .....ditto	2,800,116	2,843,700	3,230,976	929,520	564,576
		Woolpacks .....ditto	41,325	42,116	48,431	8709	12,318
V.	29	Hides and Skins... ..	4352	1743	153	1786	1737
		Manure .....tons	14,205	12,089	13,550	1841	...
		Tallow, Stearine, &c. ....lbs.	26,544	45,360	111,552	...	...
VI.	35	Coal and Coke .....tons	128,455	128,655	115,669	3635	...

IMPORTS—VALUES.

RETURN for the Years 1907-1911 of the Values of the principal Articles imported into Tasmania.
Oversea Trade only (1910-1911.)

	1907.	1908.	1909.	1910.	1911.
	£	£	£	£	£
CLASS I.—FOOD, DRINKS, NARCOTICS, STIMULANTS.					
1. ANIMAL FOOD.					
Bacon and Hams	23,921	15,13	10,045	...	5
Meats and Fish (Fresh and Preserved)	19,606	12,598	25,353	8490	10,477
Butter, Cheese, and Lard.....	68,615	81,691	87,324	147	118
Milk and Cream (Preserved and Concentrated)...	14,288	15,859	16,753	795	7
Sundries	7971	15,048	8216	300	547
Total Animal Food	134,401	140,332	147,691	9672	11,154
2. VEGETABLE FOOD.					
Confectionery	35,020	40,200	41,060	7299	9929
Flour	10,329	26,031	10,625	113	1
Fruit—Green	21,249	41,165	40,700	199	129
Dried and Preserved.....	18,336	17,133	19,583	1753	916
Grain—Wheat ...	110,359	108,693	95,560	2	1
Rice	7018	6822	6480	184	105
Other Grain and Pulse, unprepared	3896	290	8094	554	153
Sugar, Molasses, &c.	169,261	175,699	176,941	4042	3189
Other Vegetable Food.....	60,422	50,530	57,543	2447	2769
Total Vegetable Food	435,890	469,175	456,586	16,593	17,192
Total Food	570,291	609,507	604,277	26,265	28,346
3A. DRINKS, ALCOHOLIC.					
Spirits and Cordials	37,486	41,441	35,519	17,523	17,112
Malt Liquors	11,300	10,961	8885	5417	6130
Wines.....	9902	11,461	10,429	1867	1703
3B. DRINKS, NON-ALCOHOLIC					
	2721	3016	2456	311	201
4. TOBACCO, CIGARS, SNUFF, AND OPIUM					
	66,408	70,724	72,003	10,070	9208
5. OTHER STIMULANTS.					
Cocoa and Chocolate	11,641	7615	8640	4892	5445
Coffee and Chicory	3750	3832	3686	705	668
Hops.....	12,50	1918	1948	672	439
Salt and Saltpetre	4597	4952	4942	229	448
Tea	63,174	57,369	63,522	2626	2188
Vinegar	3338	3166	3783	1993	2041
Other Stimulants	12,497	12,565	11,761	2781	3599
Total Drinks and Stimulants	228,064	229,020	227,574	13,898	14,828
TOTALS CLASS I.	798,355	838,527	831,851	75,351	77,528
CLASS II.—LIVE ANIMALS AND PLANTS.					
6. ANIMALS OF ALL KINDS.....					
	102,437	73,250	65,232	1613	509
7. PLANTS					
	15,469	20,540	24,092	7547	6353
TOTALS CLASS II.	117,906	93,790	89,324	9160	6862
CLASS III.—TEXTILE FABRICS, DRESS, AND MANUFACTURED FIBROUS MATERIALS.					
Boots and Shoes	92,392	87,909	87,973	8481	6819
Fabrics, Dress, &c.	614,831	617,460	569,463	212,540	211,433
Carpets, &c.	27,385	27,448	24,672	30,240	33,163
MANUFACTURES OF FIBROUS MATERIALS.					
Corn Sacks, Bags, Bagging, and Woolpacks	77,600	66,972	67,358	17,932	11,528
Cordage, &c.	34,343	30,267	37,968	11,822	10,622
TOTALS CLASS III.....	846,551	830,056	787,433	281,015	273,565
CLASS IV.—PRODUCTS OF ARTS AND MANUFACTURES, NOT OTHERWISE CLASSED.					
14. BOOKS AND STATIONERY					
	59,230	68,399	70,204	26,039	32,115
15. MUSICAL INSTRUMENTS					
	18,511	16,269	15,282	7987	9104
16. WORKS OF ART AND ART MATERIALS					
	9456	12,295	8995	1367	1955
17. FANCY GOODS.					
	29,768	30,195	38,946	10,130	9069

IMPORTS—VALUES—*continued.*

	1907.	1908.	1909.	1910.	1911.
	£	£	£	£	£
PRODUCTS OF ARTS, &c.— <i>continued.</i>					
18. TIMEPIECES, JEWELLERY, AND PLATEDWARE, &c.	70,755	86,515	79,569	8132	8288
19. SURGICAL AND SCIENTIFIC INSTRUMENTS.....	16,847	19,483	21,247	4362	3615
20. MACHINERY, MACHINES, TOOLS, AND IMPLEMENTS.					
Agricultural Machines and Implements	32,083	40,442	42,770	18,412	12,244
Other Machines and Machinery	126,167	100,185	83,941	26,224	26,901
Engines, Boilers, and Fittings.....	26,152	31,441	26,291	11,791	10,948
Ironmongery, Hardware, Hollowware, &c.....	225,879	242,360	191,282	58,394	51,236
21. HARNESS, VEHICLES, AND EQUIPMENT.....	61,082	76,185	55,887	19,420	30,562
22. SHIPS, BOATS, AND EQUIPMENT	1880	2776	662	655	15,950
23. BUILDING MATERIALS.					
Timber, Architraves, &c., and Dressed Boards ...	13,325	18,056	16,359	18,043	13,364
Other Building Material	18,309	18,958	16,120	3287	7553
24. FURNITURE	23,140	34,376	23,526	3883	4504
25. ARMS AND EXPLOSIVES.....	38,897	41,723	45,012	7988	8955
26. DRUGS, CHEMICALS, AND BY-PRODUCTS	51,562	59,771	54,322	15,390	15,084
27. GLASS AND EARTHENWARE MANUFACTURES	46,689	47,137	41,541	15,574	15,952
28. SOAP, CANDLES, PAINT, AND OTHER MANU- FACTURES	85,958	96,428	94,741	17,401	21,494
TOTALS CLASS IV.....	955,690	1,042,994	926,697	274,479	316,893
CLASS V.—STAPLE ANIMAL AND VEGETABLE SUBSTANCES, INCLUDING MINERAL OILS.					
29. ANIMAL SUBSTANCES.					
Manure.....	62,426	55,253	56,607	7338	4943
Tallow, Stearine, &c.....	493	795	372	...	...
Hides and Skins	7092	2517	528	3094	3297
Leather	41,983	35,758	41,218	4855	4043
Other Animal Substances	12,273	4662	3659	628	268
30. VEGETABLE SUBSTANCES.					
Paper, Straw Board, &c.....	36,746	38,776	34,257	19,071	17,487
Timber (undressed)	23,414	26,676	21,017	10,646	13,072
Other Vegetable Substances	18,382	23,391	13,707	1465	1730
31. OILS	45,253	46,429	45,562	4311	4860
TOTALS CLASS V.....	248,062	234,257	216,927	51,508	49,700
CLASS VI.—STAPLE, MINERALS AND METALS, INCLUDING BULLION AND SPECIE.					
32. BULLION AND SPECIE.—Copper	515	195	150	...	...
Gold.....	11,224	9200	5280	25,063	40
Silver	6237	12,691	2954	...	...
33. IRON AND STEEL.—Railway Material	28,263	25,229	19,443	30,064	890
Iron and Steel, other	99,855	103,986	99,450	41,921	36,679
34. OTHER METALS	25,037	27,454	27,793	19,722	30,274
35. COAL, SHALE, AND COKE	60,392	60,904	63,342	2563	55
36. STONE, CLAY, AND OTHER MINERALS	16,829	5645	3827	1565	557
TOTALS CLASS VI.....	248,352	245,304	222,239	120,898	68,495
CLASS VII.—MISCELLANEOUS ARTICLES IMPERFECTLY DEFINED.					
Oilmen's Stores.....	13,870	15,879	13,980	1999	2044
All other Articles.....	19,407	71,055	41,512	16,727	1719
TOTALS CLASS VII.	33,277	86,934	55,402	18,726	23,763
GRAND TOTALS	3,248,193	3,371,862	3,129,873	831,137	816,406
Amount per head of Mean Population.....	£ s. d. 18 4 5	£ s. d. 18 11 1	£ s. d. 17 0 0	£ s. d. 4 6 4	£ s. d. 4 5 10

EXPORTS—QUANTITIES.

RETURN for Years 1907-1911 of the Quantities of the principal Articles of Home Produce exported from Tasmania.

(Oversea Trade only for 1910 and 1911.)

ARTICLES.		1907.	1908.	1909.	1910.	1911.
Butter and Cheese	cwts.	7226	8042	6088	23	3186 lbs.
Fish, Preserved in tins	lbs.	5941	7830	169,701	...	...
Rabbits and Hares	100 pairs	227,430 prs.	43,865 prs	29,324 lbs. ^d	...	...
Bran, Pollard, and Sharps }	tons	...	...	...	...	...
100 bushels		55,535	17,229	32,543	...	...
			centals.	centals.		
Flour	tons	126	236	25,194	1	40 lbs.
				centals.	cental	
Fruit {	Pulp .....	...	...	...	...	...
	Ditto	21,173	...	...	...	94
	Jam	65,139	78,201	110,585 centals	1726 centals	923 centals
	Preserved .....	...	...	62,359 centals	13,844 centals	9462
						centals.
Grain {	Green	457,988	416,130	455,246	281,052	383,090
		centals.	centals.	centals.	centals.	centals.
	Wheat	740	98	3227	...	...
	Oats	376,070	291,949	376,672	...	...
		centals.	centals.	centals.		
Barley		2684	1553	2859	...	...
		centals.	centals.	centals.		
Hay and Straw, and Chaff	tons	7474	13,448	1474	...	...
Oatmeal	"	56	1964	2983 centals	...	...
Vegetables	"	b	b	"	...	...
Potatoes	"	90,594	103,501	11,291 cwts.	6820 cwts.	2626 cwts.
Pease and Beans	100 bushels	86,870	79,986	63,554	6750	...
		centals.	centals.	centals.	centals.	
Ale, Beer, Cider, &c.	gallons	258,227	252,413	210,515	308	349
Malt	bushels	...	...	...	...	...
Hops	cwts.	12,088	12,302	15,615 centals	110 centals	...
Hides and Skins	No. in thousands	19 ^a	15 ^a	227	...	...
Native Skins .....	"	...	...	...	...	...
Rabbit Skins	"	316,575	710,799	686,619	84,813	116,342
		lbs.	lbs.	lbs.	lbs.	lbs.
Sheep Skins	"	280	345	352	44	55,891
Wool	100 lbs.	89654	117,001	100,246	5056	57,782
Leather	tons	...	...	...	...	...
Bark	"	3713	3306	3172	903	1232
Timber {	Palings	1156	1434	1414	607	942
	Treenails, Spokes, &c....	b	b	b	b	b
	Posts and Rails, &c....	b	b	b	b	b
	Laths and Shingles ...	b	b	b	b	b
	Sawn and Hewn	1000 feet	22,856	29,754	30,687	9565
	Logs	1551	...	...	...	...
	Shaped Pieces	No.	...	...	...	...
	Pickets	"	36,201	7074	...	...
Staves	"	148,548	88,881	226,657	...	...
Gold	ounces	69,708	72,188	42,414	978	516
Ditto Pyrites, Ore Concentrates, &c....	tons	245	3481	15,928	...	...
Silver Bullion	ozs.	2,223,856	1,706,738	1,578,144	48,236	26,405
Silver Ore and Lead	tons	20,646	15,568	19,268	...	...
Silver-Lead Bullion .....	"	...	...	...	...	...
Tin {	Ore	1519	155	269	...	...
	Smelted	3001	3011	2960	...	...
Copper Ore .....	"	...	...	...	...	...
Matte	"	15,005	10,571	9141	600	...
Blister .....	"	...	...	...	...	...
Iron Ore	"	1002	2600	834	...	...
Live Stock {	Horses	371	243	473	...	...
	Sheep	7775	4438	5224	17	...

^a Hides only.

^b Quantities not given.

^c Includes gold contained in blister copper not formerly separated, but does not include the gold contained in the silver lead bullion.

^d Poultry, game, &c., including rabbits and hares.

[Compiled by the Government Statistician from Returns furnished by the State Collector of Customs.]

EXPORTS—VALUES.

RETURN for the Years 1907-1911, of Values of the principal Articles exported from Tasmania.
(Oversea Trade only for 1910 and 1911.)

	1907.	1908.	1909.	1910.	1911.
CLASS I.—FOOD, DRINKS, NARCOTICS, AND STIMULANTS.					
ORDER 1. ANIMAL FOODS.	£	£	£	£	£
Butter and Cheese	29,842	34,805	19,866	138	164
Other Animal Foods	15,098	13,371	20,319	167	34
ORDER 2. VEGETABLE FOOD.					
FRUIT—Fresh	242,854	279,197	262,023	151,174	211,658
Preserved	13,447	58,192	50,357	...	14,333
Pulp and Juice	24,281				
Jam	99,808	118,180	143,975	2648	1428
GRAIN, UNPREPARED—Wheat	287	36	1301	...	...
Oats	124,886	108,626	108,831	...	...
Barley	1037	656	868	...	...
Other	29,055	29,409	26,097	2925	...
GRAIN, PREPARED—Flour	1412	2363	11,448	1	20
Prepared Grain, Oatmeal, Bran, &c.	3976	9035	10,400	28	...
Potatoes	248,256	469,169	271,181	1753	731
Miscellaneous Food	53,495	55,464	84,963	14,871	35,578
Hay	18,317	78,583	5301	...	...
Chaff					
ORDER 3A DRINKS—Alcoholic	15,700	15,573	14,798	72	82
Non-Alcoholic	311	787	572	14	46
ORDER 4. Tobacco, &c.	402	773	274	19	38
ORDER 5. Tea and other Stimulants	1349	1287	1036	9	1
Hops	70,402	62,932	63,815	550	...
TOTAL CLASS I.	994,215	1,338,438	1,037,425	174,369	260,113
CLASS II.—ANIMALS OF ALL KINDS.					
ORDER 6. ANIMALS OF ALL KINDS.					
Horses	20,401	16,695	21,563	...	...
Sheep	53,065	27,657	34,447	144	...
Others	2823	5145	570	33	158
ORDER 7. Seeds, Plants, &c.	1287	2186	988	150	631
TOTAL CLASS II.	77,576	51,683	57,568	327	789
CLASS III.—TEXTILE FABRICS AND DRESS.					
ORDERS 8 TO 12. FABRICS AND DRESS.	41,443	42,792	39,284	111	284
ORDER 13. MANUFACTURES OF FIBROUS MATERIAL....	4802	4654	6772	12	...
TOTAL CLASS III.	46,245	47,446	46,056	123	284
CLASS IV.—PRODUCTS OF ARTS AND MANUFACTURES.					
ORDER 14. Books and Stationery	3816	4364	972	799	3785
15. Musical Instruments.	2043	2150	1448	66	55
16. Works of Art and Art Material	1117	2428	2810	105	156
17. Fancy Goods	1925	2140	6869	3	998
18. Timepieces, Jewellery, and Platedware	18,260	25,713	19,851	41	125
19. Surgical and Scientific Instruments	3307	3587	4303	42	97
20. Machines, Tools, and Implements	21,913	30,709	19,969	494	553
21. Harness, Vehicles, and Equipment	13,548	15,872	10,786	435	2
22. Ships' Boats, &c.	237	4265	105	...	8750
23. Building Materials	1877	6427	6304	68	29
24. Furniture	1339	1241	919	300	...
25. Arms and Explosives	1299	895	701	75	8
26. Drugs and Chemicals	1343	1131	972	128	291
27. Glass and Earthenware	786	1296	780	32	229
28. Soap, Candles, Paints, and Sundry Manu- factures	1834	2525	3096	63	10
TOTAL CLASS IV.	74,644	104,743	79,885	2651	15,088
CLASS V.—STAPLE, ANIMAL, AND VEGETABLE SUBSTANCES.					
ORDER 29. ANIMAL SUBSTANCES.					
Hides, & Skins	133,892	115,715	123,979	11,190	14,189
Leather	13,169	18,341	16,596	926	644
Wool	401,479	474,850	401,985	225,793	235,478
Other	21,958	15,703	30,454	191	147
ORDER 30. VEGETABLE SUBSTANCES.					
Timber	121,356	163,532	*148,162	47,136*	63,540*
Bark	24,424	25,675	24,421	6883	10,118
Straw	8368	...	...	...	...
Other Vegetable Substances	1579	26,739	23,178	...	...
ORDER 31. Oils.	1087	1056	1755	301	491
TOTAL CLASS V.	727,331	841,611	770,530	292,420	324,607

* Dressed timber for building purposes not included.

EXPORTS—VALUES—*continued.*

	1906.	1907.	1908.	1909.	1910.	1911.
	£	£	£	£	£	£
CLASS VI.—STAPLE MINERALS AND METALS.						
ORDER 32. BULLION AND SPECIE.						
Gold (Bullion)	218,751	252,714	264,874	155,572	4159	2194
Ditto (Specie) .....	...	...	22,243	...	...	...
Silver (Bullion)	75,006	282,827	175,827	149,694	5175	2879
Ditto (Specie) .....	...	...	...	...	...	...
ORDER 33. Iron and Steel	8897	5779	2885	2153	78	22,918
ORDER 34. OTHER METALS.						
Copper	659,043	657,719	501,992	441,163	36,884	...
Lead	188	5590	117	79	...	...
Silver Lead (Bullion)*	346,769	...	...	...	...	...
Tin	556,932	516,927	387,687	395,005	...	...
Other Metals	52,013	83,608	27,301	5269	...	...
ORDER 35. Coal and Shale	161	3601	2449	2005	2869	2683
ORDER 36. STONE, CLAY, AND OTHER MINERALS ...						
Copper Ore	7948	4015	19,210	11,480	...	...
Silver Ore	60,270	290,168 ^b	194,53	185,343	...	...
Gold Ore	2088	4015	5494	14,662	...	...
Iron Ore	2788	1022	1820	584	...	...
Tin Ore	7262	14,710	12,651	24,138	...	...
Other	4206	8587	10,425	24,030	339	1171
TOTAL CLASS VI.	2,002,322	2,131,282	1,629,508	1,411,177	49,504	31,845
CLASS VII.—MISCELLANEOUS.						
ORDER 37. Miscellaneous	15,268	25,660	17,337	28,609	1101	2497
PRODUCE OF THE STATE	3,679,097	3,983,090	3,936,100	3,351,829	514,425	627,424
PRODUCE OF OTHER COUNTRIES	73,404	93,863	94,666	79,421	6070	7799
GRAND TOTAL	3,752,501	4,076,953	4,030,766	3,431,250	520,495	635,223
RATE PER HEAD OF MEAN POPULATION	£ s. d. 20 15 5	£ s. d. 22 16 5	£ s. d. 22 3 6	£ s. d. 18 12 9	£ s. d. 2 14 1	£ s. d. 3 6 8

* Includes the value of gold and silver contained therein.

^b Includes lead contained in matte.

SUMMARY.

Class.	1906.	1907.	1908.	1909.	1910.	1911.
	£	£	£	£	£	£
I. Food, Drinks, Narcotics, and Stimulants	823,410	994,215	1,338,438	1 037,425	174,369	260,113
II. Animals of all kinds	66,922	77,576	51,683	57,568	327	789
III. Textile Fabrics and Dress	28,609	46,245	47,446	46,056	123	284
IV. Products of Art and Manufactures...	56,204	74,644	104,743	79,885	2651	15,088
V. Staple Animal and Vegetable Substances	759,766	727,331	841,611	770,530	292,420	324,607
VI. Staple Minerals and Metals	2,002,322	2,131,282	1,629,508	1,411,177	49,504	31,845
VII. Miscellaneous	15,268	25,660	17,337	28,609	1101	2497
Total	3,752,501	4,076,953	4,030,766	3,431,250	520,495	635,223

IMPORTS AND EXPORTS.—YEARS 1900 AND 1902 TO 1911.

YEAR.	TOTAL IMPORTS.	EXPORTS.			RATE PER HEAD OF MEAN POPULATION OF—	
		Produce of Tasmania.	British and Foreign Produce.	TOTAL.	Imports.	Exports.
	£	£	£	£	£ s. d.	£ s. d.
1900.....	2,073,657	2,595,309	15,308	2,610,617	12 0 1	15 2 2
1902.....	2,442,745	3,227,777	16,731	3,244,508	13 17 9	18 8 11
1903.....	2,593,810	2,804,380	38,728*	2,843,108	14 12 3	16 0 3
1904.....	2,554,454	2,899,912	89,688†	2,989,600	14 5 8	16 14 5
1905.....	2,651,754	3,581,606	130,000‡	3,711,616	14 15 10	20 14 1
1906.....	3,030,514	3,679,097	73,404	3,752,501	16 15 7	20 15 5
1907.....	3,248,193	3,977,090	93,863	4,076,953	18 4 5	22 16 5
1908.....	3,371,862	3,936,100	94,666	4,030,766	18 11 1	22 3 6
1909.....	3,129,873	3,344,984	79,421	3,424,405	17 0 0	18 12 0
1910†.....	831,137	514,425	6070	520,495	4 6 4	2 14 1
1911‡.....	816,806	627,424	7799	635,223	4 5 10	3 6 8

* £7352 produce of other Commonwealth States.

† £35,744 produce of other Commonwealth States.

‡ Oversea Trade only.

§ £47,805 produce of other Commonwealth States.

IMPORTS and Exports from and to different Countries.—Years 1900 and 1902 to 1911.

IMPORTS.

YEAR.	New South Wales.*	Victoria.*	Queensland.	South Australia.	West Australia.	United Kingdom.	New Zealand.	Other British Possessions.	Foreign Countries.
	£	£	£	£	£	£	£	£	£
1900.....	337,672	908,722	120,750	5389	19	628,663	20,578	8168	43,698
1902.....	368,378	1,279,011	29,950	32,771	19	585,750	41,970	15,356	89,549
1903.....	455,158	1,301,724	15,390	29,149	684	597,540	21,794	7492	164,879
1904.....	423,728	1,285,547	10,939	38,456	225	617,414	20,780	18,582	138,783
1905.....	481,192	1,348,365	9097	74,532	451	586,992	23,311	11,948	115,886
1906.....	447,472	1,740,064	20,057	62,572	1244	562,538	33,931	34,406	128,230
1907.....	501,522	1,836,760	17,420	64,691	626	641,128	22,821	30,358	132,867
1908.....	487,490	1,906,282	16,417	123,990	189	630,492	27,145	28,460	151,397
1909.....	454,154	1,827,302	12,730	92,394	1274	555,952	27,215	31,794	127,058
1910†.....	...	...	...	...	...	622,282	22,809	32,029	154,017
1911‡.....	...	...	...	...	...	632,614	20,114	25,996	138,082

EXPORTS.

YEAR.	New South Wales.*	Victoria.*	Queensland.	South Australia.	West Australia.	United Kingdom.	New Zealand.	Other British Possessions.	Foreign Countries.
	£	£	£	£	£	£	£	£	£
1900.....	613,161	388,913	4530	12,341	52,884	688,600	25,390	13,943	810,855
1902.....	1,098,187	564,003	62,848	31,465	44,330	654,174	18,257	38,281	732,963
1903.....	856,517	559,696	61,182	19,237	49,806	606,888	24,659	26,641	638,482
1904.....	938,193	1,243,280	74,077	22,627	80,373	555,013	25,741	40,662	9634†
1905.....	1,213,291	1,751,808	109,557	51,629	113,156	375,604	59,772	33,103	3696†
1906.....	1,221,350	1,809,749	86,521	80,003	102,880	377,494	31,705	31,446	11,353†
1907.....	1,417,028	1,877,478	103,986	61,375	109,091	366,037	46,472	17,481	78,005
1908.....	1,449,326	1,755,472	130,325	57,083	94,838	427,089	49,037	16,664	50,932
1909.....	1,237,921	1,484,933	126,892	62,787	91,249	291,111	40,594	5732	83,186
1910†.....	...	...	...	...	...	351,466	41,423	23,861	103,745
1911‡.....	...	...	...	...	...	451,925	43,538	30,899	108,861

* Including transshipments to and from United Kingdom, &c.

† Commodities shipped to America, Germany, or other foreign countries on a *through Bill of Lading*, via New South Wales or Victoria, were formerly recorded as exported to the country of final destination, while now they are recorded as exported to the State in which they are transhipped.

‡ Oversea trade only.

[Compiled by the Government Statistician from Returns furnished by the Collector of Customs.]

RETURN showing the Value and Packages of Goods to and from Tasmania transhipped in Victoria during the Ten Years ending 1899.

YEAR.	VALUE AND PACKAGES OF GOODS.			
	Transhipped to the Colony.		Received from the Colony.	
	Value—£.	Packages.*	Value—£.	Packages.*
1889.....	221,188	—	364,586	—
1890.....	217,267	—	331,227	—
1891.....	283,179	—	303,874	—
1892.....	187,267	—	320,308	—
1893.....	112,094	7503	282,448	6423
1894.....	108,414	12,709	346,285	388
1895.....	114,469	16,473	343,532	8833
1896.....	71,981	42,709	289,096	28,978
1897.....	88,623	34,234	288,093	96,289
1898.....	141,314	61,057	486,246	42,308

* Value of which was not stated.

[Compiled by the Government Statistician from the Statistical Register of the Colony of Victoria, and from information furnished by the Government Statist, Victoria.]

DUTY LEVIED ON IMPORTS.

	PERCENTAGE OF DUTY RELATIVE—									
	To Dutiable Goods of the particular Class.					To All Goods of the particular Class.				
	(B) ‡	(B)	(B)	(B)	(B)	(C)	(D)	(C)	(D)	(D)
* 1900...	246,279	6315	1.34	97,707	20.70	73,366	15.54	16,329	3.46	20,542
+ 1901...	228,833	500	0.13	75,165	18.24	72,436	17.58	15,067	3.66	11,187
+ 1902...	203,664	—	—	63,870	18.74	60,052	17.63	10,221	3.00	2085
+ 1903...	214,751	156	0.04	65,764	18.57	58,292	16.46	11,399	3.19	3047
+ 1904...	195,646	—	—	62,435	18.52	64,631	19.17	10,056	2.98	3708
+ 1905...	187,969	—	—	58,628	18.34	61,281	19.18	7312	2.29	3844
+ 1906...	190,221	—	—	62,240	19.12	63,133	19.39	6302	1.95	2904
+ 1907...	198,788	—	—	76,720	20.31	87,054	23.06	7322	1.94	6743
+ 1908...	211,301	7	—	78,918	19.55	98,293	24.35	11,974	2.96	2444
+ 1909...	218,224	—	—	68,677	17.93	82,545	21.56	10,418	2.72	2291

	(C)	(D)	(C)	(D)	(C)	(D)	(C)	(D)	(C)	(D)
* 1900...	62.87	14.34	11.83	19.87	17.60	18.23	13.71	29.88	13.02	14.32
+ 1901...	59.33	3.31	0.84	19.34	16.28	17.09	12.90	24.67	10.72	15.36
+ 1902...	50.76	...	...	14.68	10.47	17.70	9.30	17.43	6.62	5.16
+ 1903...	62.47	10.73	...	12.43	9.52	14.70	8.03	17.58	5.74	5.36
+ 1904...	56.41	...	...	15.87	9.62	15.99	7.95	16.56	5.32	6.66
+ 1905...	53.82	...	...	15.22	9.00	15.65	7.68	17.03	4.32	7.10
+ 1906...	35.49	...	...	15.06	8.76	16.76	7.55	11.26	3.01	6.04
+ 1907...	46.35	...	...	16.06	9.06	18.01	8.44	8.49	2.95	8.15
+ 1908...	53.84	...	...	17.27	9.50	17.47	9.12	15.96	5.34	3.38
+ 1909...	49.42	...	...	16.82	8.72	17.02	8.91	16.64	4.80	2.74

* Subject entirely to States control and States tariff.
† Year 1901 subject to State Tariff up to 9th October; thereafter subject to Commonwealth uniform tariff.
‡ During these years subject entirely to Commonwealth control and to Commonwealth uniform tariff.
§ Australian Goods subject to Excise duties included.
‡‡ Excise duty on imported Australian Goods included.
¶ Exclusive of duty collected locally on Tasmanian Beer, the amount of which is stated to be £21,190 for the year 1909.
** As all record of interstate transfers ceased on the 13th September, 1910, no later figures than 1909 are available.

R. M. JOHNSTON, Government Statistician.

LOCAL CONSUMPTION OF PRINCIPAL ARTICLES.

QUANTITIES of the undermentioned Articles, imported or produced locally, retained for Home Consumption in Tasmania, during Years 1899-1909. ||

ARTICLES.	QUANTITIES (ABSOLUTE.)										
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
<i>Foods, Drinks, and Stimulants.</i>											
Flour, imported..... lbs.*	2025	1204	..	..	178,600	4,532,400	3,211,000	3,902,000	2,664,900	5,788,800	2,314,500
Flour manufd. locally..... lbs.†	49,286,723	48,782,720	48,082,720	40,852,800	46,269,440	41,401,280	36,542,400	39,478,080	37,648,944	39,034,240	44,930,560
Wheat, imported..... bush.*	10	..	..	62,460	355,623	489,763	455,653	421,788	661,512	493,818	431,738
Wheat produced locally..... bush.†	836,197	979,661	963,662	869,698	750,200	792,956	776,398	651,468	644,235	700,777	788,282
Cocoa and Chocolate..... lbs.*	116,966	111,638	101,948	170,259	135,146	145,140	159,884	159,285	170,976	119,602	142,842
Coffee..... lbs.*	81,648	78,510	56,635	81,486	89,678	60,300	85,065	92,744	87,678	85,535	82,694
Tea..... lbs.*	1,077,632	1,143,095	1,011,951	1,201,181	1,120,150	1,184,091	1,264,616	1,210,000	1,347,000	1,156,017	1,352,018
Sugar and Molasses..... cwt.*	149,071	148,515	139,129	152,803	161,886	166,990	166,705	185,000	209,180	217,337	228,996
Rice..... lbs.*	1,112,391	792,480	840,440	1,022,341	972,720	1,006,400	1,040,000	953,000	947,000	947,000	924,700
Fruits, dried, imported..... lbs.*	914,034	846,031	748,107	1,023,228	1,032,43	1,036,147	948,214	1,150,847	1,103,725	1,033,416	1,223,147
Mustard..... lbs.*	38,488	36,775	32,139	32,311	30,962	52,046	34,987	36,088	39,421	34,391	39,266
Pepper..... lbs.*	49,267	39,549	28,968	..	42,521	28,053	34,991	40,533	30,823	..	..
Salt and Saltpetre..... cwt.*	30,521	35,585	35,279	36,109	34,310	38,595	34,805	34,402	37,632	39,800	34,613
Vinegar..... galls.*	23,611	24,389	18,600	25,221	28,878	29,085	34,966	29,323	33,609	31,692	36,661
Tobacco, Snuff, Cigars..... galls.*	358,958	391,476	383,029	439,988	415,542	414,658	433,921	393,105	456,661	463,557	461,493
Spirits..... galls.*	88,438	88,816	87,048	96,872	96,353	96,367	55,717	89,208	98,812	107,756	89,738
Wine..... galls.*	19,739	19,074	29,558	36,395	28,539	29,423	25,435	24,245	26,824	28,958	28,815
Beer, imported..... galls.*	69,746	80,530	71,627	71,597	79,078	91,768	87,752	103,379	88,123	82,345	65,306
Beer, local..... galls.†	1,352,713	1,453,596	1,453,246	1,634,625	1,640,147	1,469,884	1,528,943	1,453,811	1,518,455	*1,598,521	1,491,148
<i>Other Articles.</i>											
Kerosene..... galls.*	305,597	333,892	322,000	430,685	404,996	472,683	456,851	496,490	512,262	524,316	506,230
Soap, imported..... lbs.*	203,956	238,027	450,169	663,068	932,816	1,233,230	1,247,865	1,389,240	1,480,572	1,666,278	1,683,376
Soap, manufactured locally..... lbs.†	2,710,400	2,172,800	2,667,609	2,240,000	1,605,408	1,317,120	976,320	828,320	1,041,294	1,176,000	1,108,800
Candles, imported..... lbs.*	177,036	149,809	175,959	463,900	519,920	601,885	634,974	770,667	751,148	735,736	771,467
Candles, manufactured locally..... lbs.†	819,840	864,640	944,640	1,081,920	924,448	611,184	479,360	703,360	671,584	448,000	537,600
Coal, imported..... tons*	52,643	59,158	44,082	51,054	54,217	51,126	62,618	116,110	138,455	128,655	115,669
Coal, produced locally..... tons.†	43,113	48,079	49,176	49,898	44,065	60,645	51,633	52,895	58,055	61,068	66,162

* Entered for Home Consumption.

† Less Exports.

‡ Estimated quantity of sugar in exported jam has been deducted.

§ Pepper, not shown separately, included in spices.

|| As all record of Interstate transfers ceased on the 13th September, 1910, no later figures than 1909 are available.

ARTICLES.	PER HEAD OF POPULATION.										
	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
<i>Foods, Drinks, and Stimulants.</i>											
Flour, imported..... lbs.*	·01	·01	..	..	1·01	25·35	17·91	16·62	14·95	31·85	12·57
Flour, manufactured locally..... lbs.†	288·80	282·32	276·96	232·60	260·54	248·30	203·85	218·55	211·18	214·78	244·02
Wheat, imported..... bushels.*	..	..	..	·36	2·00	2·73	2·64	2·33	3·71	2·71	2·35
Wheat, produced locally..... bushels.†	4·90	5·67	5·55	4·95	4·23	1·43	4·33	3·60	3·61	3·85	4·28
Cocoa and Chocolate..... lbs.*	·69	·65	·59	·97	·76	·81	·89	·88	·95	·65	·77
Coffee..... lbs.*	·48	·45	·33	·46	·51	·34	·47	·51	·49	·47	·45
Tea..... lbs.*	6·30	6·61	5·83	6·84	6·31	6·62	7·05	6·69	7·55	6·52	7·34
Sugar..... lbs.*	97·80	96·26	89·71	104·06	101·81	104·50	104·16	114·78	131·42	133·94	139·28
Rice..... lbs.*	6·52	4·58	4·84	5·82	5·48	5·63	5·80	5·27	5·32	5·21	5·02
Fruits, Dried, imported..... lbs.*	5·35	4·90	4·31	5·82	5·81	5·79	5·29	6·37	6·19	5·68	6·64
Mustard..... lbs.*	·23	·21	·19	·18	·17	·29	·20	·20	·22	·19	·21
Pepper..... lbs.*	·29	·23	·17	..	·24	·16	·20	·22	·17	..	..
Salt and Saltpetre..... lbs.*	20·03	23·06	10·10	20·56	21·62	24·05	21·75	21·33	23·64	24·53	21·06
Vinegar..... galls.*	·14	·14	·11	·14	·16	·16	·20	·16	·18	·17	·20
Tobacco, Snuff, Cigars..... lbs.*	2·10	2·27	2·21	2·50	2·34	2·32	2·42	2·17	2·56	2·55	2·50
Spirits..... galls.*	·50	·51	·50	·55	·54	·54	·53	·54	·54	·59	·48
Wine..... galls.*	·12	·11	·17	·21	·16	·16	·14	·13	·14	·16	·15
Beer..... galls.*	·41	·47	·41	·41	·45	·51	·49	·57	·49	·45	·35
Beer, Local..... galls.†	7·93	8·59	8·37	9·30	9·24	8·22	8·42	8·04	8·51	8·79	8·10
<i>Other Articles.</i>											
Kerosene..... galls.*	1·79	1·93	1·85	2·45	2·28	2·64	2·55	2·74	2·87	2·88	2·75
Soap, imported..... lbs.*	1·20	1·38	2·59	3·78	5·25	6·89	6·95	7·69	8·30	9·16	9·14
Soap, manufactured locally..... lbs.†	15·88	12·58	14·88	12·75	9·04	7·36	5·22	4·58	5·84	6·47	6·02
Candles, imported..... lbs.*	1·04	·87	1·01	2·64	2·93	3·37	3·54	4·26	4·21	4·04	4·19
Candles, manufactured locally..... lbs.†	4·80	5·01	5·44	6·15	5·21	3·41	2·67	3·71	3·77	2·46	2·92
Coal, imported..... cwt.*	6·17	6·84	5·08	5·80	6·10	5·72	5·99	12·36	14·41	14·16	12·56
Coal, produced locally..... cwt.†	5·05	5·56	5·66	5·68	4·96	6·78	5·76	5·85	6·51	6·72	7·18

* Entered for Home Consumption.

† Less Exports.

INDEX LEVEL OF CONSUMPTION.

BASED on principal Articles of consumption—"Opimeter" Articles, year 1900, as the standard = 100.

	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
Tea	95	100	88	104	95	100	106	106	114	98	111
Tobacco	92	100	98	110	103	102	106	100	112	112	110
Wine and Spirits	100	100	108	122	112	113	108	105	109	121	101
Beer	92	100	97	107	107	96	98	95	99	102	113
Sugar	101	100	93	108	105	109	108	124	136	139	144
Kerosene	93	100	96	127	118	137	132	143	148	149	142
ALL.....	95	100	97	113	107	109	109	113	119	120	117

SHIPPING—INWARDS.

RETURN of Inward Shipping, State of Tasmania, for Year ended 31st December, 1911.

Entered from.	Description.	With Cargo.			In Ballast.			Total.		
		No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
New South Wales—	Steam.....	156	241,809	8427	3	7637	127	159	249,446	8554
Direct	Sailing	1	318	11	4	2096	40	5	2414	51
	TOTAL.....	157	242,127	8438	7	9733	167	164	251,860	8605
Via Victoria	Steam.....	7	41,582	732	...	...	...	7	41,582	732
Victoria—	Steam.....	514	494,119	25,936	15	15,990	418	529	510,109	26,354
Direct	Sailing	96	8553	486	8	1875	54	104	10,428	540
	TOTAL.....	610	502,672	26,422	23	17,865	472	633	520,537	26,894
Via South Australia	Steam.....	1	1219	26	...	...	...	1	1219	26
Queensland—	Steam.....	...	...	...	1	31	12	1	31	12
Direct	Steam.....	...	...	...	1	31	12	1	31	12
Via States	Steam.....	11	65,065	2435	...	...	...	11	65,065	2435
South Australia—Direct	Steam.....	1	1194	26	1	1229	25	2	2423	51
	Sailing	24	5867	212	20	5061	178	44	10,928	390
	TOTAL.....	25	7061	238	21	6290	203	46	13,351	441
Western Australia Direct	Steam.....	1	1901	32	...	...	...	1	1901	32
Total Commonwealth of Australia	Steam.....	691	846,889	37,614	20	24,887	582	711	871,776	38,196
	Sailing	121	14,738	709	32	9032	272	153	23,770	981
	TOTAL.....	812	861,627	38,323	52	33,919	854	864	895,546	39,177
United Kingdom—	Steam.....	28	179,999	3960	...	...	...	28	179,999	3960
Direct	Sailing	1	1932	24	7	13,205	166	8	15,137	190
	TOTAL.....	29	181,931	3984	7	13,205	166	36	195,136	4150
Via States	Steam.....	1	4025	60	...	...	...	1	4025	60
Canada—Via States	Steam.....	1	2381	35	...	...	...	1	2381	35
Macquarie Island—Direct	Steam.....	1	174	15	...	...	...	1	174	15
Maldon Island—Direct	Sailing	1	679	12	...	...	...	1	679	12
New Zealand—	Steam.....	57	143,874	5278	1	1194	24	58	145,068	5302
Direct	Sailing .....	...	...	...	1	299	10	1	299	10
	TOTAL.....	57	143,874	5278	2	1493	34	59	145,367	5312
Via States	Steam.....	3	5728	89	...	...	...	3	5728	89
South African Union—Direct	Steam.....	...	...	...	4	14,578	291	4	14,578	291
Brazil—Direct	Sailing .....	...	...	...	1	1615	19	1	1615	19
France—Direct	Sailing .....	...	...	...	11	22,087	271	11	22,087	271
Netherlands—Direct	Sailing .....	...	...	...	2	3847	46	2	3847	46
Sweden—Direct	Sailing	1	1596	19	...	...	...	1	1596	19
Uruguay—Direct	Sailing .....	...	...	...	1	2039	23	1	2039	23
GRAND TOTAL	Steam.....	782	1,183,070	47,051	25	40,659	897	807	1,223,729	47,948
	Sailing	124	18,945	764	55	52,124	807	179	71,069	1571
	TOTAL.....	906	1,202,015	47,815	80	92,783	1704	986	1,294,798	49,519

SHIPPING—OUTWARDS.

RETURN of Outward Shipping, State of Tasmania, for Year ended 31st December, 1911.

Cleared to	Description.	With Cargo.			In Ballast.			Total.		
		No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
New South Wales—	Steam.....	174	221,940	7292	6	7036	160	180	228,976	7452
Direct	Sailing .....	...	...	...	4	7381	92	4	7381	92
	TOTAL	174	221,940	7292	10	14,417	252	184	236,357	7544
Via Victoria	Steam.....	1	719	23	...	...	...	1	719	23
Victoria—	Steam.....	492	460,109	25,088	1	1194	27	493	461,303	25,115
Direct	Sailing	103	10,247	551	2	90	7	105	10,337	558
	TOTAL	595	470,356	25,639	3	1284	34	598	471,640	25,673
Queensland—	Steam	1	93	12	...	...	...	1	93	12
Direct	Sailing	1	299	10	...	...	...	1	299	10
	TOTAL	2	392	22	...	...	...	2	392	22
South Australia—	Steam.....	5	5782	129	1	1219	27	6	7001	156
Direct	Sailing	42	9716	371	2	1888	30	44	11,604	401
	TOTAL	47	15,498	500	3	3107	57	50	18,605	557
Western Australia.—Direct.....	Sailing	1	457	11	...	...	...	1	457	11
Total Commonwealth of Australia.....	Steam.....	673	688,643	32,544	8	9449	214	681	698,092	32,758
	Sailing	147	20,719	943	8	9359	129	155	30,078	1072
	TOTAL	820	709,362	33,487	16	18,808	343	836	728,170	33,830
United Kingdom.—Direct	Sailing	1	1615	17	...	...	...	1	1615	17
Via States	Steam.....	31	169,192	5434	...	...	...	31	169,192	5434
Canada.—Direct	Sailing .....	...	...	...	1	2036	25	1	2036	25
India.—Direct	Steam.....	1	3460	37	...	...	...	1	3460	37
New Zealand—	Steam.....	80	286,237	8405	11	54,965	1121	91	341,202	9526
Direct	Sailing	1	859	14	1	679	12	2	1538	26
	TOTAL	81	287,096	8419	12	55,644	1133	93	342,740	9552
Brazil.—Via States	Steam.....	1	2830	33	...	...	...	1	2830	33
Chile.—Direct	Sailing .....	...	...	...	2	3805	48	2	3805	48
Germany.—Via States	Steam.....	1	2837	34	...	...	...	1	2837	34
United States of America—	Steam.....	2	6207	79	...	...	...	2	6207	79
Direct	Sailing .....	...	...	...	15	29,747	359	15	29,747	359
	TOTAL	2	6207	79	15	29,747	359	17	35,954	438
GRAND TOTAL	Steam.....	789	1,159,406	46,566	19	64,414	1335	808	1,223,820	47,901
	Sailing	149	23,193	974	27	45,626	573	176	68,819	1547
	TOTAL	938	1,182,599	47,540	46	100,040	1908	984	1,292,639	49,448

SHIPPING—INWARDS.

PORT Return of Inward Shipping, State of Tasmania, for Year ended 31st December, 1911.

Port.	Description.	With Cargo.			In Ballast.			Total.		
		No.	Tons	Crew.	No.	Tons	Crew.	No.	Tons.	Crew.
Hobart	Steam.....	233	736,792	23,525	16	30,744	643	249	767,536	24,168
	Sailing	58	13,570	440	44	50,810	745	102	64,380	1185
	TOTAL.....	291	750,362	23,965	60	81,554	1388	351	831,916	25,353
Launceston.....	Steam.....	257	241,677	13,801	1	1819	62	258	243,496	13,863
	Sailing	4	1129	33	1	143	7	5	1272	40
	TOTAL	261	242,806	13,834	2	1962	69	263	244,768	13,903
Devonport	Steam.....	3	3167	86	...	...	...	3	3167	86
	Sailing	2	171	9	1	98	6	3	269	15
	TOTAL.....	5	3338	95	1	98	6	6	3436	101
Ulverstone.....	Sailing .....	...	...	...	3	242	14	3	242	14
Burnie.....	Steam.....	108	101,936	5302	1	1194	24	109	103,130	5326
	Sailing	13	918	66	1	143	7	14	1061	73
	TOTAL.....	121	102,854	5368	2	1337	31	123	104,191	5399
Stanley	Steam.....	78	48,019	1970	7	6902	168	85	54,921	2138
	Sailing	46	3081	212	5	688	28	51	3769	240
	TOTAL.....	124	51,100	2182	12	7590	196	136	58,690	2378
Strahan	Steam.....	70	46,234	1896	...	...	...	70	46,234	1896
Currie Harbour	Steam	33	5245	471	...	...	...	33	5245	471
	Sailing	1	76	4	...	...	...	1	76	4
	TOTAL.....	34	5321	475	...	...	...	34	5321	475
GRAND TOTAL	Steam	782	1,183,070	47,051	25	40,659	897	807	1,223,729	47,948
	Sailing	124	18,945	764	55	52,124	807	179	71,069	1571
	TOTAL.....	906	1,202,015	47,815	80	92,783	1704	986	1,294,798	49,519

SHIPPING—OUTWARDS.

PORT Return of Outward Shipping, State of Tasmania, for Year ended 31st December, 1911.

Port.	Description.	With Cargo.			In Ballast.			Total.		
		No.	Tons.	Crew.	No.	Tons.	Crew	No.	Tons.	Crew.
Hobart	Steam.....	236	714,451	23,013	13	53,678	1139	249	768,129	24,152
	Sailing	77	17,719	605	24	44,751	551	101	62,470	1156
	TOTAL	313	732,170	23,618	37	98,429	1690	350	830,599	25,308
Launceston	Steam.....	233	213,465	13,163	2	5935	91	235	219,400	13,254
	Sailing	2	293	14	1	679	12	3	972	26
	TOTAL	235	213,758	13,177	3	6614	103	238	220,372	13,280
Devonport	Steam.....	79	80,505	2257	...	...	...	79	80,505	2257
Ulverstone	Sailing	4	392	22	2	196	10	6	588	32
Burnie	Steam.....	112	106,619	5432	2	2413	53	114	109,032	5485
	Sailing	16	1289	85	...	...	...	16	1289	85
	TOTAL	128	107,908	5517	2	2413	53	130	110,321	5570
Stanley	Steam.....	54	17,446	989	...	...	...	54	17,446	989
	Sailing	50	3500	248	...	...	...	50	3500	248
	TOTAL	104	20,946	1237	...	...	...	104	20,946	1237
Strahan	Steam.....	44	21,919	1234	2	2388	52	46	24,307	1286
Currie Harbour	Steam.....	31	5001	478	...	...	...	31	5001	478
GRAND TOTAL	Steam.....	789	1,159,406	46,566	19	64,414	1335	808	1,223,820	47,901
	Sailing	149	23,193	974	27	45,626	573	176	68,819	1547
	TOTAL	938	1,182,599	47,540	46	110,040	1908	984	1,292,639	49,448

NATIONALITY OF SHIPPING.

INWARD Shipping, State of Tasmania, for Year ended 31st December, 1911.

Nationality.	Description.	With Cargo.			In Ballast.			Total.		
		No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
<i>British.</i>										
Australian	Steam... ..	429	403,290	21,423	10	9636	266	439	412,926	21,689
	Sailing	119	12,860	679	31	7410	253	150	20,270	932
	TOTAL	548	416,150	22,102	41	17,046	519	589	433,196	22,621
United Kingdom	Steam.....	59	347,139	9311	7	25,301	454	66	372,440	9765
New Zealand	Steam.....	292	427,274	16,251	8	5722	177	300	432,996	16,428
<i>Foreign.</i>										
French	Sailing	1	1932	24	21	41,178	506	22	43,110	530
German	Steam.....	1	2837	34	...	...	...	1	2837	34
Norwegian	Sailing	4	4153	61	3	3536	48	7	7689	109
Swedish	Steam.....	1	2530	32	...	...	...	1	2530	32
GRAND TOTAL	Steam.....	782	1,183,070	47,051	25	40,659	897	807	1,223,729	47,948
	Sailing	124	18,945	764	55	52,124	807	179	71,069	1571
	TOTAL	906	1,202,015	47,815	80	92,783	1704	986	1,294,798	49,519

NATIONALITY OF SHIPPING.

OUTWARD Shipping, State of Tasmania, for Year ended 31st December, 1911.

Nationality.	Description.	With Cargo.			In Ballast.			Total.		
		No.	Tons.	Crew.	No.	Tons.	Crew.	No.	Tons.	Crew.
<i>British.</i>										
Australian	Steam.....	438	417,926	21,957	...	...	...	438	417,926	21,957
	Sailing	145	18,841	914	3	240	14	148	19,081	928
	TOTAL	583	436,767	22,871	3	240	14	586	437,007	22,885
United Kingdom	Steam.....	55	317,302	8648	11	54,965	1121	66	372,267	9769
New Zealand.....	Steam.....	294	418,811	15,895	8	9449	214	302	428,260	16,109
<i>Foreign.</i>										
French	Sailing .....	...	...	...	22	43,111	527	22	43,111	527
German	Steam.....	1	2837	34	...	...	...	1	2837	34
Norwegian.....	Sailing	4	4352	60	2	2275	32	6	6627	92
Swedish	Steam.....	1	2530	32	...	...	...	1	2530	32
GRAND TOTAL	Steam.....	789	1,159,406	46,566	19	64,414	1335	808	1,223,820	47,901
	Sailing	149	23,193	974	27	45,626	573	176	68,819	1547
	TOTAL	938	1,182,599	47,540	46	110,040	1908	984	1,292,639	49,448

SHIPPING.

DECENNIAL RETURN.

Year.	Entered.			Cleared.			On Registers on 31st December.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
								Net.	
1902	964	887,485	34,886	944	879,730	34,377	206	18,225	1062
1903	928	938,371	34,350	927	935,802	34,037	207	17,782	1140
1904	957	1,043,425	39,694	944	1,050,182	39,226	213	18,399	1160
1905	961	1,056,256	39,182	955	1,063,153	40,685	221	18,340	1189
1906	961	1,058,956	41,671	950	1,052,096	41,214	225	18,203	1202
1907	1017	1,154,273	45,317	1005	1,153,242	44,691	233	18,422	1221
1908	1034	1,292,169	48,632	1015	1,290,870	48,962	226	17,383	1164
1909	994	1,215,002	47,200	997	1,211,214	47,002	224	16,792	*
1910	979	1,210,540	46,509	977	1,216,064	46,621	224	17,090	*
1911	986	1,294,718	49,519	984	1,292,639	49,448	224	17,703	1150

* Not available.

RETURN showing the Number and Net Tonnage of Steam and Sailing Vessels registered on the 31st December, 1911, at the Ports of Hobart and Launceston.

	Steam.		Sailing.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Hobart	53	6781	105	7348	158	14,129
Launceston	21	2159	45	1415	66	3574
Total	74	8940	150	8763	224	17,703

NUMBER and Tonnage of Vessels Built and Registered in the State of Tasmania during the Year 1911.

Steam.			Sailing.			Total.	
No.	Tonnage.		No.	Tonnage.		No.	Tonnage.
	Gross.	Net.		Gross.	Net.		Gross. Net.
3	289	138	—	—	—	3	289 138

[Compiled by the Government Statistician from Returns furnished by the Commonwealth Statistician and the Collector of Customs.]

SHIPPING REGISTERED.

RETURN showing number of Vessels on the Hobart and Launceston Shipping Register on the 31st December, 1910, and the number added and deducted during the year 1911.

Particulars.	Sailing.		Steam.		Total.	
	No.	Ton-nage.	No.	Ton-nage.	No.	Ton-nage.
HOBART.						
Number on Register on 31st December, 1910.....	105	6288	49	6783	154	13,071
Number added during the year 1911	3	1203	8	460	11	1663
Number deducted during the year 1911.....	3	143	4	462	7	605
Number on the Register on 31st December, 1911... ..	105	7348	53	6781	158	14,129
LAUNCESTON.						
Number on Register on 31st December, 1910.....	48	1572	22	2447	70	4019
Number added during the year 1911	1	17	2	68	3	85
Number deducted during the year 1911.....	4	174	3	356	7	530
Number on the Register on 31st December, 1911	45	1415	21	2159	66	3574

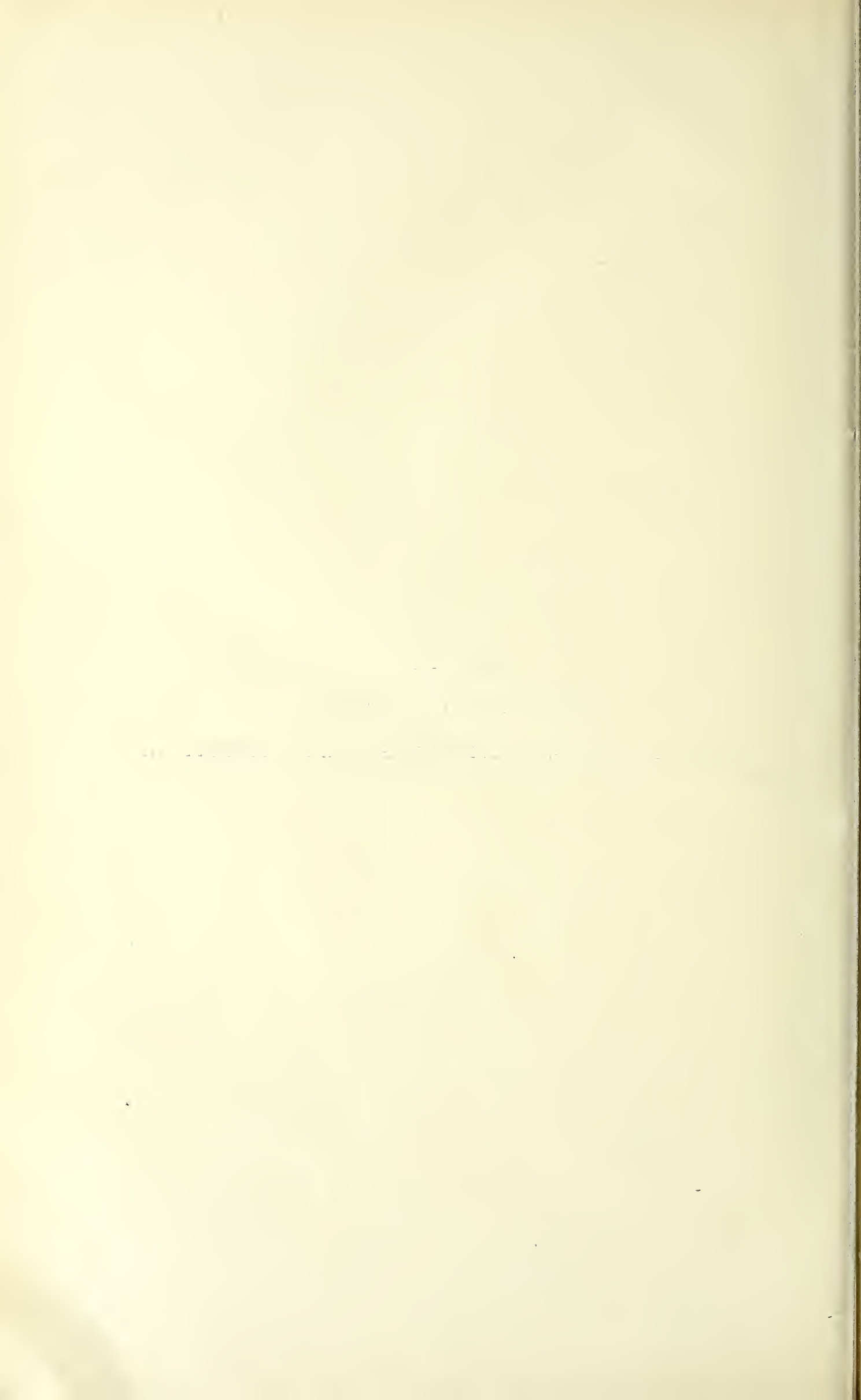


PART IV.

INTERCHANGE.

SECTION II.—RAILWAYS, TRAMWAYS, POST AND TELEGRAPH, &c.

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PART IV.

INTERCHANGE.

SECTION II.—RAILWAYS, TRAMWAYS, POST AND TELEGRAPH, &c.

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ALL TASMANIAN RAILWAYS.

General Summary for Year 1911.

Heading.	State.	Private.					All Railways.	
		Emu Bay Municipal.	Mt. Lyell.	North Mt. Lyell.	Magnet.	Total Private.		
Length of Line open at end of Year..... Miles	495½	7¼	103½	22	30	10	172¾	668¼
Mileage under Construction.....	19½	...	...	...	...	...	...	19½
Average Miles worked during Year	495½	7¼	103½	22	30	10	172¾	668¼
Train Miles run	1,046,479		141,435	54,827	7145	1280	210,687	1,257,166
Total Expenditure on Construction and Equipment to end of Year£	4,253,013		611,125	216,086	316,638	18,750	1,162,599	5,415,612
Receipts last Financial Year —								
Passenger Traffic.....£	126,886		16,668	3629	412	149	20,858	147,744
Goods—								
Live Stock£	10,015	}	1603	} 27,078	} 2434	} ...	} 70,489	} 218,688
Other Agricultural and Pastoral Produce£	104,086		39,374					
Minerals£	34,098							
Other£	28,209†		2520						} 782	} 129	} 280	} 4307	} 42,008
Miscellaneous£	9492	596						
Total Receipts£	312,786		60,761	31,489	2975	429	95,654	408,440
Working Expenses last Financial Year —								
Maintenance£	62,819	}	8758	7017	2503	636 ^b	18,914	81,733
Locomotive and Vehicle Charges£	36,254		11,381	9043	1431	631 ^b	22,486	108,740
Traffic Charges£	56,815		4262	5242	885	346 ^b	10,735	67,550
Other£	15,284		3246	392	...	114 ^b	3752	19,036
Total Working Expenses£	221,172		27,647	21,694	4819	1727	55,887	277,059
Profit on Working.....£	91,614		33,114	9795	—1844	—1298	39,767	131,381
Profit per £100 Capital Expenditure.....£	2·15		5·42	4·53	—0·59	—0·10	3·42	2·43
Number of Locomotives working.....	79		10	7	4	2	23	102
Vehicles—								
Passenger No.	173		6	7	3	1	17	190
Goods and Live Stock*.....	1510		152	127	56	4	339	1849
Total Locomotives and Vehicles, &c.	1762		168	141	63	7	379	2141
Estimated Number of Passengers carried during Year.....	1,715,464	Worked by Tasmanian Government and included in State Returns.	31,583	31,959	6247	1350	71,139	1,786,603
Estimated Number of Season Ticket Holders included in above	a		a	a	a	...	a	a
Average Distance travelled per Passenger No. miles	19·19		a	a	a	10	a	a
Total Capacity of Passenger Vehicles	6210		240	280	120	60	700	6910
Tonnage of Goods carried during Year	452,186		70,741	120,910	11,115	480	203,246	655,344
Average Distance each Ton of Goods was carried No. miles	39·09		a	a	a	10	a	a
Average Receipts per Passenger s. d.	1 5·75		10 6·66	2 3·25	1 3·84	2 2·49	5 10·37	1 7·85
per Ton.....s. d.	6 1·36		11 1·58	2 5·75	4 4·37	7 4·72 ^b	6 9·54	6 3·89
Train Miles Service per Mile open No.	2082		1367	2492	238	728	1220	1881

* Including all Brake Vans. † Including £11,045 for carriage of Mails. ^a Figures not obtainable. ^b Estimated.

TASMANIAN GOVERNMENT RAILWAYS. SUMMARY.

	1880.	1890.	1900.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
ABSOLUTE.								
Length of Lines open at end of year	45	350½	438½	463	463	469	470½	495½
Mileage under construction...No. ....	...	...	...	...	...	23	14	19½
Average miles worked..... No.	45	250½	445½	470½	470½	473½	477½	502½
Train miles run..... No.	104,473	552,689	815,903	1,028,030	1,029,119	1,059,790	1,041,051	1,046,479
Ditto per mile worked... No. ....	...	...	...	2186	2188	2238	2180	2082
Construction and equipment to end of year	435,595	2,900,363	3,659,069	3,977,611	4,003,839	4,048,416	4,079,831	4,253,013
Locomotives	5	42	68	78	78	79	79	79
Passenger, goods, and livestock vehicles	139	999	1392	1575	1618	1650	1663	1683
<i>Receipts—</i>								
Passenger traffic. £	19,118	52,725	76,184	112,988	113,546	115,181	119,454	126,886
Parcels, &c. (coaching) £	759	3927	8560	13,053	13,047	13,116	13,633	25,418
Goods and livestock £	7332	38,899	103,344	131,933	133,889	134,295	124,354	148,199
Miscellaneous £	5351	10,681	14,871	19,632	19,554	21,471*	20,475*	12,283*
Total Receipts..... £	23,560	106,232	202,959	277,606	280,036	284,063	277,916	312,786
<i>Working Expenses—</i>								
Maintenance..... £	5554	35,202	58,862	62,075	62,171	63,886	65,774	63,669
Locomotive, carriage, and wagon charges	5248	29,192	53,865	80,661	80,836	85,265	84,787	88,254
Traffic charges..... £	4976	17,510	39,300	49,697	51,292	51,499	54,254	57,570
General charges, mails, &c. £	1678	4316	8460	9384	9828	11,027	10,715	11,679
Total Working Expenses £	17,456	86,220	160,487	201,817	204,127	211,677	215,530	221,172
Net Receipts..... £	6104	20,012	42,472	75,789	75,909	72,386	62,386	91,614
Ditto per £100 capital expenditure	1.40	0.69	1.16	1.90	1.89	1.78	1.52	2.15
Passengers carried	102,918	464,064	683,015	1,439,075*	1,547,016*	1,650,455	1,682,386	1,715,464
Tonnage of goods carried.... Tons	20,762	141,227	308,453	465,186	467,417	422,793	346,186	452,098
RELATIVE.								
Receipts per mile worked £	523.60	424.55	455.61	590.33	595.50	599.92	582.02	622.15
Receipts per train mile s. d.	4 6.10	3 10.13	4 11.70	5 4.80	5 5.30	5 4.32	5 4.06	5 11.73
<i>Working Expenses per Mile worked—</i>								
Maintenance..... £	99.2	140.7	132.1	132.0	132.2	134.9	137.7	126.7
Locomotive, carriage, and wagon charges..... £	116.6	116.6	120.9	171.5	171.9	180.0	177.6	175.5
Traffic charges..... £	88.9	70.0	88.2	105.7	109.0	108.8	113.6	114.5
General charges	30.0	17.2	19.0	19.9	20.9	23.3	22.4	23.2
Total	334.7	344.5	360.2	429.1	434.0	447.0	451.3	439.9
<i>Working Expenses per Train Mile—</i>								
Maintenance..... s. d.	0 11.9	1 3.1	1 5.3	1 2.5	1 2.5	1 2.5	1 3.1	1 2.6
Locomotive, carriage, and wagon charges..... s. d.	1 1.9	1 1	1 3.8	1 6.8	1 6.8	1 7.3	1 7.5	1 8.2
Traffic charges..... s. d.	0 10.7	0 7.5	0 11.6	0 11.6	1 0	0 11.6	1 0.5	1 1.2
General charges	0 3.6	0 1.8	0 2.5	0 2.2	0 2.3	0 2.5	0 2.5	0 2.7
Total	3 4.1	3 1.4	3 11.2	3 11.1	3 11.6	3 11.9	4 1.6	4 2.7
Average distance travelled per passenger	17.33	21.92	20.32	22.72	21.02	20.64	20.66	19.99
Average rate per passenger... s. d.	1 11.59	2 3.27	2 2.77	1 6.84*	1 5.61*	1 4.74	1 5.04	1 5.75
Ditto per passenger per mile travelled	0 1.36	0 1.24	0 1.09	0 0.82	0 0.83	0 0.81	0 0.82	0 0.89
Average distance tonnage goods carried..... miles	28.35	33.42	41.80	36.84	36.91	44.85	47.32	39.09
Average rate per ton	6 7.85	5 2.58	6 3.96	5 3.71	5 4.37	5 10.77	6 7.33	6 1.36
Ditto ditto per mile carried..... s. d.	0 2.82	0 1.87	0 1.81	0 1.72	0 1.74	0 1.57	0 1.68	0 1.88
Cost of construction per mile... £	9679	8269	8339	8590	8647	8632	8675	8583

* Including £11,045 for carriage of mails.

TASMANIAN GOVERNMENT RAILWAYS.

RECEIPTS, Traffic, Working Expenses, &c.—Decennial Return.

TRAFFIC RECEIPTS.

Year	Miles open.	Cost of Construction and Equipment of Open Lines.		Total Train Miles.	Locomotives.	Goods and Passenger Traffic.		Receipts										Receipts per Train Mile.		Working Days.						
		Amount.	Per mile.			Tons.	Passengers.	Passengers.	Parcels, &c.	Goods and Live Stock.	Miscellaneous.	TOTAL.														
												£	£	No.	£	s.	d.	£	s.		d.	£	s.	d.	s.	d.
1902....	461 ³ / ₄	3,840,747	8317	902,918	75	407,505	761,345	88,540	16	4	10,574	2	4	116,061	4	4	18,034	7	9	233,210	10	9	5	1	9	313
1903....	461 ³ / ₄	3,883,720	8411	931,716	75	418,701	814,483	93,969	4	4	11,419	13	2	121,129	6	5	21,164	18	5	247,683	2	4	5	3	8	313
1904-half-yr. ended.	461 ³ / ₄																									
1905-6-04	461 ³ / ₄	3,901,414	8449	481,730	76	215,751	465,635	52,647	18	5	6383	2	0	63,907	18	3	9914	12	9	132,853	11	5	5	6	1	156
1904-5	462 ¹ / ₂	3,920,508	8476	945,852	76	377,010	823,911*	95,334	11	11	11,857	1	10	116,937	17	3	19,426	11	2	243,556	2	2	5	1	7	313
1905-6...	462 ¹ / ₂	3,926,713	8490	945,918	76	399,487	860,519*	98,202	5	9	12,090	18	6	111,042	4	9	19,852	12	10	241,188	1	10	5	1	1	313
1906-7...	462 ¹ / ₂	3,943,359	8526	981,379	76	428,387	951,823*	105,555	0	5	12,373	5	8	119,701	5	7	20,593	14	3	258,223	5	11	5	3	0	313
1906-7...	463	3,977,611	8590	1,028,030	78	465,186	1,439,095*†	112,987	8	9	13,053	2	6	131,933	2	7	19,632	5	9	277,605	19	7	5	4	8	314
1908-9...	463	4,003,839	8647	1,029,119	78	467,417	1,547,016*†	113,546	0	3	13,046	12	7	133,889	9	7	19,553	18	11	280,036	1	4	5	5	3	313
1909-10...	469	4,048,416	8632	1,059,790	79	422,793	1,650,455*†	115,180	11	8	24,152	19	11	134,295	2	10	10,434	15	4	284,063	9	9	5	4	3	313
1910-11...	470 ¹ / ₂	4,079,831	8675	1,041,051	79	346,186	1,682,386*†	119,454	1	4	24,677	16	3	124,354	3	11	9429	12	4	277,915	13	10	5	4	0	313
1911-12...	495 ¹ / ₂	4,253,013	8583	1,046,479	79	452,098	1,715,464	126,885	14	7	25,417	13	4	148,199	4	11	12,283	1	5	312,785	14	4	5	11	7	313

* Includes members of Defence Force and State school children not previously shown.
† The basis upon which the number of passenger journeys made by holders of periodical tickets is arrived at was altered in 1907-8 to that agreed upon by Railway Commissioners and General Managers in conference. The number of passenger journeys under the old system was—in 1907-8, 1,019,668; and in 1908-9, 1,062,720.
* Includes Mails, which were previously shown as Miscellaneous.

WORKING EXPENSES.

Year.	* Miles worked.	Maintenance				Locomotive, Carriage, and Wagon Charges.				Traffic Charges.				General Charges, Mails, &c.				TOTAL WORKING CHARGES.						Working Days.																
		Amount.		Per Mile worked.	Per Train Mile.	Amount.		Per Mile worked.	Per Train Mile.	Amount.		Per Mile worked.	Per Train Mile.	Amount.		Per Mile worked.	Per Train Mile.	Amount.		Per Mile worked.	Per Train Mile.																			
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.																			
..... 469	58,611	18	6	125	2	1	3	63,791	10	2	136	3	1	4	9	42,416	5	7	90	6	0	11	2	8472	10	10	18	1	0	2	2	173,292	5	1	370	2	3	10	0	313
..... 469	51,957	9	7	110	8	1	1	62,376	1	4	133	0	1	4	0	42,819	18	9	91	3	0	11	0	9201	16	5	19	6	0	2	4	166,355	6	1	354	7	3	6	8	313
..... 469	23,307	9	4	..	0	11	6	33,285	0	10	..	1	4	6	21,908	6	0	..	0	10	9	4351	13	8	..	0	2	1	82,852	9	10	..	3	5	2	156				
-5-.. 469	54,517	8	4	116	0	1	1	63,541	16	9	135	3	1	4	1	43,807	15	1	93	2	0	11	1	{ 1110 10 6 (A) 8652 17 5 (B)	18	4	0	2	171,630	8	1	365	3	3	7	5	313			
-6-.. 469	53,416	3	8	113	7	1	1	65,830	18	2	140	1	1	4	7	44,584	10	2	94	9	0	11	3	8769	2	2	18	7	0	2	2	172,600	14	2	367	4	3	7	7	313
-7-.. 469	57,464	8	3	122	3	1	2	73,133	18	5	155	7	1	5	9	45,882	11	9	9	77	0	11	2	9018	14	8	19	2	0	2	2	185,499	13	1	394	9	3	9	3	314
-8-.. 470	62,074	9	2	132	0	1	2	80,661	8	9	171	5	1	6	8	49,697	6	9	105	7	0	11	6	9383	15	7	19	9	0	2	2	201,817	0	3	429	1	3	11	1	313
-9-.. 470	62,170	12	1	132	2	1	2	80,835	16	8	171	9	1	6	8	51,292	3	1	109	0	1	0	0	9828	11	3	20	9	0	2	3	204,127	3	1	434	0	3	11	6	313
-10-.. 473	64,168	2	10	135	5	1	2	85,434	10	11	180	4	1	7	3	51,898	17	9	109	6	0	11	8	10,175	10	9	21	5	0	2	3	211,677	2	3	447	0	3	11	9	313
-11-.. 477	65,773	14	10	137	7	1	3	184,787	4	1	177	6	1	7	5	54,254	0	2	113	6	1	0	5	10,715	1	6	22	4	0	2	5	215,530	0	7	451	3	4	1	6	313
-12-.. 502	63,669	10	9	126	7	1	2	68,253	13	9	175	5	1	8	2	57,570	8	10	114	5	1	1	2	11,678	12	5	23	2	0	2	7	221,172	5	9	439	9	4	2	7	313

(A) Compensation. (B) General charges.
* Including 7½ miles of Private Line (Emu Bay Co.'s Zeehan to Maestris).

STATEMENT of Working Expenditure and Revenue for the Year ended 30th June, 1912, as compared with the corresponding period in 1911.

	1910-11.	1911-12.
Miles Worked	477.50	502.75
Traffic Train Miles—		
Passenger—Country	107,495	114,314
Suburban	41,588	48,290
Mixed	696,653	699,911
Goods (including Live Stock) .	195,315	183,964
	<u>1,041,051</u>	<u>1,046,479</u>

TASMANIAN GOVERNMENT RAILWAYS.

SUMMARY of Railway Statistics 1907-8 to 1911-12.

		1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
Miles open on 30th June	No.	463	463	469	470½	495½
Total cost of construction and equipment of						
Lines open	£	3,977,611	4,003,839	4,048,416	4,079,831	4,253,013
Ditto ditto per mile	£	8590	8647	8632	8675	8583
Gross earnings	£	277,606	280,036	284,063	277,916	312,786
Working expenses	£	201,817	204,127	211,677	215,530	221,172
Net Revenue	£	75,789	75,909	72,386	62,386	91,614
Proportion of working expenses to gross earnings	Per cent.	72·69	72·89	74·51	77·55	70·71
Net revenue per £100 capital expenditure	"	1·90	1·89	1·78	1·52	2·15
Passenger journeys	No.	1,439,095	1,547,016	1,650,455	1,682,386	1,715,464
Average distance travelled per passenger.....	Miles.	22·72	21·02	20·64	20·66	19·99
Average rate per passenger.....	s. d.	1 6·84	1 5·61	1 4·74	1 5·04	1 5·75
Ditto per passenger per mile	Pence.	0·82	0·83	0·81	0·82	0·87
Goods tonnage	No.	465,186	467,417	422,793	346,186	452,098
Average distance carried per ton	Miles.	36·84	36·91	44·85	47·32	39·09
Average rate per ton	s. d.	5 3·71	5 4·37	5 10·77	6 7·73	6 1·35
Ditto per ton per mile	Pence.	1·72	1·74	1·57	1·68	1·87
Train mileage	No.	1,028,030	1,029,119	1,059,790	1,041,051	1,046,479
Average ditto per mile worked	No.	2186	2188	2238	2180	2081
Engine mileage	No.	1,261,153	1,256,144	1,276,437	1,252,725	1,293,059
Gross earnings per train mile.....	s. d.	5 4·80	5 5·30	5 4·32	5 4·06	5 11·73
Ditto per mile worked	£	590·33	595·50	599·92	582·02	622·15
Working expenses per train mile.....	s. d.	3 11·11	3 11·60	3 11·93	4 1·68	4 2·72
Ditto per mile worked	£	429·16	434·08	447·04	451·37	439·92
Locomotives	No.	78	78	79	79	79
Other vehicles	No.	1575	1618	1650	1663	1683

TASMANIAN GOVERNMENT RAILWAYS.

RETURN showing approximately the Proportion of Receipts, Working Expenses, &c., on each Line during the Year 1911-12.

	Main Line (including Abattoir and Elwick Branches).	Derwent Valley.		Apsley.		Parattah and Oatlands.		Fingal.		Western.		Chudleigh.		N.-Eastern (including Mowbray Branch).		Sorell.		Zeehan.		N.E. Dundas, including Griffith Branch.		Comstock.		TOTAL.			
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.				
Receipts—																											
Passengers	57,048	19 6	4,660	13 1	1,886	1 10	108	3 8	2,792	4 11	43,903	15 1	397	9 10	10,450	19 6	1,672	4 4	2,697	4 5	1,267	9 6	0 9 0	126,885 14 8			
Parcels	3,044	9 8	275	11 1	205	0 7	12	6 11	249	9 4	2,675	10 11	22	18 10	562	12 7	182	14 6	106	7 10	27	9 9	—	7,364 12 0			
Horses, Carriages, and Dogs	1,946	6 2	134	8 10	65	2 6	10	14 2	103	17 8	1,555	16 6	6	4 8	297	13 11	25	6 3	46	1 11	0	12 3	—	4,192 4 10			
Excess Luggage	1,112	10 6	62	13 8	32	0 1	2	2 6	87	6 4	1,161	14 9	5	8 0	263	4 2	53	11 6	34	9 9	0	5 3	—	2,816 6 6			
Mails	401	17 0	344	18 0	362	0 8	—	—	672	7 0	3,937	11 0	134	1 0	843	11 0	211	10 0	522	7 0	—	—	—	11,044 10 0			
Goods	37,222	4 5	4,202	19 0	2,531	18 7	129	2 3	2,254	13 7	31,967	16 4	459	4 0	18,744	17 6	1,351	19 10	3,109	7 7	2,014	8 4	97 8 5	104,085 19 10			
Minerals	9,668	10 2	208	9 4	71	19 5	1	13 10	6,957	19 6	25,189	19 0	7	17 8	2,221	18 10	3	13 4	6,072	17 7	614	18 0	117 5 1	34,098 1 9			
Live Stock	4,566	13 7	444	0 6	343	7 8	7	14 9	214	14 9	3,409	4 5	33	15 11	905	7 0	44	4 9	16	0 0	—	—	—	10,015 3 4			
Rents	599	13 6	223	2 6	92	16 6	—	—	226	6 6	812	7 7	59	17 6	370	1 2	107	14 11	263	12 0	35	10 6	—	2,791 2 8			
Miscellaneous	4,988	0 11	225	17 8	106	9 6	0	14 9	78	4 0	1,839	1 9	10	0 0	237	10 5	24	13 4	1,952	1 7	29	4 10	—	9,491 18 9			
Total	124,213	5 5	10,722	13 8	5,698	4 8	272	12 10	13,667	3 7	93,781	17 4	1,136	17 5	34,997	16 1	3,677	12 9	14,820	9 8	9,521	18 5	215 2 6	312,785 14 4			
Working Expenses—																											
Maintenance	18,687	18 8	2,690	18 5	2,234	19 9	266	9 5	515	1 2	18,493	18 0	698	0 5	7,535	10 6	1,376	19 5	4,315	16 9	2,034	6 0	177 12 3	63,669 10 9			
Locomotive, Carriage, and Wagon Charges	32,929	18 10	3,425	19 11	2,611	16 3	314	12 10	3,809	16 6	23,248	12 8	763	7 6	8,084	12 5	1,270	19 7	7,463	3 10	4,253	16 4	76 16 7	88,253 13 9			
Traffic	23,578	17 3	2,109	3 7	1,297	6 5	157	3 1	1,787	19 8	16,323	13 7	255	1 10	4,827	10 3	875	5 10	5,719	2 0	622	8 3	16 17 1	57,570 8 10			
General Charges	4,540	8 11	478	19 11	364	10 6	33	17 8	606	6 9	3,369	6 1	91	2 8	1,085	6 6	212	12 7	567	15 8	321	5 6	7 0 2	11,678 12 5			
Total	79,737	3 8	8,705	1 10	6,508	12 11	772	3 0	11,361	4 1	61,435	10 4	1,107	12 5	21,532	19 8	3,735	17 5	18,065	18 3	7,231	16 1	278 6 1	221,172 5 9			
Net Revenue	44,476	1 9	2,077	11 10	—	—	—	—	2,305	19 6	32,346	7 0	—	—	13,464	16 5	—	—	—	—	2,290	2 4	—	91,613 8 7			
Loss on Working	—	—	—	—	810	8 3	499	10 2	—	—	—	—	670	15 0	—	—	58	4 8	3,245	8 7	—	—	63 3 7	—			
Miscellaneous Particulars—																											
Miles open on 30th June, 1912	124	00	30	25	26	25	4	25	46	75	111	50	12	50	71	50	14	50	29	50	20	25	4	25	495	50	
Average Miles worked per year	407	027	42	920	32	671	30	26	54	388	301	764	81	93	97	199	19	028	36	75	28	752	649	8	1,046	479	
Passenger Journeys	1,008	706	92	044	35	007	34	61	33	941	455	789	88	74	109	691	36	160	56	312	42	749	8	—	1,715	464	
Goods and Minerals	153	032	22	827	12	886	21	43	57	413	154	409	40	25	52	590	60	80	475	52	658	34	36	—	452	098	
Receipts per Mile worked	100	1	35	6	21	7	64	23	292	34	841	09	90	96	489	48	25	65	403	26	470	22	50	58	622	15	
Ditto per Train Mile	6	1	24	5	0	29	1	9	5	0	6	2	58	2	9	30	7	2	3	5	9	67	48	50	511	73	
Cost per Mile worked	643	04	287	76	247	96	181	64	243	01	550	99	144	64	301	16	3	10	491	59	357	13	65	41	439	92	
Ditto per Train Mile	3	11	4	0	3	11	5	1	4	2	4	0	86	4	4	5	11	12	7	1	24	5	0	36	4	2	72
Percentage of Working Expenses to Gross Earnings	64	19	80	72	114	23	282	78	83	12	65	50	159	01	61	52	101	57	121	90	75	95	129	30	70	71	
Cost of Construction and Equipment	1,357	561	253	193	173	703	14	976	227	739	1,038	051	74	769	577	535	140	271	291	859	88	969	14	387	4,253	013	
Ditto per Mile open	10	948	8370	6617	6617	—	3523	4871	4871	—	9309	—	381	—	8077	—	9673	—	9893	—	4393	—	3385	—	8588	—	
Net Revenue per £100 Capital Expenditure	3	27	0	82	—	—	—	—	1	01	3	11	—	—	2	33	—	—	—	—	2	57	—	—	—	2	15

TASMANIAN GOVERNMENT RAILWAYS.

COMPARATIVE Statement of Native Coal carried during the Years 1911-12 and 1910-11.

STATION.	TONS.		INCREASE.	DECREASE.
	1911-12.	1910-11.		
			Tons.	Tons.
Bay of Islands .....	...	475	...	475
Lord's	637	747	...	110
Mt. Nicholas	29,531	29,330	201	...
Cullenswood	22,674	27,692	...	5018
St. Marys	14	7	7	...
Tarleton	1111	1239	...	128
Spryton	27	98	...	71
TOTALS	53,994	59,588	...	5594

EMU BAY RAILWAY.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1911.

Particulars.	1907.	1908.	1909.	1910.	1911.
Miles open	No. 103½	103½	103½	103½	103½
Miles worked	No. 103½	103½	103½	103½	103½
Total cost of construction and equipment	£ 594,419	599,796	600,873	603,491	611,125
Ditto, per mile	£ 5771·06	5795	5806	5830	5905
Passengers carried	No. 32,935	31,602	29,941	32,126	31,583
Average fare per passenger	s. d. 10s. 10·88d.	10s. 9·53d.	10s. 1·85d.	10s. 2·53d.	10s. 6·66d.
Goods and minerals conveyed	tons 90,007·90	70,979	79,566	59,063	70,741
Average rate per ton	s. d. 9s. 4·01d.	9s. 7·30d.	9s. 6·63d.	12s. 9·58d.	11s. 1·58d.
Tram miles run	No. 149,839	144,052	142,686	134,383	141,435
Average mileage per mile worked	No. 1454·75	1391·80	1378·60	1298·20	1366·52
Engine miles run	No. 158,366	148,118	148,019	...	144,730
Gross receipts	£ 65,657	57,057	58,533	59,229	60,761
Working expenses	£ 27,587	28,007	25,673	26,076	27,647
Profit on working	£ 38,070	29,050	32,861	33,153	33,113
Ditto per £100 capital expenditure	£ 6·45	4·84	5·47	5·55	5·42
Gross receipts per train mile	s. d. 8s. 9·16d.	7s. 11·05d.	8s. 2·45d.	8s. 9d.	8s. 7·11d.
Ditto mile worked	£ 637·45	551·27	565·54	572·20	587·059
Working expenses per train mile	s. d. 3s. 8·18d.	3s. 10·65d.	3s. 7·18d.	3s. 10d.	3s. 10·95d.
Ditto mile worked	£ 267·83	270·59	248·10	251·98	267·36
Locomotives	No. 8	9	9	9	10
Number of carriages, wagons, &c.	No. 145	146	144	144	158

MOUNT LYELL COMPANY'S RAILWAY. GENERAL SUMMARY.

		1907.	1908.	1909.	1910.	1911.
Miles open	No.	22	22	22	22	22
Miles worked	No.	22	22	22	22	22
Total cost of construction and equip- ment	£	216,086	216,086	216,086	216,086	216,086
Ditto, per mile open	£	9822	9822	9822	9822	9822
Passengers carried	No.	29,637	32,183	30,616	30,917	31,959
Average fare per passenger	s. d.	2 10·3	2 7·25	2 5·86	2 4·50	2 3½
Goods and minerals carried	tons	108,227	123,282	125,651	125,400	120,910
Average rate per ton	s. d.	4 6·74	4 4·33	4 5·28	4 1·71	4 5·75
Train miles run	No.	48,681	48,487	50,104	51,705	54,827
Average mileage per mile open	No.	2213	2201	2277	2350	2492
Engine miles run	No.	60,415	59,375	62,540	66,016	70,018
Gross receipts	£	29,741	31,890	32,503	30,507	31,489
Working expenses	£	21,634	21,650	20,119	19,741	21,694
Profit on working	£	107	10,240	12,384	10,766	9795
Profit per £100 capital expenditure ..	£	8·75	4·74	5·73	4·98	4·53
Gross receipts per train mile	s. d.	12 2·83	13 1·85	12 11·70	11 9·61	11 5·84
Ditto mile worked	£	1352	1450	1477	1387	1431
Working expenses per train mile	s. d.	8 10·65	8 11·16	8 0·38	7 7·63	7 10·96
Ditto mile worked	£	983	984	915	897	986
Locomotives	No.	7	7	7	7	7
Carriages, wagons, &c.	No.	119	134	134	134	134

E. CARUS DRIFFIELD, *Superintending Engineer.*

NORTH MOUNT LYELL RAILWAY. GENERAL SUMMARY.

		1907.	1908.	1909.	1910.	1911.
Miles open and worked	No.	30	30	30	30	30
Cost of Construction and Equipment	£	316,633	316,638	316,638	316,638	316,638
Ditto, per mile	£	10,554	10,554	10,554	10,554	10,554
Passengers carried	No.	4213	4221	4313	5830	6247
Average fare per passenger	s. d.	1 5·52	1 4·61	1 8·22	1 6·94	1 3·84
Goods and minerals carried	tons	10,397	6938	6912	10,330	11,115
Average rate per ton	s. d.	6 5·78	...	5 2·44	4 9·74	4 4·37
Train miles run	No.	8667	6553	6860	7804	7145
Average mileage per mile open	No.	289	218	229	260	238
Gross receipts	£	3800 14 11	2250	2276	3052	2975
Working expenses	£	4994 2 5	4000	4957	4787	4819
Profit on working .....	£	...	...	...	...	...
Ditto, per £100 capital expenditure .....	£	...	...	...	...	...
Loss on working	£	1193 7 6	2750	2681	1735	1844
Gross receipts per train mile	s. d.	8 9·25	...	6 7·62	7 9·85	8 3·94
Ditto, mile worked	£	126 13 10	75	76	101 14 5	99 3 9
Working expenses per train mile	s. d.	11 6·29	...	14 5·43	12 3·23	13 5·88
Ditto, per mile worked	£	166 9 4	133 6 8	165	159 11 6	160 12 11
Locomotives	No.	4	4	4	4	4
Carriages and wagons	No.	65	60	59	59	59

ALL TASMANIAN RAILWAYS.

STATISTICAL Summary Five-yearly Period, 1907-8 to 1911-12.

	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
Miles open on 31st December..... No.	618½	618½	624½	643	668½
Miles worked (average) No.	620½	625½	629	633	668½
Total cost of construction and equipment..... £	5,104,754	5,136,359	5,182,013	5,236,147	5,415,612
Ditto per mile £	8415·12	8304	8304	8240	8104
Passenger journeys No.	1,084,443	1,614,922	1,715,325	1,751,253	1,786,603
Ditto per 1000 train miles No.	878	1315	1363	1418	1421
Ditto per mile worked No.	1748	2580	2727	2766	2673
Average fare per passenger s. d.	2 5·00	1 8·19	1 4·74	1 7·18	1 7·85
Goods and minerals tonnage..... No.	673,818	668,616	634,922	541,979	655,344
Ditto per 1000 train miles..... No.	545	544	503	439	521
Ditto per mile worked No.	1086	1068	1010	856	981
Average rate per ton s. d.	5 8·92	5 11·50	—	—	6 3·89
Gross receipts £	376,805	371,233	377,374	370,947	408,440
Working expenses £	256,032	257,784	262,425	267,875	277,059
Profit on working £	120,173	113,449	114,849	103,072	131,381
Ditto per £100 capital expenditure £	2·35	2·21	2·22	1·97	2·43
Loss on working £	—	—	—	—	—
Proportion of working expenses to £100 gross earnings £	68·10	69·44	69·50	72·21	67·83
Train miles run No.	1,235,217	1,228,211	1,259,440	1,242,463	1,257,166
Average mileage per mile worked No.	1991·48	1986	2002	1963	1881
Receipts per train mile..... s. d.	6 1·21	6 0·35	5 9·9	5 11·96	6 5·98
Ditto per mile worked £	607·55	600·20	600·01	585·60	611·21
Working expenses per train mile s. d.	4 1·84	4 2·30	4 1·6	4 3·71	4 4·89
Ditto per mile worked £	413·65	416·72	417·30	420·45	414·60
Locomotives No.	97	98	99	99	102
Carriages, wagons, &c..... No.	1904	1958	1987	1997	2039

ROBT. M. JOHNSTON, *Government Statistician.*

TRAMWAYS, 1911.

Heading.	Private Tramways.		Total.
	Hobart.	Zeehan.	
Miles open —			
Steam .....	...	2½	2½
Electric	9	...	9
Total Cost of Construction and Equipment to end of Year £	101,735	4183	105,918
Receipts, last Financial Year £	32,393	1386	33,779
Working Expenses £	19,550	267	19,817
Mileage run during the Year £	484,295	3845	488,140
Total Number of Passengers carried during the Year £	3,363,510	913	3,364,423
Rolling Stock—			
Motors .....	...	...	...
Steam Cars.....	...	2	2
Electric Motors.....	28	...	28

EMPLOYMENT ON RAILWAYS AND TRAMWAYS.

Heading.	State.	Private.*	Total.
Railways			
Number of Persons employed—			
Salaried Staff.....	201	258*	1605
Wages Staff	1146	...	...
Total Salaries paid £	32,639	5636*	38,257
Total Wages paid £	136,966	33,830*	170,796
Tramways—			
Number of Persons employed—			
Salaried Staff .....	...	117	117
Wages Staff .....	...	...	...
Total Salaries paid £	...	14,273	16,273
Total Wages paid ..... £	...	...	...

* North Mt. Lyell Railway particulars not obtainable.

ACCIDENTS ON RAILWAYS AND TRAMWAYS.

Heading.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Railways--								
State	2	...	71	1	5	1	78
Private	7	...	...	...	7
Tramways--Private.....
Total, Railways and Tramways.....	...	2	...	78	1	5	1	85

(Return from Mt. Lyell not furnished.)

RETURN giving the Number of Persons employed, Salaries, Wages, Number of Accidents, on Railways and Tramways during 1911-12.

Railway or Tramway.	No. of Persons employed during Year.	Salaries and Wages paid.			Accidents.				Total.	
		Salaries.	Wages.	TOTAL.	Passengers.	Servants of Department.	Servants of Contractors.	Others.	Killed.	Injured.
		£	£	£						
Tasmanian Gov. Railways	1347	32,639	136,966	169,605	2	71	...	6	1	78
Emu Bay Railway	118	3020	13,797	16,817	...	7	...	...	...	7
Mt. Lyell Railway	132	2616	18,835	21,451	...	...	...	...	...	...
North Mt. Lyell Railway†	...	...	...	...	...	...	...	...	...	...
Magnet Railway	8	...	1198	1198	...	...	...	...	...	...
Hobart Tramway	110	1439	12,053	13,492	...	...	...	...	...	...
Zeehan Tramway*	7	130	651	781	...	...	...	...	...	85
TOTAL	1722	39,844	183,500	223,344	2	78	...	6	1	85

* Estimated.

† Returns not furnished.

TRAMWAYS.

	1908.		1909.		1910.		1911.	
	Hobart.	Zeehan.	Hobart.	Zeehan.	Hobart.	Zeehan.	Hobart.	Zeehan.
Motive power	Electricity	Steam	Electricity	Steam	Electricity	Steam	Electricity	St m
Gauge	3 feet 6 inches	2 feet	3 feet 6 inches	2 feet	3 feet 6 inches	2 feet	3 feet 6 inches	2 feet
Miles open and worked	9	2½	9	2½	9	2½	9	2½
Cost of construction of Permanent-way and Rolling Stock.	£90,000	£6237	£91,000	£6237	£100,000	£6237	£101,735	4183
Receipts for year.....	£25,419	£2890	£26,128	£2336	£29,500	£2000	£32,393	1386
Working Expenses for year	£12,803	£2518	£15,683	..	£17,000	1035	£19,550	267
Miles run	453,793	6526	490,410	6613	518,000	3895	484,295	3845
Hands employed, average number of.	105	..	108	9	110	7	110	7
Tram-cars, number of	25	..	25	3	25	3	28	2
Passengers carried...	2,677,038	1111	2,772,047	..	3,075,000	1437	3,363,510	913

ROBT. M. JOHNSTON, Government Statistician.

ANNUAL SUMMARY OF POSTAL STATISTICS IN THE STATE OF TASMANIA, 1911.

Particulars.	No.	Total.
Offices—		
Post	386	
Receiving.....	47	
Total.....	...	433
Persons employed on the 31st December, 1911—		
In Postal and Telegraph Department (including employees)	981	
As Mail Contractors	197	
Total.....	...	1178
Wholly employed in the Service.....	458	
Partially employed in the Service	720	
Total.....	...	1178
Postal—		
Miles of Line—Railway ...	655	
Water	911	
Other	2077	
Miles Travelled by Mail Conveyances—Railway.....	819,747	
Water	210,156	
Other	884,881	
Telegraphs (exclusive of Railway Telegraphs)—		
Number of Stations	266	
Miles of Line (Poles)	1706	
Miles of Wire.....	3607	
Submarine Cable.....	4	
Telephones (exclusive of Telegraphs and Railway Telephones)—		
Miles of Line (Poles)	370	
Miles of Wire.....	3068	
Number of Telephone Instruments in use.....	3573	
Miles of Wire opened during the Year	351	
Money Orders—		
Issued in State (No. 80,115)	£ 259,161	
Drawn on State (No. 68,691)	£ 225,864	
Postal Notes—		
Number of Notes Sold to the Public	314,384	
Value of Notes Sold to the Public.....	£ 115,520	
Revenue of whole Department in State for Financial Year 1910-11	£ 152,454	
Expenditure of whole Department in State for Financial Year 1910-11—		
From Votes under control of P.M.G.	£ 155,752	
From Votes not under control of P.M.G.	£ 5058	
Total	£ 160,810	

QUINQUENNIAL SUMMARY OF POSTAL STATISTICS IN THE STATE OF TASMANIA, 1911.

Particulars.	1909.	1910.	1911.
	No.	No.	No.
Offices—			
Post	377	391	386
Receiving	40	38	47
Total	417	429	433
Persons employed on the 31st December, 1911—			
In Postal and Telegraph Department (including temporary employees)	874	969	981
As Mail Contractors	186	189	197
Total	1060	1158	1178
Wholly employed in the Service	452	502	458
Partially employed in the Service	608	656	720
Total	1060	1158	1178
Postal—			
Miles of Line—Railway	631	631	655
Water	881	881	911
Other	1897	1957	2077
Miles travelled by Mail Conveyances—Railway	812,235	812,235	819,747
Water	207,036	207,036	210,156
Other	865,700	878,180	884,881
Telegraphs (exclusive of Railway Telegraphs)—			
Number of Stations	254	262	266
* Miles of Line (Poles)	1631 $\frac{3}{4}$	1669 $\frac{3}{4}$	1706
Miles of Wire	2494 $\frac{1}{2}$	3556 $\frac{1}{4}$	3607
Miles of Submarine Cable .....	...	...	4
Telephones (exclusive of Telegraphs and Railway Telephones)—			
Miles of Line (Poles)	325 $\frac{3}{4}$	343 $\frac{1}{2}$	370
Miles of Wire	2480 $\frac{3}{4}$	2716 $\frac{1}{2}$	3068
Number of Telephone Instruments in use	2494	2737	3573
Miles of Wire opened during the Year	256 $\frac{1}{4}$	235 $\frac{3}{4}$	351
Money Orders—			
Issued in State... £	259,792	258,817	259,161
Drawn in State	213,020	217,944	225,884
Postal Notes—			
Number of Notes Sold to the Public	291,738	315,572	314,384
Value of Notes Sold to the Public	110,447	117,906	115,520
Revenue of whole Department in State for Financial Year	141,515	149,825	152,454
Expenditure of whole Department in State for Financial Year —			
From Votes under control of P.M.G. £	138,037	140,670	155,752
From Votes not under control of P.M.G. £	4485	3106	5058
Total	142,522	143,776	160,810

* Exclusive of 432 miles of cable.

REVENUE AND EXPENDITURE IN THE STATE OF
TASMANIA FOR THE YEAR ENDED 30TH JUNE, 1911.

Revenue		£
Postage		107,629
Telegraphs.....		18,607
Telephones.....		16,186
Money Order Commission.....		228
Poundage on Postal Notes.....		2264
Private Boxes and Bags.....		918
Other Receipts		4569
Total		£152,454
Expenditure.		£
Salaries		59,671
Contingencies		33,056
Conveyance of Mails	{ Steamship } Subsidised	21,584
		1868
		13,827
		12,675
Telegraph Works.....	}	13,071
Telephone Works.....		
Rent	}	1958
Repairs and Maintenance of Buildings.....		
Fittings and Furniture		
Sanitation and Water Supply		
New Buildings and Additions		2407
Supervision of Works ..		392
Proportion of Audit Office Expenses		266
Miscellaneous		35
Total		£160,810

LETTERS, &c., POSTED IN STATE OF TASMANIA, 1911.

Classification.	Posted for Delivery in—			Total Posted.
	State.	Other States of the Com- monwealth.	Places out- side the Com- monwealth.	
	No.	No.	No.	No.
Letters	14,692,637	4,999,946	1,227,348	20,919,931
Letter Cards				
Post Cards.....				
Registered Articles	171,750	22,164	7650	201,564
Newspapers	8,135,844	642,382	186,228	8,964,454
Packets and Book Parcels	1,882,136	187,254	43,146	2,112,536
Parcels	48,891	11,325	1913	62,129
	10,238,621	863,125	238,937	11,340,683

LETTERS, &c., RECEIVED IN STATE OF TASMANIA, 1911.

Classification.	Received from—		Total Received.
	Other States of the Commonwealth.	Places outside the Commonwealth.	
	No.	No.	No.
Letters	2,553,362	531,922	3,085,284
Letter Cards			
Post Cards			
Registered Articles	26,034	8298	34,332
Newspapers	2,964,390	630,678	3,595,068
Packets and Book Parcels	798,798	287,958	1,086,756
Parcels	37,543	5143	42,686
	3,826,765	932,077	4,758,842

TRANSACTIONS OF DEAD LETTER OFFICE IN THE STATE OF TASMANIA, 1911.

Particulars.	Inland.	Interstate (Common- wealth of Australia).	Inter- national.	Total.
Letters—				
Returned to writers, delivered, &c., in State in which posted.....	30,900	19,698	2898	53,496
Destroyed in accordance with Act.....	3996	1992	474	6462
Returned to other States or Countries as unclaimed .....	...	25,344	15,434	38,778
Total	34,896	47,034	16,806	98,736
Post Cards- -				
Returned to writers, delivered, &c., in State in which posted.....	2352	258	108	2718
Destroyed in accordance with Act.....	1362	966	180	2508
Returned to other States or Countries as unclaimed .....	...	930	528	1458
Total	3714	2154	816	6684
Packets—				
Returned to writers, delivered, &c., in State in which posted	4830	492	108	5430
Destroyed in accordance with Act.....	186	15	12	213
Returned to other States or Countries as unclaimed .....	...	5964	9894	15,858
Total	5016	6471	10,014	21,501
Grand Total	43,626	55,659	27,636	126,921

NUMBER OF LETTERS, &c., RECEIVED AND DESPATCHED
IN STATE OF TASMANIA BY VARIOUS MAIL ROUTES,
1911

Classification.	P. & O. Co. <i>via</i> Suez.	Orient Royal Mail Line <i>via</i> Suez.	Canadian Australian steamers <i>via</i> Vancouver.	Union S.S. Co. <i>via</i> San Francisco.	Nord Deutscher- Lloyd <i>via</i> Suez.	Messageries Maritimes Co. <i>via</i> Suez.
RECEIVED.						
Interstate (Commonwealth of Australia) —	No.	No.	No.	No.	No.	No.
Letters, Letter Cards and Post Cards ...	8646	8844	...	...	1596	...
Newspapers	1650	1764	...	...	300	...
Packets and Book Parcels	630	606	...	...	60	...
Parcels	24	12	...	...	...	...
Other Countries—						
Letters, Letter Cards and Post Cards ...	159,540	131,286	14,598	4734	996	668
Newspapers	227,532	258,852	61,590	7860	660	180
Packets and Book Parcels	148,590	116,274	41,280	720	432	210
Parcels	1872	1942	...	...	72	...
DESPATCHED.						
Interstate (Commonwealth of Australia) —	No.	No.	No.	No.	No.	No.
Letters, Letter Cards and Post Cards ...	99,444	188,196	...	...	...	...
Newspapers	6630	8358	...	...	...	...
Packets and Book Parcels	1248	1752	...	...	...	...
Parcels	84	66	...	...	...	...
Other Countries—						
Letters, Letter Cards and Post Cards ...	157,134	245,820	17,394	23,298	...	...
Newspapers	49,488	61,320	1980	4422	...	...
Packets and Book Parcels	15,012	16,422	1140	2142	...	...
Parcels	490	715	12	...	...	...
TOTAL RECEIVED AND DESPATCHED.						
Interstate (Commonwealth of Australia)—	No.	No.	No.	No.	No.	No.
Letters, Letter Cards and Post Cards ...	108,690	197,040	...	...	1596	...
Newspapers	8280	10,122	...	...	300	...
Packets and Book Parcels	1878	2358	...	...	60	...
Parcels	108	78	...	...	...	...
Other Countries—						
Letters, Letter Cards and Post Cards ...	316,674	377,106	31,992	28,032	996	668
Newspapers	277,020	320,172	63,570	12,282	660	180
Packets and Book Parcels	163,602	132,696	42,420	2862	432	210
Parcels	2362	2657	12	...	72	...
NUMBER AND TIME OF MAILS.						
Number of Mails—						
Received	26	26	...	...	...	...
Despatched	26	26	...	...	...	...
Quickest Time of Mails—	days.	days.	...	...	...	...
London to Hobart, Tasmania	32	32	...	...	...	...
Hobart, Tasmania, to London	32	33	...	...	...	...
Average time of Mails—						
London to Hobart, Tasmania	32	33	...	...	...	...
Hobart, Tasmania, to London	32	33	...	...	...	...

PUBLICATIONS REGISTERED FOR TRANSMISSION BY
POST AS NEWSPAPERS IN THE STATE OF TASMANIA,
1911.

Locality of Publication.	No. of Papers Registered.
Hobart	13
Launceston	7
Burnie	1
Devonport West	2
Stanley	1
Zeelhaan	1
Scottsdale	1
Deloraine	1
Franklin	1

TRANSACTIONS OF TELEGRAPH DEPARTMENT (EXCLUSIVE OF RAILWAY TELEGRAPHS) IN THE STATE OF TASMANIA, 1911. -

Messages Received.			Messages Despatched.		
Countries.	Telegrams.	Amount Collected.	Countries.	Telegrams.	Amount Collected.
From—	No.	£	To—	No.	£
New South Wales.....	43,404	2772	New South Wales.....	39,619	2523
Victoria	90,799	7572	Victoria	91,218	6135
Queensland	9947	593	Queensland	6814	483
South Australia.....	5833	376	South Australia.....	4650	312
West Australia	6381	393	West Australia	3926	240
Tasmania	240,507	8393	Tasmania	240,507	8393
Total	396,871	20,099	Total	386,734	18,086
Other Countries	6095	3727	Other Countries	6384	3818
Grand Total	402,966	23,826	Grand Total	393,118	21,904

Telegraph Stations.....	No.	266
Length of Line (Poles)	Miles	1706
Length of Wire	"	3607
Length of Submarine Cable	"	4
Cost of Construction during Year ended 30th June, 1911 (exclusive of Cost of Telephone Construction)	£	829
Actual Revenue Received at the Adjustment of Balances with the Commonwealth Offices	£	18,014
Actual Revenue Received at the Adjustment of Balances with Cable Companies.....	£	368
* Expenditure of Telegraph Department—		
Salaries	£	—
Telegraph Works.....	£	—
Repairs and Maintenance	£	—
All other Expenditure	£	—
Total	£	—

* Not available.

PARTICULARS OF VALUE PAYABLE PARCELS POST
IN THE STATE OF TASMANIA, 1911.

Number of Parcels posted	66
Value collected	£ 165
Revenue, including Postage, Commission on Value, Registration, and Money Order Commission.....	£ 9

AMOUNT PAID BY THE STATE OF TASMANIA IN
RESPECT OF MAIL SUBSIDIES FOR THE YEAR
ENDED 30TH JUNE, 1911.

Mail Subsidy.	Amount Paid.
	£
Orient-Pacific	7449
Vancouver Service	1134
Victoria-Tasmania Service.....	13,000
Total	21,583

TELEPHONE LINES (EXCLUSIVE OF TELEGRAPH AND
RAILWAY TELEPHONE LINES) IN THE STATE OF
TASMANIA, 1911.

Telephone Exchanges	No.	61
Public Telephone Bureaux	No.	293
Extension, Lines, Metropolitan	No.	71
Country	No.	96
Private Lines, Metropolitan	No.	71
Country	No.	26
Number of Connections, Metropolitan Central Exchange...	No.	1185
Metropolitan Suburban Exchanges	No.	75
Country Exchanges	No.	1323
Total Number of Telephone Instruments in use.....	No.	3573
Rental received	£	10,037
Miles of wire opened during Year		351
Total length of Wire at end of Year		3068
Total cost of Construction to 30th June, 1911.....	£	12,242

* Expenditure of Telephone Department—

Salaries	£	—
Telephone Works.....	£	—
Repairs and Maintenance	£	—
All other Expenditure	£	—
Total	£	

* Not available.

RAILWAY (TELEGRAPHS AND TELEPHONES).

STATEMENT showing Mileage of Telegraph Poles and Wire on Railway Routes, and Mileage of Railway Department's Wire on Post and Telegraph Department's Poles, also the Number of Instruments in operation, on 30th June, 1912.

Telegraphs (Railway) (distinct from Tele- phones..... Telephones.....	No. of Telegraph Stations.		Railway Telegraphs and Telephones.				Miles.	Total Mileage of Railway Wire.	Line under Construction.	No. of Telephone Exchanges.	No. of Telephone Connections.	Capital Cost of Construction.	Receipts.	Expenditure.	Messages Passing through Wires (counted once during Year).										
	55	91	Mileage of			691½										694½	19	24	£ 15,554	£ 501 13 4	6605	17,948	
			372¼	625	982																				..
			Railway Department.	Postal Department.																					
	109¼	235¾	...	..	235¾	..	2	24	*	136 6 10	*	*	*	*							

* Included in Telegraphs.

MONEY ORDERS ISSUED IN, AND DRAWN ON, THE STATE OF TASMANIA, 1911.

Issued in Tasmania.			Drawn on Tasmania.		
Number.	Value.		Number.	Value.	
	£			£	
Payable in—			Issued in—		
Commonwealth—			Commonwealth—		
New South Wales.....	6470	26,912	New South Wales	5142	21,527
Victoria	17,022	60,814	Victoria	5321	22,953
Queensland	995	5539	Queensland	1245	8498
South Australia	649	3418	South Australia	922	4018
Western Australia.....	654	3923	Western Australia	1265	6451
Tasmania	45,590	139,585	Tasmania	44,395	137,547
Other Countries—			Other Countries—		
New Zealand	1934	7055	New Zealand	6219	14,425
United Kingdom	5589	9494	United Kingdom.....	2066	5387
United States of America	653	839	United States of America	288	809
Canada	65	172	Canada	195	454
South Africa	123	389	South Africa	1130	2728
Ceylon.....	27	57	Ceylon	29	29
Fiji	26	123	Fiji.....	286	529
Hong Kong	104	355	Hong Kong	19	20
India	192	445	India	143	411
Mauritius	13	33	Mauritius.....	...	1
Straits Settlements	9	8	Straits Settlements	25	77
Total	£80,115	259,161	Total	68,691	225,864

	£
Gross Commission collected from Public.....	2602
Paid by Tasmania to other Governments	348
Paid to Tasmania by other Governments	283

POSTAL NOTES ISSUED TO PUBLIC IN THE STATE OF TASMANIA, 1911.

(a) NUMBER.

Denomination.	NOTES PAID IN—						
	New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	Commonwealth.
s. d.	No.	No.	No.	No.	No.	No.	No.
0 6	334	818	15	14	7	4175	5363
1 0	1636	2701	46	74	27	13,568	18,052
1 6	884	1993	32	22	30	8658	11,619
2 0	1548	3187	40	79	37	14,486	19,377
2 6	1803	3447	71	85	56	15,778	21,240
3 0	1896	4315	58	61	43	17,161	23,534
3 6	1183	2680	47	47	37	12,078	16,072
4 0	1717	3773	48	53	47	17,880	23,518
4 6	1187	2783	51	51	33	13,064	17,169
5 0	2171	5425	112	129	130	27,505	35,473
7 6	918	2547	36	34	39	12,271	15,845
10 0	2119	6159	113	157	71	28,550	37,169
10 6	668	1634	27	21	10	8339	10,699
15 0	1016	3345	25	60	24	14,995	19,465
20 0	2830	8655	198	253	100	27,753	39,789
Total.....	21,910	53,462	920	1140	691	236,261	314,384

(b) VALUE.

s. d.	£	£	£	£	£	£	£
0 6	8	20	1	...	...	105	134
1 0	82	135	2	4	2	678	903
1 6	66	150	2	2	2	649	871
2 0	155	318	4	8	4	1449	1938
2 6	225	431	9	11	7	1972	2655
3 0	285	647	9	9	6	2574	3530
3 6	207	469	8	8	7	2114	2813
4 0	343	755	10	11	9	3576	4704
4 6	267	626	12	11	7	2940	2863
5 0	543	1356	28	32	33	6876	8863
7 6	344	955	13	13	15	4602	5942
10 0	1060	3080	56	78	35	14,275	18,584
10 6	351	858	14	11	5	4378	5617
15 0	762	2509	19	45	18	11,246	14,599
20 0	2830	8655	198	253	100	27,753	39,789
Stamps affixed	93	113	2	2	2	498	710
Total.....	7621	21,077	387	498	252	85,685	115,520

Total Poundage Received, £2264.

POSTAL NOTES PAID TO PUBLIC IN THE STATE OF TASMANIA, 1911.

(a) NUMBER.

Denomination.	NOTES ISSUED IN—						
	New South Wales.	Victoria.	Queensland.	South Australia.	Western Australia.	Tasmania.	Commonwealth.
s. d.	No.	No.	No.	No.	No.	No.	No.
0 6	13,960	8549	1031	1573	297	4175	29,585
1 0	36,023	36,800	1736	3063	427	13,568	91,617
1 6	27,011	28,108	731	1961	200	8658	66,669
2 0	14,379	10,176	1628	2364	486	14,486	43,519
2 6	25,192	10,532	1806	2773	353	15,778	56,434
3 0	31,491	16,516	2225	4003	708	17,161	75,104
3 6	14,981	12,164	1542	2505	394	12,078	43,664
4 0	29,143	28,569	820	2192	243	17,800	78,817
4 6	29,534	36,548	714	2318	198	13,064	82,376
5 0	104,137	74,531	5001	9280	1096	27,505	221,550
7 6	5358	8536	759	1184	198	12,271	28,306
10 0	14,047	14,765	1652	2206	739	28,550	61,959
10 6	14,367	13,573	1528	2322	406	8339	40,535
15 0	8049	10,075	1129	1500	385	14,995	36,133
20 0	20,441	26,748	4043	5229	2419	27,753	86,633
Total	388,113	336,190	26,345	44,473	8549	236,261	1,039,931

(b) VALUE.

s. d.	£	£	£	£	£	£	£
0 6	349	214	26	39	8	104	740
1 0	1801	1840	87	153	21	679	4581
1 6	2026	2108	55	147	15	649	5000
2 0	1438	1018	162	236	49	1449	4352
2 6	3149	1317	225	347	44	1972	7054
3 0	4724	2477	334	601	106	2574	10,816
3 6	2621	2129	270	438	69	2114	7641
4 0	5829	5714	164	438	48	3576	15,769
4 6	6645	8223	161	522	45	2939	18,535
5 0	26,034	18,633	1250	2320	274	6876	55,387
7 6	2009	3201	285	444	74	4602	10,615
10 0	7023	7382	826	1103	370	14,275	30,979
10 6	7543	7126	802	1219	213	4378	21,281
15 0	6037	7556	847	1125	289	11,246	27,100
20 0	20,441	26,748	4043	5229	2419	27,753	86,633
Stamps affixed	2493	2069	172	278	34	498	5544
Total	100,162	97,755	9709	14,639	4078	85,684	312,027

RATES OF WAGES.

COMPARATIVE RETURN showing the Rates of Wages during the Years 1861, 1871, 1881, 1891, 1910, and 1911, as far as can be ascertained from the Statistics of the State.

	1861.	1871.	1881.	1891.	1910.	1911.		
						Urban and Suburban Districts.	Country Districts.	Mean. §
<i>Agricultural Labour :*</i>								
Ploughmen, per week .....	...	8/ to 20/	10/ to 18/	10/ to 25/	12/ to 26/	18/ to 25/	15/ to 25/	20·75/
Farm Labourers, ordinary, ditto ...	...	6/ to 10/	7/ to 13/	10/ to 20/	12/ to 26/	15/ to 20/	12/ to 25/	18·00/
Reapers, per acre ...	...	7/ to 10/	7/6 to 16/	6/ to 15/	...	...	...	...
Mowers, ditto .....	...	2/6 to 5/	2/6 to 6/	2/ to 7/6	...	...	...	...
<i>Pastoral Labour—*</i>								
Shepherds, per annum .....	...	25/ to 40/	25/ to 40/	30/ to 50/	30/ to 60/	...	35/ to 75/	55·00/
Shearers, per 100 sheep .....	...	8/ to 16/	11/6 to 20/	10/ to 20/	15/ to 25/	†24/	†21/ to 25/	23·33/
<i>Artisan & other General Skilled Labour—†</i>								
Blacksmiths, per diem .....	...	5/ to 10/	5/ to 11/	6/ to 10/	6/ to 11/6	7/ to 10/4	5/ to 12/	8·58/
Bootmakers, ditto ...	...	5/ to 9/6	5/ to 8/	5/6 to 8/	6/ to 10/	7/ to 8/	6/ to 10/	7·75/
Bricklayers, ditto ...	6/ to 10/6	5/ to 10/	7/ to 11/	7/ to 12/	7/6 to 12/	8/ to 12/	7/ to 12/	9·75/
Carpenters, ditto	5/6 to 10/	6/ to 8/	7/ to 11/	7/ to 12/	7/ to 12/	8/ to 11/	7/6 to 12/6	9·75/
Engineers, ditto .....	...	5/ to 10/	9/ to 13/6	9/ to 11/	7/6 to 14/	10/ to 11/	9/ to 13/4	10·83/
Joiners, ditto	6/6 to 10/	6/ to 8/	6/6 to 10/	7/ to 12/	7/ to 12/	9/6 to 10/	8/ to 10/	9·37/
Masons —								
Cutters, ditto	7/ to 12/	5/6 to 10/	7/ to 12/	6/6 to 12/	7/6 to 12/	11/ to 12/	8/ to 12/	10·75/
Builders, ditto	6/6 to 12/	5/3 to 10/	6/6 to 11/	8/ to 12/	8/ to 12/	11/ to 12/	8/ to 12/	10·75/
Painters, ditto	6/ to 10/9	5/ to 8/	6/ to 9/	5/6 to 12/	6/ to 10/	7/ to 8/	7/ to 11/	8·25/
Plasterers, ditto	7/ to 10/	5/ to 10/	5/ to 11/	6/ to 10/	7/6 to 12/	8/ to 10/	8/ to 12/	9·50/
Plumbers, ditto	6/6 to 13/	6/ to 9/	8/ to 12/	8/ to 10/	7/ to 12/	8/ to 12/	7/6 to 12/6	10·00/
Saddlers, ditto .....	...	5/ to 10/	5/6 to 9/	5/ to 10/	6/6 to 11/	8/ to 9/	7/ to 12/	9·00/
Seamen, per month*	...	2/ to 4/ 10/	3/ to 6/	4/ to 7/	4/ 10s. to 7/	6/ to 9/	80/ to 150/	6·62/
Tanners, per diem ...	...	5/6 to 8/	5/ to 8/	6/ to 8/	6/ to 9/	7/6 to 8/	8/ to 10/	8·37/
Wheelwrights, ditto.	...	5/3 to 8/	6/6 to 10/	6/ to 12/	7/ to 11/	8/ to 9/	7/ to 12/	9·00/
<i>Railways—†</i>								
Guards, per diem ...	...	...	...	6/ to 10/	7/6 to 10/6	...	...	8/ to 10/6
Porters, ditto .....	...	...	...	2/6 to 10/	2/6 to 10/	...	...	6/ to 7/
Gangers, ditto .....	...	...	...	5/6 to 8/	8/ to 9/6	...	...	7/6
Drivers, ditto .....	...	...	...	10/ to 14/	9/6 to 12/	...	...	9/6 to 12/
Firemen, ditto .....	...	...	...	7/ to 9/	7/ to 8/6	...	...	7/ to 8/6
Fitters, ditto .....	...	...	...	9/ to 13/	9/ to 12/	...	...	9/ to 12/
Turners, ditto .....	...	...	...	9/ to 11/	9/ to 12/	...	...	9/ to 10/
<i>Miscellaneous Labour—†</i>								
Bakers .....	...	...	...	5/ to 12/	5/ to 11/	7/ to 8/4	6/ to 10/	7·83/
Butchers, per diem ..	...	...	5/ to 8/	5/ to 12/	5/ to 10/	6/8 to 9/6	7/ to 13/	9·04/
Millers, ditto .....	...	5/ to 8/	6/ to 8/	5/ to 9/6	6/ to 10/	8/ to 9/	6/ to 10/	8·25/
Miners, ditto .....	...	...	7/6 to 8/4	7/ to 10/	6/ to 10/6	...	7/ to 11/	9·00/
Quarrymen, ditto ...	4/ to 9/	5/ to 7/	5/ to 7/	5/ to 10/	6/ to 10/	7/6 to 10/	6/ to 10/	8·37/
Day Labourers, ordinary, ditto ...	...	3/ to 5/	4/ to 7/	4/ to 9/	4/ to 9/	5/6 to 7/	5/ to 10/6	7·00/
<i>Servants*—</i>								
Coachmen, per annum .....	...	20/ to 40/	18/ to 50/	25/ to 100/	20/ to 75/	35/ to 75/	20/ to 155/	71/ 5/
Grooms, ditto .....	...	18/ to 35/	22/ 10/ to 45/	20/ to 75/	20/ to 60/	30/ to 75/	20/ to 144/	67/ 5/
Gardeners, ditto .....	...	16/ to 30/	20/ to 45/	20/ to 100/	39/ to 90/	35/ to 65/	20/ to 100/	55/
Cooks, ditto .....	...	16/ to 30/	20/ to 40/	12/ to 78/	22/ to 65/	30/ to 52/	26/ to 100/	52/
Laundresses, ditto ...	...	20/ to 25/	18/ to 35/	25/ to 52/	25/ to 55/	30/ to 45/	26/ to 65/	41/ 10/
General Servants, ditto .....	...	15/ to 25/	16/ to 36/	14/ to 52/	16/ to 39/	25/ to 42/	25/ to 65/	39/ 5/
Housemaids, ditto ...	...	*6/ to 20/	12/ to 20/	18/ to 52/	16/ to 39/	26/ to 39/	20/ to 60/	36/ 5/
Nursemaids* ditto ...	...	12/ to 30/	12/ 10/ to 25/	10/ to 20/	8/ to 26/	13/ to 25/	13/ to 35/	21/ 10/

* With rations.

† Without rations.

‡ Special coach drivers, ordinary range to £60.

§ On basis of extremes of urban and country districts.

DETERMINATION OF WAGES BOARDS.

Artisans, Tradesmen, &c	Minimum Rate of Pay.		
	Regulated according to Class of Work, &c.		Regulated according to Age, Grade, Class of Work, &c.
	Adults.		Apprentices, Youths, Improvers, &c.
	Per Day (8 hours.)	Per Week (48 hours.)	Per Week (48 hours.)
Boot and Shoemakers, &c.	8/	..	Males, 7/6 to 35/ Females, 6/ to 22/6
Sawmillers, Timber-getters, &c.....	..	..	15/ to 35/
Yardmen and Stackers	7/3 to 8/6		
Cranemen	7/6		
Firemen	7/4 to 7/8		
Tailers-out	7/9		
Bench-hands, Frame-workers, &c.....	8/ to 11/		
Bakers, Pastrycooks, &c. ....	..	..	10/ to 35/
Journeyman and Operatives .....	..	47/6	
Foremen.....	..	60/	
Jobbers .....	..	60/ to 72/	
Bricklayers, Stonemasons, &c.	11/ to 12/	..	7/6 to 27/6
(Other than Carters.)			
Labourers	8/		
Carpenters, Joiners, &c.	11/	..	7/6 to 48/
Carters and Drivers .....	..	42/ to 52/	24/ to 40/
Brickmakers, &c.	7/3 to 9/6	..	6/ to 33/
Pottery and Pipe Makers	7/6 to 9/6	..	Boys engaged carrying Pipes, 7/6 a day
Butchers, &c.....	..	42/	17/ to 35/
Slaughtermen .....	..	52/6	
Shopmen and Small-goods Men.....	..	44/ to 51/	
Ordermen and Grooms' Assistants .....	..	34/	
Flour Millers, &c.....	..	..	10/ to 30/
Engine Drivers .....	..	47/6 to 60/	
Storemen .....	..	50/	
Others.....	..	42/ to 65/	
Jam Makers, &c. —			
Solderers .....	..	45/	
Others (Males).....	..	42/	12/ to 32/6
Ditto (Females) .....	..	20/	12/ to 15/
Painters	9/	..	7/6 to 25/
Signwriters	10/		
Improvers	7/		
Plasterers	10/8 to 11/4	..	10/ to 35/

Overtime generally is paid for at the rate of time and a quarter for the first two hours, afterwards time and a half.

AVERAGE WAGES ON TASMANIAN RAILWAYS, 1911-12.

Railways.		£	s.	d.	Railway Work Shops.		£	s.	d.
Stationmasters,*	per year	80	0	0 to	Foremen	per week	3	12	0 to
Guard	per day	295	0	0	Enginedrivers	"	5	2	0
Signalman and Storeman	"	0	8	0 to	Improvers	"	2	3	6
Leading Shunter	"	0	10	6	Apprentices	"	2	5	0
Shunter	"	0	6	6 to	Labourers	"	0	9	0 to
Leading Porters.....	"	0	8	6	Turners	"	1	7	0
Porter	"	0	8	0 to	Fitters	"	1	19	0
" Junior {	17 yrs. and under.	0	9	0	Boiler-makers	"	2	14	0 to
	18 years	0	6	6 to	Tinsmiths	"	3	0	0
	19 "	0	7	6	Strikers	"	3	3	0
	20 "	0	7	0	Painters	"	3	0	0
21 "	"	0	6	0 to	Car Trimmers	"	1	19	0 to
Messenger, on appointment	per week	0	5	0	Car Builders	"	2	14	0 to
at end of 6 months	"	0	6	6	Blacksmiths.....	"	3	0	0
at 2 years.....	"	0	10	0	Sawyers.....	"	2	17	0 to
Loco. Branch.		0	12	6	Timekeepers	"	3	3	0
Inspector, Foreman, and Over-		0	15	0	Gangers	"	2	14	0 to
seer	per day	0	13	0 to	Oilers	"	3	0	0
Engineman, Driver, Grade 1.....	"	0	15	0	Drillers	"	2	0	0 to
" " " 2	"	0	12	0	Moulders	"	3	1	6
Fireman, Grade 1	"	0	9	6 to	Pattern Makers.....	"	2	5	0
2	"	0	11	0	Carpenters	"	2	0	6 to
Cleaner, 1st year to 4th year.....	"	0	8	6	Maintenance.				
" Junior	"	0	7	0 to	Inspector, Foreman, Overseer,				
Apprentice, 1st to 5th year	"	0	8	0	Lineman	per day	0	9	0 to
Shop boy, 14 years of age to 20		0	6	6	Ganger.....	"	0	16	0
years of age.....	"	0	5	0	Repairer and Platelayer	"	0	8	0 to
							0	9	6
							0	6	0 to
							0	6	6

* Also receive quarters, fuel, and light, free.

CONTRACT PRICES—HOBART.

DECENNIAL Return of the Average Contract Prices of certain Articles supplied in Hobart to the Government of Tasmania.

Class.*	Order.	Articles.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
I.	1	Butchers' Meat— Beef and Mutton .....per 100 lbs. Butter, Fresh .....per lb. Ditto, Potted ditto	1 5 3 0 0 11 0 0 10½	1 8 11 0 1 3 0 1 2	1 6 11 0 0 11 0 0 10½	1 4 11 0 0 11 0 0 10	1 6 5 0 0 11½ 0 0 10	1 4 11 0 1 0½ 0 0 11	1 8 11 0 1 1½ 0 1 1	1 8 11 0 1 1½ 0 1 1	1 7 1 0 1 1 0 1 0	1 5 0 0 1 1 0 0 11
I.	2	Barley, Pearl .....per lb. Bread, Fine .....per 100 lbs. Ditto, Second quality .....per 100 lbs. Currants .....per lb. Flour, Fine.....per ton Ditto, Second quality .....ditto Oatmeal per lb. Raisins .....ditto Rice .....ditto Sago .....ditto Sugar, Ration, (in Bond) per ton Ditto, Counter, white (in Bond) .....ditto Brandy, Pale, (in Bond) per gallon Rum (in Bond).....ditto Gin (in Bond) per case	0 13 0½ 0 9 4 0 8 4 0 0 5 9 0 0 7 10 0 0 12 6½ 0 0 5½ 1 4 6½ 0 0 2 6 17 6 6 11 6 *1 3 9 *0 15 6 *1 9 0	0 0 2½ 0 11 4 0 10 8 0 0 5 11 12 6 10 14 0 1 0 0 0 0 6 0 0 2½ 0 0 2 15 12 0 18 13 9 *1 17 8 *1 9 0	0 3 0 0 9 6 0 8 4 0 0 4½ 8 0 0 6 17 6 0 10 6 0 0 6 1 1 0½ 0 0 2 15 13 0 19 1 8 *1 0 5 *1 0 0 *4 10 0	0 0 1½ 0 9 6 0 9 0 0 0 4½ 7 12 0 0 10 0 0 0 5 0 0 5 0 0 1½ 0 0 3½ 15 15 0 19 0 0 *1 0 0 *1 0 0 *1 9 0	0 13 6 0 8 9 0 8 3 0 0 5½ 7 16 0 7 1 8 0 12 9 0 0 5½ 0 0 3½ 0 0 3½ 16 3 9 18 7 6 *10 19 9 *1 0 0 *1 9 0	0 16 1½ 0 9 1½ 0 8 7½ 0 0 5½ 7 16 0 7 3 0 0 13 7½ 0 0 5½ 0 0 3½ 0 0 3½ 16 0 0 18 8 8 *10 19 9 *10 0 *19 0	0 0 2½ 0 10 0 0 9 3 0 0 7 10 0 0 9 0 0 0 17 0 0 0 6 0 1 0½ 0 0 3 16 16 4 21 1 9 *10 20 0 *0 18 3 *1 9 0	0 0 2½ 0 10 3 0 9 9 0 0 6½ 9 19 0 8 19 6 0 15 0 0 0 6 1 1 0 0 0 2½ 16 23 3 6 19 4 0 *10 19 0 *0 18 6 0 19 0	0 0 1½ 0 9 3 ... 0 6 6 8 19 6 ... 0 18 0 0 0 5 0 0 8 18 8 24 0 0 11 17 16 3 1 4 0 0 18 9 0 19 0	
IV.	5	Malt Liquor— Colonial Ale per 36 galls. Ditto, Porter per 54 galls. Wine, Port, (in Bond) per gallon Tobacco per lb. Vinegar per pint Tea, Black, Congou (in Bond) per lb. Coffee, Whole, Roasted ditto Salt ditto Candles, Composition ditto Ditto, Tallow ditto Soap, Yellow, Colonial per ton Oil, Kerosene, (in Bond) per gallon	1 3 6 ... 0 7 1 *0 4 1 0 0 3½ 0 0 8½ 0 1 3 0 2 9½ 0 0 4½ 0 0 3½ 0 12 6½ 0 0 9	1 3 6 ... 0 6 0 0 0 3 0 0 3½ 0 0 6 0 1 4 0 4 0 0 0 5 0 0 3½ 0 13 10 0 0 10½	1 1 3 6 ... 0 7 6 0 2 8 0 0 1½ 0 0 5 0 1 2 0 2 9 0 0 4½ 0 0 4 13 10 0 0 1 0	1 3 6 ... 0 7 0 0 2 6½ 0 0 2 0 0 8 0 1 2 0 2 9 0 0 4½ 0 0 3½ 14 0 0 0 0 10½	1 3 6 ... 0 7 3 0 2 5½ 0 0 2½ 0 0 6 0 1 2 0 3 0 0 0 4½ 0 0 3½ 15 0 0 0 0 9½	1 3 6 ... 0 7 3 0 2 5½ 0 0 2½ 0 0 6½ 0 1 2 0 3 0 0 0 4½ 0 0 3½ 14 10 0 0 0 9½	1 3 6 ... 0 7 6 0 2 5 0 1 8 0 0 8½ 0 1 6 0 4 0 0 5 0 0 3½ 16 0 0 0 0 9½	1 3 6 ... 0 7 6 0 2 5 0 1 9 0 0 8 0 1 6 0 4 0 0 5 0 0 3½ 16 0 0 0 0 9½	1 3 6 ... 0 7 6 0 2 8½ 0 1 9 0 0 9 0 1 1 0 4 8 0 0 5 ... 16 10 0 1/or 7/10 per case	
IV.	28											
IV.	28											
V.	31											

§ Per cwt. || Per 9 gallons. ¶ Dark Brandy. ** Including Duty. †† White Crystal. ‡‡ Not in Bond.

PRICES OF PROVISIONS, &c.

RETURN showing the Average Retail Prices of Provisions and other Articles at Hobart during the Year 1911.

Articles.	Prices.	Articles.	Prices.
Bacon, per lb.	8½d.	Malt Liquors, <i>continued</i> —	
Barley, Pearl, ditto	2½d.	Porter, English, Bottled, per gall.	4/
Biscuit, Plain Dry, ditto.....	4d.	Ditto, Colonial, ditto	7/
Ditto, Fancy Sweet, ditto	8d.	Meat—	
Bread, per 2lb. loaf	3½d.	Beef, per lb.	6d.
Butter, Fresh, per lb.	1/2	Mutton, ditto	5d.
Ditto, Potted, ditto	11d.	Pork, ditto	6½d.
Candles, Wax, ditto	6d.	Milk, per quart	5d.
Ditto, Sperin, ditto	8d.	Oatmeal, per lb.	2½d.
Cheese, Colonial, ditto.....	9d.	Oil, Sperin, per gall.	3/6
Coffee, Roasted and Ground, ditto.....	1/6	Ditto, Colza, ditto	5/
Cocoa, ditto	1/4	Ditto, Kerosene, ditto.....	1/
Corn Flour, ditto	5d.	Rice, per lb.	2½d.
Coals, Tasmanian, per ton	19/	Sago, ditto	2½d.
Ditto, Newcastle, ditto.....	21/	Soap, per cwt.	22/
Eggs, per doz.	1/	Spirits—	
Fish, Fresh, per lb.	4d.	Brandy, per gall.....	30/
Firewood, in log, per ton	11/	Rum, ditto	24/
Ditto, split, ditto	16/	Whisky, ditto	25/
Fruit—		Straw, per ton	35/
Apples, per bushel	4/	Sugar, Counter, per lb.	3d.
Plums, ditto	3/	Ditto, Ration, ditto.....	2½d.
Gooseberries, ditto	5/	Ditto, Loaf, ditto.....	4d.
Raspberries, per lb.	3d.	Tobacco, Negrohead, per lb.	4/
Flour, fine, per ton	£10	Ditto, Cavendish, ditto	6/
Ditto, Seconds, ditto	£9	Tea, Ration, ditto	1/
Grain—		Ditto, Black, ditto	1/3 to 1/9
Wheat, per bushel	4/3	Timber—	
Barley, ditto	5/	Sawn, per 100 feet	8/
Oats, ditto	3/	Palings, 6 feet, per 100	12/
Maize, ditto	4/6	Ditto, 5 feet, ditto.....	10/6
Hay, per ton	£4	Shingles, per 1000	11/
Ham, Colonial, per lb.....	1/	Posts and Rails, per 100	30/
Jam, in Jars and Tins, ditto	4d.	Vegetables—	
Malt Liquors—		Carrots, per bunch	2d.
Ale, English, Bottled, per gall.	7/	Onions, per lb.....	1½d.
Ditto, Colonial, Draught, ditto	3/	Potatoes, per cwt.	5/6
Beer, Colonial, ditto, ditto	1/6	Wine, Port, Colonial, per doz.	25/
Porter, English, Bottled, ditto	7/	Ditto, Sherry, ditto	25/

PRICES OF PROVISIONS, &c.

COMPARATIVE RETURN showing the general Retail Prices of Provisions and other Articles at Hobart, during the Years quoted, as far as can be ascertained from the Statistics of the State.

Articles.	1851.	1861.	1871.	1881.	1891.	1901.	1910.	1911.
Butter, Fresh per lb.	2/3	1/4	1/ to 2/	10d. to 2/	1/ to 2/	10d. to 1/6	1/2	1/2
Ditto, Potted.....ditto	1/	1/2	9d. to 1/	10d. to 1/4	1/ to 1/8	7d. to 1/	11d.	11d.
Cheese, Colonial .....ditto	1/2	1/6	8d. to 9d.	6d. to 1/	8d. to 1/	6d. to 9d.	9d.	9d.
Ditto, English..... ditto	..	1/8	1/2	..	2/	..	..	..
Eggs..... per dozen	..	..	1/ to 1/6	9d. to 2/6	1/ to 2/6	8d. to 2/	1/	1/
Ham, Colonial per lb.	..	..	1/6	1/ to 1/3	10d. to 1/	6d. to 1/	1/	1/
Meat—								
Bacon .....ditto	1/	..	7½d. to 9d.	9d. to 1/	9d. to 1/	9d.	8d.	8½d.
Beef .....ditto	4d.	5½d.	5½d. to 7d.	2½d. to 8d.	6d. to 8d.	4d. to 8d.	6d.	6d.
Mutton .....ditto	3a.	5½d.	2½d. to 6d.	2d. to 8d.	3d. to 6d.	3d. to 6d.	5d.	5d.
Milk..... per quart	..	8d.	6d.	4d. to 6d.	5d.	4d.	4½d.	5d.
Bread..... per 2-lb. loaf	5d.	3½d.	3d. to 3½d.	2½d. to 3d.	3d. to 3½d.	2½d.	3d.	3½d.
Flour, Fine per ton	10l	14l 10/	11l 10/ to 12l 10/	10l to 12l	13l to 14l	6l 10/ to 8l 8/	10l	10l
Grain—								
Wheat..... per bushel	9/	5/ to 6/	4/9 to 5/	4/ to 5/	4/9 to 5/	3/6 to 3/9	4/	4/3
Barley .....ditto	..	6/	3/9 to 5/	3/6 to 4/6	3/6 to 3/9	3/ to 3/9	4/	5/
Oats .....ditto	..	3/ to 4/	3/ to 3/9	2/6 to 3/	2/3 to 2/6	2/6 to 2/9	2/6	3/
Rice .....per lb.	2d.	4d.	3½d. to 4½d.	3d. to 4d.	3d. to 3½d.	3d.	2½d. to 3d.	2½d.
Sugar,Counter & Ration,ditto	2½d.	4d.	3d. to 4½d.	3½d. to 5d.	2½d. to 4d.	2½d. to 4d.	2½d. & 2½d.	2½d. and 3d.
Vegetables—Potatoes,per ton	3l 10/	4l	3l 10/ to 4l	3l to 4l 10/	3l to 12l	2l 9/ to 6l	5l	5l 10/
Spirits .....per gallon	..	1l 8/	1l 12/ to 2l 2/	1l 8/ to 1l 12/	1l 5/ to 1l 10/	22/6 to 28/	24/ to 30/	25/ to 30/
Malt Liquors—Beer ..ditto	1/4	2/	2/	2/	1/6	1/6	1/6	1/6
Wines .....per doz.	..	..	1l 10/	1l 10/ to 3l	2l 10/	1l 16/*	24/*	25/*
Tobacco .....per lb.	3/6	5/6	3/6 to 5/	4/ to 5/6	5/ to 8/	4/6 to 5/3	4/ to 6/	4/ to 6/
Tea .....ditto	1/1	2/6	1/6 to 3/6	2/ to 3/	1/ to 2/6	1/ to 2/6	1/ to 1/6	1/ to 1/9
Coffee.....ditto	1/	2/	1/8	2/	1/6 to 2/	1/6	1/6	1/6
Candles, Wax, Sperm... ditto	4½d.	7d.	6d.	6d.	4d.	4d.	6d. to 8d.	6d. to 8d.
Soap.....per cwt.	1l 8/	..	1l 16/ to 1l 18/	1l 10/ to 2l	15/ to 1l 15/	20/	22/	22/
Hay .....per ton	..	3l to 6l	2l 10/ to 3l	2l 10/ to 4l	2l 10/ to 3l	3l to 5l	4l	4l
Straw .....ditto	..	..	2l	1l 15/ to 2l 10/	1l 10/ to 1l 12/	1l 10/ to 1l 15/	35/	35/
Firewood—Uncut ... per ton	9/	..	8/ to 12/6	9/ to 12/	10/ to 15/	8/6	10/ to 15/	11/
Oil, Kerosene .....per gallon	4/	6/	3/6 to 4/	3/ to 3/6	2/6	1/6	1/	1/
Coals..... per ton	15,	..	18/ to 1l 3/	20/ to 30/	20/ to 23/	20/ to 26/	18/ to 20/	19/ to 21/

* Colonial.

PRICES OF VARIOUS ARTICLES.

TEXTILE FABRICS AND DRESS.

RETURN showing the Current Prices of Clothing, &c., paid in Hobart, for Persons of the Labouring Class, in the Year 1911.

MEN'S.			WOMEN'S.		
	s.	d.		s.	d.
Boots, strong..... per pair	6	9	Calico, grey per yard	0	4½
Caps each	1	0	Ditto, white "	0	6
Coats (tweed) "	7	9	Chemises (flannelette and other) each	2	6
Handkerchiefs, cotton "	0	4½	Drawers, L. cloth and flannelette per pair	1	6
Hats, felt "	2	9	Dresses, Tweeds per yard	1	0
Ditto, straw "	2	0	Ditto, print "	0	6½
Jackets (Dungaree) "	4	0	Ditto, muslin..... "	9	6
Shirts, Crimean "	5	9	Flannel "	1	4
Ditto, white cotton "	2	9	Flannelette..... "	0	6
Ditto, coloured or striped cotton "	2	6	Night-dresses, L. cloth and flannelette..... each	2	9
Ditto, flannel (under) "	3	0	Petticoats, calico "	5	0
Ditto, merino .., "	2	9	Ditto, flannel "	6	0
Socks, cotton per pair	0	6	Print Hoods..... "	1	0
Ditto, woollen "	1	0	Shawls, woollen or printed "	3	6
Stockings, woollen "	1	6	Sheeting, grey calico per yard	1	0
Trousers common (tweed) "	4	0	Ditto, white "	1	0
Ditto, duck or dungaree "	3	0	Shoes per pair	5	6
Ditto, moleskin..... "	4	9	Stays "	2	6
Vests, (common), tweed each	2	6	Stockings, worsted..... "	1	6
Suits, tweed or cloth "	20	0	Straw Hats..... each	2	0
Trousers and Vest..... "	11	6			
Blankets..... per pair	14	6			
Ditto, coloured (Tasmanian) "	9	9			

PRICES OF AGRICULTURAL PRODUCE.

RETURN showing average Wholesale Prices of Agricultural Produce for 1911.

Crop.	Local Ruling Prices at Hobart.	
Wheat.....	4s. 3d.	Per Standard. bushel.
Barley.....	3s. 6d. to 5s. 6d.	"
Oats.....	3s. to 3s. 6d.	"
Rye.....	3s. to 4s.	"
Pease, Grey.....	3s. 6d. to 3s. 10d.	"
Beans, Horse.....	3s. 6d. to 3s. 9d.; broad, 5s. to 6s.	"
Tares.....	6s. to 7s. 6d.	"
Potatoes.....	8l 15s. to 9l 5s.	ton.
Turnips.....	35s. to 42s.	"
Carrots.....	3l 10s. to 4l 2s. 6d.	"
Mangel Wurzel.....	20s. to 21s.	"
Onions.....	...	"
Grasses (Seed).....	...	bushel.
Hay.....	3l to 3l 10s.	ton.
Hops.....	...	lb.
Chaff (Hay).....	4l to 5l 2s.	ton
Straw.....	32s. to 37s.	"
O.S. Chaff.....	2l 10s. to 2l 15s.	"
Parsnips.....	...	"
Yorkshire Hero Peas.....	4s. 6d. to 8s.	cwt.

RETURN showing the Average Prices of Wool sold in Tasmania, January, 1912.

	Maximum.	Minimum.
	d.	d.
Greasy Merino, extra super.....	15½	13½
Superior.....	14½	14
Good.....	13	12
Average.....	12½	12
Wasty and Inferior.....	10½	8½
Extra Super. Lambs.....	...	...
Super. Lambs.....	...	...
Good Lambs.....	10½	10
Average Lambs.....	8½	7
Inferior Lambs.....	6½	4½
Extra Super. Comebacks.....	14	12½
Super. Comebacks.....	13½	12
Fine Crossbred..... sup.-good	12½	11¾
Medium Crossbred.....	11½	10½
Coarse Crossbred.....	9	7½
Superfine Cross Lambs.....	...	...
Good Cross Lambs.....	9	7
Coarse Lambs.....	6	5½
Scoured.....	...	...

DECENNIAL RETURN showing Average Prices of Fruit used in the Manufacture of Jam.

	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Apricots..... per lb.	0 1 $\frac{1}{4}$	0 1 $\frac{1}{4}$	0 1	0 1	0 0 $\frac{7}{8}$	0 0 $\frac{5}{7}$	0 0 $\frac{5}{7}$	0 1	0 1	0 1
Blackberries	0 1	0 1 $\frac{1}{4}$	0 1 $\frac{1}{4}$	0 1 $\frac{1}{4}$	0 1	0 1	0 1 $\frac{1}{4}$	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$
Cherries (Kentish)	0 1	0 1 $\frac{1}{4}$	0 1	0 1 $\frac{1}{4}$	0 1 $\frac{1}{8}$	0 1 $\frac{1}{8}$	0 1	0 1	0 1	0 1
Currants, Black	0 1 $\frac{1}{2}$	0 1 $\frac{3}{4}$	0 2 $\frac{1}{2}$	0 1 $\frac{3}{4}$	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$	0 2	0 2 $\frac{1}{2}$	0 2 $\frac{1}{2}$
" Red	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$	0 2	0 1 $\frac{3}{4}$	0 1 $\frac{1}{4}$	0 1 $\frac{1}{4}$	0 1 $\frac{1}{4}$	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$	0 2
Gooseberries	3 9	3 0	2 6	2 6	3 0	2 3	3 6	3 0	4 0	3 0
Peaches	5 0	5 0	5 0	5 0	4 0	5 0	4 0	4 6	4 0	4 0
Plums (Damson)	2 6	3 0	2 0	3 6	2 6	3 0	3 6	3 0	3 0	3 0
" (Egg)	3 0	4 0	3 0	4 0	3 6	4 0	5 0	4 6	4 0	3 6
" (Greengage).....	4 0	5 0	3 0	4 0	4 0	4 0	5 0	5 0	4 0	4 0
" (Orlean)	2 0	3 6	2 0	3 0	2 6	3 0	4 0	3 0	3 0	3 0
" (Other)	2 6	3 0	2 0	3 0	3 0	3 0	4 0	3 0	3 0	3 0
Quinces	4 0	4 0	4 0	3 0	3 0	4 0	0 1*	4 0	0 1	0 1
Raspberries	0 1 $\frac{1}{2}$	0 1 $\frac{1}{2}$	0 2	0 1 $\frac{1}{2}$	0 2	0 1 $\frac{1}{2}$	0 1 $\frac{5}{8}$	0 1 $\frac{3}{4}$	0 2	0 2
Strawberries	0 4	0 4	0 4	0 4	0 4	0 4	0 3 $\frac{1}{2}$	0 4	0 4	0 4

* Per lb.

HOUSE RENT, &c., in Hobart and Launceston, and in Suburbs, 1911.

	Hobart.	Launceston.
3 Rooms, per week.....	6s. to 8s.	5s. to 6s.
Ditto, with Garden.....	8s. to 10s.	6s. to 7s.
4 or 5 rooms, per week.....	10s. to 12s.	8s. to 13s.
Ditto, with Kitchen and Garden, ditto.....	12s. to 15s.	12s. to 16s.
Larger Houses, per year.....	£40 to £50	£40 to £50
Superior, ditto.....	£50 to £80	£50 to £80
Board and Lodging, per week.....	18s. to 60s.	15s. to 42s.

[Compiled by Government Statistician from Returns furnished.]

DECENNIAL RETURN of House Rents paid in Hobart and Launceston, and in Suburbs.

[illegible]



PART V.

PRODUCTION.

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PART V.

P R O D U C T I O N.

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CROWN LANDS (GENERAL).

RETURN of the Number of Acres in the State; also the Number of Acres granted or sold, or held under Pastoral Leases, Occupation Licences, and Timber Leases, up to 31st December, 1911.

Number of Acres in the State.	Number of Acres granted or sold up to the end of the Year 1911.	Held under Pastoral Leases, Occupation Licences, and Timber Leases, up to the end of the Year 1911.	
		Area.	Rental.
16,778,000	6,240,278	Islands	£ s. d. 640 0 0
		Ordinary Leased Land	6982 0 0
		Land Leased for Timber	1360 0 0
		TOTAL	1,438,916 8982 0 0

E. A. COUNSEL, *Secretary for Lands.*

RETURN of the Number of Country Lots of Crown Lands and Town and Suburban Allotments sold during the Year 1911; also the Quantity sold, the Amount of Sale, and the Average Price per Acre.

COUNTRY LANDS.				TOWN AND SUBURBAN ALLOTMENTS.			
Number of Lots.	Area.	Amount of Sale.	Average Price per Acre.	Number of Lots.	Area.	Amount of Sale.	Average Price per Acre.
1027	214,158	£ s. d. 136,500 0 0	£ s. d. 0 12 9	214	Acres. 1493	£ s. d. 5245 0 0	£ s. d. 3 10 3

E. A. COUNSEL, *Secretary for Lands.*

RETURN of the Number of Acres rented from the Crown for Pastoral Purposes during the Year 1911.

Number of Acres—189,190. Amount of Rental—£914.

E. A. COUNSEL, *Secretary for Lands.*

RETURN of Town Allotments sold during the Year 1911.

Town.	No. of Lots.	Area.	Purchase Money.	Town.	No. of Lots.	Area.	Purchase Money.
		A. R. P.	£ s. d.			A. R. P.	£ s. d.
Adelaide	3	15 1 5	65 0 0	Moina	1	6 2 20	10 0 0
Alberton	1	2 2 25	26 13 4	Moorina	1	1 0 15	15 0 0
Allison	1	24 1 21	37 0 0	Magnet	1	0 0 19	20 0 0
Balfour	12	3 0 0	255 0 0	Nietta	1	10 0 1	26 13 4
Bridgenorth	1	43 3 11	58 13 4	Nubeena	2	30 0 33	40 0 0
Bransholm	11	3 1 0	193 6 8	Pagunta	2	10 0 31	45 0 0
Crotty	1	0 1 0	13 6 8	Poimena	1	0 1 10	20 0 0
Camden	1	17 0 19	24 0 0	Pioneer	4	2 2 8	60 0 0
Cornwall	1	0 0 35	10 0 0	Pyengana	1	96 3 17	65 6 8
Crawford	1	3 3 24	20 0 0	Ramsgate	3	21 1 32	35 0 0
Currie	15	6 3 19	438 0 0	Remson Bell	17	4 0 5	469 0 0
Derby	6	9 1 10	125 0 0	Rhyndaston	1	4 0 36	20 0 0
Devonport	1	3 0 25	54 13 4	Riana	5	30 1 31	99 13 4
Dorchester	10	324 3 2	665 0 0	Rosebery	6	1 1 24	153 6 8
Emita	14	15 0 27	114 6 8	Sidmouth	2	10 0 0	53 6 8
Gordon	1	6 2 27	20 0 0	Somerset	1	1 0 3	20 0 0
Gormanston	2	0 1 0	23 6 8	Swanston	3	211 1 1	110 0 0
Havelock	1	0 2 1	7 0 0	Swansea	3	54 1 31	104 0 0
Heybridge	3	5 3 10	64 0 0	Tullah	2	0 2 0	35 0 0
Hamilton	1	9 2 6	80 0 0	Tarleton	1	34 0 0	113 6 8
Hythe	6	179 0 18	154 13 4	Welsh	2	21 2 20	45 6 8
Kingston	2	23 2 19	86 13 4	Warrentinna	1	44 0 37	60 0 0
Latrobe	2	15 0 6	70 13 4	Walpole	1	44 0 23	46 0 0
Lymington	1	5 0 10	42 0 0	Waratah	3	11 1 4	111 13 4
Lennon	2	32 3 29	60 0 0	Weldborough	2	5 0 0	20 0 0
Liverpool	2	22 0 0	33 6 8	White Mark	2	1 0 0	8 0 0
Lunawanna	2	2 3 28	15 0 0	Williamsford	4	1 0 10	86 13 4
Lutregala	1	10 0 31	20 0 0	Wynyard	8	7 3 6	249 6 8
Lottah	1	19 1 27	26 13 4	Wivenhoe	1	0 1 14	34 13 4
Lady Barron	22	15 2 9	199 6 8				
Mathinna	2	0 1 20	26 13 4				
Mengha	2	3 2 14	40 0 0				
				TOTALS	214	1492 3 24	5245 13 4

E. A. COUNSEL, *Secretary for Lands.*

CROWN LANDS (GENERAL).—continued.

RETURN showing Quantity of Country Land sold in 1908, 1909, 1910, and 1911.

	1911.		1908.		1909.		1910.	
	Area.	Purchase Money.	Area.	Purchase Money.	Area.	Purchase Money.	Area.	Purchase Money.
	Acres.	£	Acres.	£	Acres.	£	Acres.	£
First class	17,100	23,064	30,606	41,739	31,982	47,644	24,368	33,283
Second class	78,457	61,820	25,219	17,520	31,487	21,902	25,891	19,278
Third class	118,601	51,616	69,372	22,713	125,727	49,883	100,121	36,387
TOTAL	214,158	136,500	125,197	81,972	189,196	117,429	150,380	88,948

RETURN of Country Lands sold during the Year 1911.

(Fractions of an acre omitted.)

County.	Under 50 Acres.		50 Acres and under 100 Acres.		100 Acres and under 500 Acres.		500 Acres and over.	
	No. of Lots.	Area.	No. of Lots.	Area.	No. of Lots.	Area.	No. of Lots.	Area.
		Acres.		Acres.		Acres.		Acres.
Buckingham	22	872	20	2342	14	2466	—	—
Cornwall	6	197	9	712	10	2533	—	—
Cumberland	2	71	1	77	13	3961	1	525
Devon	34	863	20	1303	19	3066	—	—
Dorset	47	1256	30	2496	73	19,819	13	6500
Flinders	18	666	14	1062	326	98,003	11	5500
Glamorgan	2	80	2	180	7	2136	1	500
Kent	5	161	6	252	9	1513	—	—
King Island	4	175	7	447	69	25,890	10	5000
Lincoln	—	—	6	409	15	6050	—	—
Monmouth	6	142	2	152	6	1364	—	—
Montagu	2	60	—	—	—	—	—	—
Pembroke	20	611	9	686	10	2729	—	—
Russell	4	147	1	51	—	—	—	—
Somerset	—	—	—	—	1	200	—	—
Wellington	34	1030	33	2230	24	3348	—	—
Westmorland	4	153	9	474	12	3758	—	—
TOTAL	214	6424	169	12,873	608	176,836	36	18,025

E. A. COUNSEL, Secretary for Lands.

DECENNIAL RETURN—GENERAL.

	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
Receipts from all sources £	66,140	73,086	57,406	61,248	70,585	78,314	83,151	85,483	95,619	82,975
Receipts from Deposits and Instalments, Crown Lands Acts (Selection) £	25,273	26,537	26,955	27,559	31,118	36,885	46,773	47,617	47,357	44,600
Receipts from other Sales of Crown Lands	16,194	15,078	13,604	14,838	13,800	16,110	11,366	11,761	12,376	12,880
Rent of Crown Land for Pastoral & other purposes. £	8868	8325	7514	6863	6118	6964	6820	6884	7138	7520
Rent of Government Property .....	...	1170	1027	1100	1019	1232	1908	1884	1493	1640
Fees for Licences, Grant Deeds, &c.	4342	4664	4674	4568	5607	5257	6092	5839	6306	7039
Survey Fees	11,463	17,312	3632	6322	12,923	11,866	10,192	11,567	18,093	5296
Area of Country Lands sold	64,474	87,073	132,629	168,750	142,732	124,905	125,197	189,196	150,380	214,158
Area of Town and Suburban Lots sold.....	663	1577	1225	1384	1853	2193	1632	2400	2380	1493
Area of Land leased under "Closer Settlement Act" .....	...	...	...	...	...	10,365	18,756	10,594	3247	5040
Area of Land leased for Pastoral purposes.....	182,339	177,347	124,020	135,791	197,686	112,723	112,100	185,630	218,418	189,190
Number of Applications for Selection and Purchase ...	2679	2973	4200	3129	2670	2833	3225	2929	3171	2136
Number of Grant Deeds issued	783	627	540	466	575	686	767	654	656	660

E. A. COUNSEL, Secretary for Lands.

[This and the preceding Returns supplied by the Crown Lands Department.]

RETURN of Land Sales from 1899 to 1911 inclusive.

YEAR.	NUMBER OF LOTS.			AREA OF LAND SOLD.			AMOUNT FOR WHICH SOLD.			AVERAGE PRICE PER ACRE.	
	Country.	Town and Suburban.	TOTAL.	Country Lots.	Town and Suburban Lots.	TOTAL.	Country Lots.	Town and Suburban Lots.	TOTAL.	Of Country Lots.	Of Town and Suburban Lots.
				acres.	acres.	acres.	£	£	£	£ s. d.	£ s. d.
1899.....	558	915	1473	32,050	840	32,890	40,815	27,579	68,394	1 5 5¼	32 16 7
1900.....	669	777	1446	39,435	928	40,363	48,960	29,521	78,481	1 4 9¼	31 16 2¼
1901.....	743	276	1019	62,073	636	62,709	72,058	8069	80,127	1 3 2½	12 13 9
1902	774	180	954	64,474	663	65,137	73,619	3793	77,412	1 2 10	5 14 1
1903.....	1169	219	1388	87,073	1577	88,650	102,071	6219	108,290	1 3 5¼	3 18 10¾
1904.....	1175	241	1416	132,629	1225	133,854	111,069	9846	120,915	0 16 9	8 0 9
1905.....	1273	200	1473	168,749	1384	170,134	99,932	5951	105,883	0 11 10	4 9 10¼
1906.....	1014	272	1286	142,732	1853	144,585	75,471	8996	84,467	0 10 7	4 17 1½
1907.....	946	254	1200	124,905	2093	126,998	81,041	7619	88,660	0 13 0	3 12 9
1908.....	1027	222	1249	125,196	1632	126,828	81,972	8083	90,055	0 13 1	4 19 1½
1909.....	1275	226	1501	189,196	2400	191,596	117,429	6689	124,118	0 12 5	2 15 9
1910.....	877	303	1180	150,380	2389	152,760	88,948	11,202	100,150	0 11 9	4 14 2
1911.....	1027	214	1241	214,158	1493	215,651	136,500	5245	141,745	0 12 9	3 10 3

GENERAL RETURN OF LAND SETTLEMENT.

Particulars as on 31st December, 1911.	Area in Acres.
Alienated land	4,965,331
Land in process of alienation	1,274,947
Crown Lands—	
Leased for pastoral purposes	1,304,400
" mining	44,953
" timber-getting	134,516
" other purposes (closer settlement)	34,841
Occupied by Commonwealth Departments	997
Occupied by State Departments	5370
Unoccupied, but reserved for public purposes	45,000
Balance unoccupied and unreserved	*8,967,645
Total area of State	16,778,000
Area for which Crown Grants were issued during the year ended 31.12. 1911	33,055
Area for which Crown Leases were issued during the year ended 31.12. 1911	189,190
Total area of State mainly devoted to pastoral pursuits .....	...
Total area of State mainly devoted to agricultural purposes .....	...
Total area of State mainly devoted to mining purposes .....	...
Area of land in process of alienation forfeited during year 1911	12,820

* Portion of this is included in the area mainly devoted to mining purposes, and reserved only from selection for agricultural and other purposes.

QUARRIES.

Description of Quarry.	Quantity of Stone raised.	Value of Stone raised.
	Tons.	£
Building Stone—		
Sandstone	5965	6892
Limestone, crude	25,374	9216
Basalt Diabase and other Road Metal	61,497	5205
Total	92,836	£21,313

GOLD.

PRODUCTION during year 1911.

Locality.	Average No. of Men employed.	Gold obtained.	Value.
	No.	ozs.	£
Beaconsfield	481	21,474·00	...
Mathinna	44	1301·15	...
Mount Victoria, Warrentinna, and Mount Cameron..	4	237·11	...
Lefroy	8	90·25	...
Lisle-Golconda	18	167·50	...
West Coast	15	8,003·13	...
Total	570	31,273·14*	£132,108*

* Equivalent to 31,100·873 ozs. of fine gold, including gold contained in blister copper and silver-lead bullion. (Gold per man, £231·77.)

[Compiled from quarterly reports prepared by W. H. Wallace, Secretary for Mines.]

MINING INDUSTRIES.

YIELD of Galena and other Silver Ores, Year 1911.

Locality.	Description.	Ore Produced.	
		Tons.	Value.
		No.	£
ZEEHAN MINES—			
Austral Valley	Galena	..	..
Balstrup .....	"	..	..
Comstock, South	"	501·75	1184
Florence .....	"	..	..
Mount Zeehan	"	1184	4070
New Mount Zeehan .....	"	..	..
Nubeena .....	"	..	..
Nubeena (S).....	"	..	..
Oonah	Galena, &c.	3738	2894
Oceana .....	"	..	..
Boz Mine	Galena	..	..
Sunrise .....	"	..	..
Maxim .....	"	..	..
T.L.E.....	"	13·92	115
Silver King .....	"	..	..
Silver Queen Extended	Galena, &c.	..	..
Tasmanian Smelting Co.'s Sections	"	10·575	234
Venezia Tribute .....	"	..	..
Zeehan Montana	Galena	2232·88	37,857
Zeehan Qucen	Galena, &c.	293·15	731
Zeehan Western	"	553·7	7021
Zeehan Victoria .....	"	..	..
Total Zeehan Mines .....	..	8527·975	54,106
DUNDAS MINES—			
Adelaide	Galena, &c.	341·27	4161
Anderson's	"	100	400
Comet	"	8614·45	6789
Dundas Blocks	"	1303	23,774
Hercules.....	Zinc, lead, &c.	19,260·36	60,502
Ring Valley.....	"	470	3760
Mariposa	"	94	128
Kapi	"	17·85	135
Total Dundas Mines.....	..	30,200·93	99,649
ROSEBERY MINES—			
Primrose	Lead sulphides	5156	17,346
Tasmanian Copper.....	"	..	..
Total Rosebery Mines .....	..	5156	17,346
MOUNT FARELL MINES—			
Mount Farrell	Galena	14·5	239
Mount Farrell, North	"	2598·74	24,517
Mackintosh	"	3	48
Murchison River .....	"	..	..
Others .....	"	..	..
Total Mount Farrell Mines.....	..	2616·24	24,804
MINES—			
North Pieman	Pyrites	9112·05	3595
Magnet	"	5844	53,601
Other	"	44	260
Total.....	..	15,00·05	£57,456
GRAND TOTAL.....	..	61,501·195	£253,361

Average number of Men employed, 1125.

Value of Galena and other Silver Ores per man, £225·209.

[Compiled from the Quarterly Reports prepared by W. H. Wallace, Secretary for Mines.]

TIN ORE.

PRODUCTION during 1911.

Locality.	Men Employed.	Tin Ore Obtained.	Value.
	No.	Tons.	£
Northern and Southern Division	47	43.73	4373
North-Eastern Division	689	1893.63	254,675
Eastern Division	350	414.15	53,885
North-Western Division	468	1306.63	166,745
Western Division	201	294.91	33,822
Total	1755	3953.05	513,500

Average tons ore per man, 2.25. Average value per man, £292.6.

[Compiled from the quarterly reports prepared by H. W. Wallace, Secretary for Mines.]

COAL MINING.

COAL raised during year 1911.

Colliery.	Men Employed. (Average per Year.)	Tons Raised.	Value.	Value Raised per Man Employed.
	No.	No.	£	£
NORTH-WESTERN DIVISION— Spreyton.....	7	1496	1012	144.57
NORTH-EASTERN DIVISION— Cornwall.....	70	24,060	10,828	154.69
Mount Nicolais	80	30,058	13,526	164.07
Others (Cardiff, Enterprise, Illamatha)	3	178	83	27.67
MIDLAND DIVISION— York Plains	2	539	335	167.20
Tasma	1	96	40	40
SOUTH-EASTERN DIVISION— Ida Bay.....	2	60	30	15
Mount Cygnet.....	1	210	105	105
Catamaran.....	4	370	255	63.75
Total.....	170	57,067	26,214	154.20

Average tons of coal per man actually employed, 292.6. Per man, per year, 335.6.

[Compiled from Yearly Report prepared by Mr. W. H. Wallace, Secretary of Mines.]

COMPARATIVE RETURN showing the Quantity of Tin Ore smelted in Tasmania during the Years 1910-1911.

	1911.		1910.		(1911) AS COMPARED WITH PREVIOUS YEAR.	
	Tin Ore.	Yield* (Metal.)	Tin Ore.	Yield* (Metal.)	Tin Ore. Decrease.	Yield (Metal.) Decrease.
	tons.	tons.	tons.	tons.	tons.	tons.
Tasmania	3709	2566	3845	2666	136	100

* During 1911 each ton of Mount Bischoff Ore on the average yielded 69·33 per cent. of Metal. Mean assay of Mount Bischoff Metallic Tin, 99·87.
[Prepared by Government Statistician from Returns furnished by the Manager of the Launceston Tin Smelting Company.]

RETURN showing the Quantity of Silver-Lead and Copper Ore smelted for years 1898 to 1911.

ORE SMELTED.	PRODUCTS.			YIELD.			
	Silver-Lead Bullion.	Blister Copper.	Matte.	Copper.	Silver.	Gold.	Lead.
	tons.						tons.
1898.—170,933 tons	...	4992 tons	...	4783 tons	606,123 ozs.	24,418 ozs.	..
1899.—275,239 "	2295	8463 "	89 ⁸ / ₂₀ tons	8362 "	1,089,657 "	27,615 "	...
1900.—363,113 "	4817	9449 "	...	9341 "	1,215,036 "	26,252 "	...
1901.—355,528 "	1839	9982 "	50 "	9880 "	800,317 "	21,717 "	...
1902.—411,736 "	6825	7727 "	2882 "	8841 "	1,674,816 "	24,719 "	6654
1903.—399,032 "	...	6683 "	3413 "	8094 "	1,855,158 "	25,238 "	7529
1904.—433,366 "	...	8371 "	...	8265 "	1,896,134 "	26,809 "	7754
1905.—466,578 "	9422	8611 "	...	8506 "	2 075,431 "	26,469 "	9086
1906.—479,775 "	9380	8708 "	...	8613 "	2,150,305 "	24,986 "	9380
1907.—472,658 "	10,060	8248 "	...	8145 "	2,147,120 "	24,531 "	10,060
1908.—440,145 "	7181	8834 "	...	8723 "	1,654,350 "	22,008 "	6850
1909.—429,549 "	6960	8640 "	...	8534 "	1,534,780 "	18,812 "	6696
1910.—386,679 "	...	8192 "	...	8093 "	656,793 "	11,851 "	...
1911.—284,38 "	3328	*6022 "	...	5951 "	747,748 "	10,565 "	3204

Flue dust not included. * Reduction of Output caused by strike of employees, which lasted about two months.

[Prepared by Government Statistician from Returns furnished by the Metallurgist of the Mount Lyell Company, and Tasmanian Smelting Company, Limited.]

RETURN showing quantity of Auriferous Ore treated for the Twelve Months ended 31st December, 1911.

MATERIAL OPERATED UPON.				
Battery Sand treated by Cyanide Plant.	Concentrates and old Chlorination Tailings treated by roasting and grinding Plant.	Quartz.	Gold Produced.	Value.
tons. 22,000	tons. 11,525	tons. 50,294	fine, ozs. 21,326	£ *92,478

* Including £2064 from gold obtained from concrete flooring and from ashes.

[Prepared by the Government Statistician from Returns furnished by the Manager of the Tasmania G.M. Company.]

TIN QUOTATIONS FOR THE YEARS 1910 AND 1911.

	Metal, per Ton (English quotations) spot.				Metal per Unit.* (Local quotations.)			
	1911.		1910.		1911.		1910.	
	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.
January	194 10 0	180 5 0	153 15 0	147 7 6	34 3	31 0	27 0	26 3
February	194 0 0	172 10 0	152 5 0	147 12 6	36 0	30 6	27 6	26 6
March	189 15 0	174 0 0	150 0 0	145 12 6	33 3	32 0	27 0	26 0
April	194 15 0	188 0 0	153 0 0	150 5 0	34 3	33 3	27 6	26 0
May	198 15 0	192 10 0	151 12 6	149 12 6	34 9	34 3	27 3	27 0
June	228 0 0	197 0 0	149 17 6	148 0 0	35 0	34 3	27 3	27 0
July	197 0 0	190 10 0	151 5 0	149 2 6	35 0	33 9	27 0	27 0
August	192 10 0	188 12 6	159 10 0	152 0 0	34 9	33 9	27 6	27 0
September	190 0 0	172 10 0	163 0 0	158 0 0	34 3	30 6	28 3	28 0
October	190 15 0	183 10 0	170 10 0	158 10 0	34 6	31 6	29 0	28 3
November	199 0 0	187 0 0	170 5 0	165 0 0	34 9	33 6	30 0	29 6
December	207 0 0	198 0 0	180 0 0	173 0 0	35 6	34 6	32 6	30 0
Average of Twelve Months ...	198 0 0	185 8 1½	158 14 11	153 8 6½	†34 8¼	†32 8¼	28 1¼	27 4½
								27s. 9d.†

* = $\frac{1}{100}$ th of a ton of Metallic Tin.
† Equal to £117 16s. 6d. } per ton of dressed Tin Ore, based on an average of 72 per cent. during the year at the Smelting Works.
‡ Equal to £124 17s. 6d. }

TIN QUOTATIONS.—DECENNIAL RETURN.

YEAR.	Metal per Ton. (English quotations.)		* Metal per Unit. (Local quotations.)		Price per Ton dressed Tin Ore.		Average Assay at Mt. Bischoff Smelting Works.
	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	
	£ s. d.	£ s. d.	s. d.	s. d.	£ s. d.	£ s. d.	Per cent.
1902	137 0 0	98 15 0	23 6	17 6	84 12 0	63 0 0	72
1903	141 5 0	117 0 0	25 0	20 9	90 0 0	74 14 0	72
1904	136 0 0	117 12 6	23 9	21 0	85 9 9	79 3 9	72
1905	166 5 0	130 15 0	30 0	23 2	108 0 0	83 14 0	72
1906	214 0 0	162 0 0	37 6	29 0	135 0 0	107 2 0	72
1907	200 0 0	118 0 0	35 6	20 0	127 16 0	72 0 0	72
1908	145 10 0	121 10 0	25 9	21 0	104 16 0	87 9 7	72
1909	154 2 6	125 2 6	26 3	22 0	97 13 0	79 4 0	72
1910	180 0 0	145 12 6	32 6	26 0	117 0 0	93 12 0	72
1911	228 0 0	172 10 0	36 0	30 6	129 12 0	109 16 0	72

* Equal to $\frac{1}{100}$ of a ton of Metallic Tin.

MINERAL PRODUCTION SINCE 1880.

QUANTITY.

Year.	Leases in force.		Men employed in Mining.	Production of the Principal Minerals.							Revenue derived from Rents, Fees, &c.
				Gold.	Silver-lead Ore.	Tin (Exported).	Blister Copper.	Copper Ores.	Iron Ore.	Coal.	
	No.	Acres.		ozs.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1880.....	533	22,599	1653	52,595	...	3954	...	...	...	12,219	...
1881.....	776	32,058	3156	56,693	...	4124	...	...	...	11,163	...
1882.....	1334	49,616	4098	49,122	...	3670	...	...	...	8903	...
1883.....	1643	62,604	3818	46,577	...	4122	...	...	...	8872	...
1884.....	2175	84,538	2972	42,340	...	3707	...	...	...	7194	...
1885.....	957	35,940	2783	41,241	...	4242	...	...	...	6654	...
1886.....	857	33,491	2681	31,014	...	3775	...	...	...	10,391	...
1887.....	1079	36,289	3361	42,609	...	3608	...	...	...	27,633	...
1888.....	1532	48,978	2989	39,611	417	3776	...	...	...	41,577	...
1899.....	1617	57,517	3141	32,332	415	3764	...	...	...	36,700	...
1890.....	1516	57,259	2858	20,510	2053	3209	...	...	...	50,519	...
1891.....	2240	105,845	3219	38,789	4810	3235	...	...	...	43,256	...
1892.....	1781	72,189	3295	42,378	9326	3174	...	...	...	36,008	...
1893.....	1276	48,364	3403	37,687	14,302	3129	...	...	...	34,693	...
1894.....	999	37,757	3433	57,873	21,064	2934	...	...	...	30,499	...
1895.....	1179	38,067	4062	54,964	17,980	2727	...	...	...	32,698	...
1896.....	1323	49,239	4350	62,591	21,167	2700	42	34	...	41,904	...
1897.....	1441	57,669	4510	77,131	18,364	2424	4700	75	894	42,196	...
1898.....	1575	63,608	6052	74,233	15,320	1972	4955	394	1598	47,678	...
1899.....	1626	64,244	6622	83,992	31,519	2239	8598	1695	3577	42,609	...
1900.....	1586	60,391	7023	81,175	26,564	2029	9449	4222	5375	50,633	...
1901.....	1301	50,362	6923	*69,491	28,774	1790	9981	11,221	612	45,438	...
1902.....	1205	47,692	5934	*70,996	46,480	1958	7745	5994	2386	48,863	...
1903.....	1123	44,949	6017	*59,891	42,422	2376	6684	102	5980	49,069	...
1904.....	1137	43,638	6194	*65,921	51,138	2171	8371	104	6840	61,109	...
1905.....	1184	43,597	6581	*73,541	75,271	3890†	8610	1151	6300	51,993	...
1906.....	1342	49,061	7005	*60,024	87,118	4473†	8708	2234	2600	52,896	...
1907.....	2111	75,680	7516	*65,354	89,762†	4343†	8247	788	3000	58,891	...
1908.....	2121	56,693	6466	*57,085	63,117†	4521†	8833	1185	3600	61,067	...
1909.....	2002	55,819	6054	*44,777	80,378†	4511†	8638	1588	...	61,162	...
1910.....	1930	57,988	5770	*37,048	51,227†	3701†	8193	671	...	82,445	...
1911.....	1836	58,038	5247	*31,101	61,501†	3953†	6022	2286	...	57,067	...
Total .....	...	...	...	1,700,687	860,489	106,201	117,776	33,744	42,762	1,258,899	...

* Fine Gold.

† Produced : Customs having ceased to issue Returns.

VALUE.

				£	£	£	£	£	£	£	£
1880.....	...	...	...	201,297	...	341,736	...	...	...	10,998	8944
1881.....	...	...	...	216,901	...	375,775†	...	...	...	10,047	20,936
1882.....	...	...	...	187,337	...	361,046	...	...	...	7923	23,077
1883.....	...	...	...	176,442	...	376,446	...	...	...	7985	15,440
1884.....	...	...	...	160,404	...	301,423	...	...	...	6475	6982
1885.....	...	...	...	155,309	...	357,587	...	...	...	5989	11,070
1886.....	...	...	...	117,250	...	363,364	...	...	...	9352	12,524
1887.....	...	...	...	158,533	...	409,853	...	...	...	24,870	14,612
1888.....	...	...	...	147,154	5838	426,321	...	...	...	37,420	23,502
1889.....	...	...	...	119,703	7044	344,941	...	...	...	33,030	17,254
1890.....	...	...	...	75,888	26,487	296,368	...	...	...	45,467	26,955
1891.....	...	...	...	145,459	52,284	291,715	...	...	...	38,930	37,830
1892.....	...	...	...	158,917	45,502	290,083	...	...	...	32,407	17,569
1893.....	...	...	...	141,326	198,610	260,219	...	...	...	27,754	16,971
1894.....	...	...	...	217,024	293,043	198,298	...	...	...	24,399	16,732
1895.....	...	...	...	206,115	175,957	167,461	...	...	...	26,159	15,323
1896.....	...	...	...	237,574	229,660	159,036	1245	1020	...	33,523	20,902
1897.....	...	...	...	296,660	200,167	149,994	322,500	2250	512	33,757	25,631
1898.....	...	...	...	291,496	188,892	142,046	400,668	8128	1598	38,256	33,662
1899.....	...	...	...	327,545	250,331	278,323	735,305	26,833	3474	38,349	24,697
1900.....	...	...	...	316,220	279,372	269,833	907,288	63,589	5995	44,227	28,381
1901.....	...	...	...	295,176	207,228	212,542	879,625	130,412	417	38,451	21,569
1902.....	...	...	...	301,573	218,864	237,828	462,151*	65,270	1075	41,533	19,471
1903.....	...	...	...	254,403	192,492	300,098	478,023*	790	2905	41,701	17,777
1904.....	...	...	...	280,015	203,702	255,228	582,540*	1640	2975	51,941	1663
1905.....	...	...	...	312,380	246,888	362,670	704,287*	52,939	2600	44,194	20,209
1906.....	...	...	...	254,963	462,443	557,266	862,444*	72,480	1100	44,962	24,137
1907.....	...	...	...	277,607	572,560	501,681	832,691*	36,975	1150	50,057	24,794
1908.....	...	...	...	242,482	322,007	421,580	603,063*	6588	1600	51,907	20,311
1909.....	...	...	...	190,201	298,880	418,165	586,419*	21,619	...	56,237	22,804
1910.....	...	...	...	157,370	247,576	399,393	553,822*	13,150	...	48,609	22,222
1911.....	...	...	...	132,108	253,361	513,500	385,797*	22,852	...	26,214	20,557
Total ....	...	...	...	6,752,832	5,179,188	10,341,819	9,297,868	526,535	25,701	1,033,132	...

* Value of gold tained deducted. † Value at pit's mouth.

[Compiled from returns prepared by Secretary of Mines Department.]

MINERAL LEASES AND PRODUCTION.
GENERAL SUMMARY.

Mineral.	YEAR 1911.						AGGREGATE. From 1880 to 1911.		
	Men employed.	Leases in Force.		Production.			Quantity.		Value.
		No.	Area. Acres.	Quantity.		Value.			
				Unit.	No.		Unit.	No.	
Undefined prior to 1894	...	...	...	...	...	£	...	...	£
Antimony .....	...	3	240	...	...	...	...	...	31,988
Asbestos .....	...	...	...	...	...	...	...	...	...
Barium Sulphate .....	...	2	160	...	...	...	tons	374·5	521
Bismuth .....	...	...	...	tons	14·395	5758	tons	36·02	12,315
Coal and Shale.....	189	29	7416	„	57,067	26,214	„	1,258,899·75	1,033,132
Copper (Blister) matte }	1565	96	4575	„ }	6022	385,797	„	124,003	9,431,604
„ (Ore)					2286	22,852	„	33,744·07	526,535
Gold	570	73	1220	ozs. f.	31,100·873	132,108	ozs. f.	1,700,687·492	6,752,832
Iron ore	43	17	790	...	...	...	tons	42,762	25,701
Limestone.....		7	627	...	...	...	...	...	...
Lithographic stone ...		1	97	...	...	...	...	...	...
Minerals undefined ...		137	12,589	...	...	...	...	...	...
Marble .....		...	...	...	...	...	...	...	...
Manganese.....		1	63	...	...	...	...	...	...
Nickel.....		1	20	...	...	...	...	...	...
Osmiridium .....		...	...	ozs.	271·88	1888	ozs.	391·88	2418
Ochre		1	80	...	...	...	...	...	...
Phosphate, Rock		5	17	...	...	...	...	...	...
Pyrifit Ore		1	20	...	...	...	...	...	...
Precious stones .....		...	...	...	...	...	...	...	...
Silver-lead ore	1125	74	4443	tons	61,501·195	253,361	tons	860,489·605	5,179,188
Slate .....	...	1	240	...	...	...	...	...	...
Shale .....	...	28	5393	...	500	250	tons	864	464
Scheelite .....	...	1	80	...	...	...	...	...	...
Tin ore	1755	665	16,974	tons	3953·05	513,500	tons	106,201·46	10,341,819
Wolfram.....	...	12	496	„	69·96	7769	„	335·66	29,432
Zinc lead .....	...	1	40	...	...	...	...	...	...
Machinery sites .....	...	37	145	...	...	...	...	...	...
Mining easements.....	...	99	606	...	...	...	...	...	...
Dredging claims .....	...	42	647	...	...	...	...	...	...
Water—	...	...	...	...	...	...	...	...	...
Rights.....	...	502	1060	...	...	...	...	...	...
Sluiceheads .....	...	...	1845	...	...	...	...	...	...
...	5247	1836	58,038	...	...	1,349,497	...	...	£33,367,949

* Including Sluiceheads.

W. H. WALLACE, *Secretary for Mines.*

DIVIDENDS.

RETURN showing the Amounts paid in Dividends by Mining Companies during the Year 1911.

Mines.	Dividends.
	£
Copper	53,344
Gold .....	...
Tin	135,662
Silver	10,870
Coal.....	2718
Total	£202,594

[Compiled from Reports prepared by W. H. Wallace, Secretary for Mines.]

AGRICULTURAL STATISTICS.
RESULTS OF 1910-1911 AND 1911-1912 COMPARED.
CROPS.

[illegible]

(a) Flax only.

(b) Includes Green Fodder, Grass Seed, Maize and Tares.

LIVESTOCK.

[illegible]

AGRICULTURE, &c.—

RETURN showing the Number of Acres of Land in Crop and under

DISTRICTS—MUNICIPAL OR POLICE.	AGRICULTURE.																			HORTICULTURE.													
	GRAIN, PULSE, &c.										ROOT CROPS.					FORAGE.																	
	Wheat.	English Barley.	Cape Barley.	Oats.	Rye.	Pease.	Beans.	Tares.	Maize.	Flax.	Potatoes.	Turnips.	Carrots.	Mangel Wurzel.	Sugar Beet.	Onions.	Grasses (Seed).	Green Fodder.	H. Y.	Hops.	Other Crops.	Gardens.	Orchards.										
	acres	acres	acres	acres	acres	acres	acres	acres	acres	a	acres	acres	a.	acres	a.	a.	acres	acres	acres	acres	acres	acres	acres	acres									
N.E. DIVISION.	1. Beaconsfield ..	80	5	1	979	1	760	9	9	..	375	40	..	8	..	..	17	164	2316	..	35	152	2435								
	2. Evandale	2408	871	20	1627	58	419	54	..	..	109	47	2	21	..	..	90	261	3147	4	23	32	84						
	3. Fingal	1435	187	47	687	25	189	32	5	2	198	31	1	30	..	..	11	68	1770	7	5	34	40								
	4. Flinders Island ..	..	..	2	37	2	12	..	6	..	43	..	..	..	..	..	95	2	28	3	..	..	..							
	5. George Town ..	99	..	1	74	16	202	..	..	..	53	16	1	7	..	..	6	57	510	..	..	3	172			
	6. Lilydale	296	34	122	1026	57	886	16	6	6	7	314	20	1	21	..	..	84	30	2098	..	25	9	706							
	7. Portland .....	..	..	..	2	..	5	..	..	..	53	8	..	..	..	..	1	23	456	..	..	12	67	
	8. Ringarooma ..	14	18	7	280	3	121	6	..	..	2	289	36	6	5	..	..	167	23	1509	..	9	9	103					
	9. Scottsdale	128	22	14	1781	5	199	4	3	1	..	303	26	37	33	..	..	127	..	1422	..	24	3	191							
	10. St. Leonards ..	664	425	12	423	..	210	3	..	22	11	54	4	..	37	..	1	22	129	1785	..	25	58	142									
	11. Westbury	6043	830	128	3648	31	2675	2	48	3	..	552	67	..	36	..	3	117	334	7319	..	6	112	265									
	12. Launceston .....	..	..	..	84	..	8	..	..	1	..	11	..	..	8	..	3	..	19	58	..	2	129	34		
Total N.E. Division ..											11,167	2392	254	10,648	198	5686	126	77	35	20	2354	295	48	206	..	7	727	1110	22,418	14	154	553	4189
N.W. DIVISION.	13. Circular Head ..	311	22	37	647	10	497	20	1	9	2	1224	550	8	93	..	..	148	73	2530	..	6	65	177							
	14. Deloraine	2029	416	31	6677	72	4437	208	67	4	..	1010	786	12	51	..	3	469	292	4415	..	8	115	107									
	15. Devonport	458	22	2	2015	..	520	16	2	8	..	1022	29	5	43	..	2	..	14	1768	..	8	41	217									
	16. Emu Bay	43	..	23	1482	9	451	1	..	19	..	1742	60	2	6	1	3	45	32	1803	..	..	18	25							
	17. Kentish	555	..	..	6919	1	2932	73	8	..	..	2488	92	8	69	..	..	13	8	2421	..	..	12	170	
	18. King Island .....	..	..	..	4	..	..	..	..	..	..	137	..	..	1	..	..	15	1043	..	..	3	..	..							
	19. Latrobe	812	62	2	4099	2	870	38	12	5	1	1977	20	4	224	..	..	19	49	3133	1	..	11	633							
	20. Leven	181	29	3	6158	1	1394	6	29	20	..	2805	82	10	69	..	1	18	31	2817	..	..	12	216							
	21. Penguin	233	..	39	2958	..	392	58	2	9	..	1545	79	2	8	..	..	..	1	1158	..	..	..	146			
	22. Table Cape	460	..	11	2332	..	1660	9	8	54	..	2019	133	2	31	..	..	1711	289	3103	..	2	5	134							
	23. Waratah	39	..	..	..	..	..	..	..	..	..	1	4	..	..	..	..	..	..	..	..	..	..	..
	Total N.W. Division ..											5121	551	148	33,591	95	13,153	429	129	128	3	15,970	1835	53	595	1	9	2423	804	24,191	1	24	282	1825
MID. DIVISION.	24. Bothwell	505	10	1	127	43	8	2	..	..	..	51	21	1	9	..	..	102	1018	..	89	14	10	..				
	25. Campbell Town ..	931	50	13	405	56	13	..	..	..	..	26	..	..	27	..	..	45	178	953	..	..	45	30
	26. Green Ponds ..	683	27	..	653	85	76	5	..	2	..	161	12	1	11	..	..	3	98	940	1	60	21	501							
	27. Hamilton	521	1	13	248	4	153	4	1	1	1	127	50	1	11	1	..	15	286	1167	225	84	27	230									
	28. Longford	163	1293	85	4469	21	1234	8	15	..	..	215	2	1	63	..	2	71	221	7560	..	50	41	187							
	29. Oatlands	711	224	41	3925	184	538	..	..	..	..	866	348	1	36	1	1	534	1095	2923	..	113	82	68					
	30. Ross	202	..	27	167	1	6	..	..	..	..	14	..	1	8	..	..	..	31	306	..	2	16	14		
Total Midland Division ..											12,716	1605	180	9994	394	2028	19	16	3	1	1460	433	6	165	12	3	668	2011	14,267	226	398	246	1040
S.E. DIVISION.	31. Brighton	2271	161	21	689	46	196	5	2	4	1	115	7	4	34	..	4	53	164	3072	7	..	8	1574									
	32. Clarence	822	75	32	193	4	124	..	1	28	..	106	1	5	41	..	9	..	42	2099	16	50	57	1337									
	33. Glamorgan	411	11	12	162	3	112	12	..	2	..	48	5	..	37	..	..	1	251	509	..	72	10	116							
	34. Glenorchy	67	6	3	64	1	191	5	..	6	..	120	7	4	18	1	..	..	22	769	35	95	173	1795							
	35. Hobart .....	..	..	..	2	..	1	..	..	1	..	12	..	..	1	..	..	..	7	2	..	1	29	153
	36. Kingborough ..	36	4	2	1	4	113	2	..	1	..	132	31	1	7	..	2	..	10	402	17	21	342	854									
	37. New Norfolk ..	926	53	48	299	8	213	49	..	3	1	349	35	1	70	..	1	4	252	2247	708	83	238	2701									
	38. New Town .....	..	1	10	6	..	15	..	..	4	..	6	..	..	20	..	..	..	11	118	..	..	109	827
	39. Queenborough ..	..	..	..	..	..	11	1	..	..	..	21	..	..	2	..	..	..	17	42	..	30	21	136
	40. Richmond	1778	276	28	958	18	523	12	..	2	..	408	78	4	29	..	1	48	60	2441	5	38	29	615									
	41. Sorrell	1782	64	117	769	8	563	3	4	32	..	129	7	4	37	..	..	32	156	3244	..	1	1	558							
	42. Spring Bay ..	62	3	1	72	19	117	5	..	2	..	64	24	..	18	..	..	34	136	504	..	6	6	345							
	43. Tasman	30	7	3	77	1	76	1	6	7	1	99	16	1	..	..	..	8	5	203	..	..	3	296				
Total S.E. Division ..											8185	661	277	3292	112	2255	95	13	92	3	1609	211	24	314	1	17	180	1133	15,652	788	397	1026	11,307
S.W. DIVISION.	44. Bruni	12	3	1	9	..	57	2	..	2	..	38	2	3	1	..	..	4	109	..	..	..	357					
	45. Esperance .....	..	..	7	8	1	32	2	..	..	..	129	45	..	..	..	3	24	146	..	..	6	1178	
	46. Gormanston .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	47. Huon .....	..	..	..	12	3	53	..	..	..	..	106	66	..	..	..	6	39	284	..	..	8	3443	
	48. Port Cygnet ..	7	..	1	27	2	38	1	..	..	..	149	33	..	1	..	..	6	399	..	..	8	3554			
	49. Queenstown .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	50. Strahan .....	..	..	1	2	..	..	..	..	..	..	3	3	2	..	..	..	1	..	..	..	7	2	
51. Zeehan .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	..		
Total S.W. Division ..											19	3	10	58	6	160	5	..	2	..	425	149	5	2	..	9	74	938	37	8534	
GRAND TOTAL											37,208	5212	869	57,583	805	23,282	674	235	260	27	21,818	2923	136	1282	4	36	4007	5192	77,466	1029	973	2144	26,895

CREAGE.

Cultivation in the State of Tasmania for the Year ending 1st March, 1912.

GENERAL LAND CULTIVATION.			TOTAL LAND OCCUPIED FOR AGRICULTURAL AND PASTORAL PURPOSES.	ORCHARD, LAND DEVOTED TO										PARTICULARS OF LAND.					
Land in permanent Artificially sown Grasses.	Land under bare Fallow.	All other Lands use, i.e. Grazing, &c.		Apples.	Pears.	Apricots.	Plums.	Cherries.	Peaches.	Raspberries.	Gooseberries.	Strawberries.	Currants.	Freehold.	Leased.	Share System.	Other.	Total Land.	New Land broken up during period.
acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres	acres
5037	569	98,041	111,033	2063	11	20	24	4	11	16	1	..	..	76,541	27,258	135	7099	111,033	85
4618	3636	184,523	202,004	9	1	..	..	1	..	..	..	..	..	121,682	75,695	..	4627	202,004	245
10,477	945	247,636	263,852	18	4	..	3	2	1	1	1	..	1	156,699	59,837	52	47,264	263,852	1
1742	65	62,255	64,292	..	..	..	..	..	..	..	..	..	..	13,334	936	..	50,022	64,292	..
2034	55	112,280	115,586	157	10	5	..	1	..	..	..	..	..	35,252	13,737	..	66,597	115,586	8
13,958	335	75,363	95,320	593	10	1	2	1	3	4	..	3	..	64,291	17,070	37	13,922	95,320	75
9078	20	255,716	265,441	31	..	..	..	..	..	..	..	..	..	19,048	5129	551	240,713	265,441	..
38,273	71	167,067	208,018	95	3	..	2	3	1	..	..	..	..	64,442	9370	380	133,826	208,018	97
431	6	122,939	127,699	182	11	..	..	..	..	..	..	..	..	56,936	66,913	..	3850	127,699	..
11,586	518	67,845	83,976	116	1	4	..	..	2	2	..	..	..	51,726	10,388	..	21,862	83,976	..
7195	4742	117,351	151,507	265	66	66	20	11	11	11	7	7	11	87,884	63,623	..	..	151,507	103
6	1	1454	1818	..	..	..	..	..	..	..	..	..	..	782	970	..	66	1818	..
04,435	10,963	1,512,470	1,690,546	3529	117	96	51	23	29	34	9	10	12	748,617	350,926	1155	589,848	1,690,546	614
47,681	220	120,638	180,909	..	..	..	..	..	..	..	..	..	..	76,323	96,692	660	7294	180,909	..
23,749	1405	105,521	151,884	33	4	..	3	2	..	..	..	..	..	90,435	55,133	1101	5215	151,884	305
6638	324	6446	19,600	190	36	4	2	12	4	2	5	..	1	12,061	7539	..	..	19,600	16
34,820	46	39,437	80,968	15	1	..	1	..	..	..	..	..	..	45,550	34,518	..	..	80,968	68
34,469	102	41,043	91,383	64	29	..	35	35	2	12	10	..	..	53,367	25,151	347	12,518	91,383	257
33,967	88	71,644	106,902	..	..	..	..	..	..	..	..	..	..	23,482	2049	254	81,117	106,902	80
14,136	162	40,510	66,782	516	40	17	38	37	15	18	25	10	22	45,024	9334	500	11,924	66,782	302
31,863	82	21,145	67,272	174	41	1	10	4	4	..	..	..	..	54,487	11,123	..	1662	67,272	9
20,595	3	5874	33,102	..	..	..	..	..	..	..	..	..	..	20,774	6163	..	6165	33,102	12
84,385	185	32,672	129,205	116	68	11	50	14	13	18	18	3	15	100,665	14,467	94	13,979	129,205	..
465	..	11,743	12,252	..	..	..	..	..	..	..	..	..	..	1374	8047	..	2831	12,252	..
332,768	2617	501,673	939,419	1108	225	33	139	104	38	50	58	13	38	523,542	270,216	2956	142,705	939,419	1158
799	502	430,416	433,728	8	1	..	..	..	..	..	..	..	..	317,242	106,661	203	9622	433,728	32
1625	1179	222,840	228,422	26	..	..	1	1	..	..	..	..	..	167,544	57,644	..	3234	228,422	99
1368	832	74,393	79,933	481	10	14	..	2	..	7	6	1	4	52,782	26,270	..	881	79,933	54
2010	242	336,285	341,708	176	2	3	9	3	2	4	..	2	9	264,220	17,389	287	59,812	341,708	165
6820	8235	202,071	241,827	..	..	..	..	..	..	..	..	..	..	160,528	77,909	..	3390	241,827	296
8580	997	341,956	362,624	11	3	1	5	7	1	6	6	1	1	233,913	92,578	..	36,133	362,624	334
1803	179	213,025	215,802	10	1	..	..	..	..	..	..	..	..	165,273	37,989	40	12,500	215,802	30
23,005	12,166	1,820,992	1,904,044	712	17	18	15	13	3	17	12	4	14	1,361,502	416,440	530	125,572	1,904,044	1010
1010	2233	82,244	93,925	1352	43	116	14	..	1	2	..	..	33	74,645	19,224	56	..	93,925	165
774	1160	51,286	58,262	1208	173	244	51	13	6	2	15	2	8	40,699	17,503	..	60	58,262	51
459	239	169,771	172,243	109	21	19	8	12	5	3	4	3	3	90,427	32,431	..	49,385	172,243	4
230	195	15,768	19,575	1324	80	273	112	14	28	58	34	9	142	14,391	2509	81	2594	19,575	273
42	39	337	627	104	22	18	4	2	1	1	1	1	..	417	210	..	..	627	1
2545	125	21,085	25,737	791	18	11	26	5	3	241	18	22	53	23,227	2510	..	..	25,737	47
3116	440	83,853	95,698	1987	104	32	41	7	11	330	1	4	143	70,687	14,842	2950	7210	95,698	128
7	..	3432	4566	800	307	241	154	46	32	4	23	..	9	2305	2261	..	..	4566	..
279	42	1923	2525	81	21	13	5	1	3	8	1	1	3	1695	825	..	5	2525	3
3652	2228	96,948	110,179	506	92	10	7	..	..	..	..	..	..	79,255	16,255	..	14,669	110,179	149
6132	1375	123,129	138,147	555	18	18	18	21	2	2	1	1	1	84,620	38,412	194	14,921	138,147	191
459	220	184,056	186,153	285	40	..	15	..	..	..	..	..	..	102,582	33,538	..	50,033	186,153	1
4143	91	34,118	39,192	328	38	..	20	..	3	..	..	..	..	24,868	1446	85	12,793	39,192	31
22,848	8387	867,950	946,829	9430	677	995	475	118	95	651	98	43	395	609,818	181,966	3375	151,670	946,829	1044
288	43	28,850	29,781	325	18	9	4	..	..	..	..	..	..	20,627	..	..	9154	29,781	46
6241	3	15,614	23,439	1185	20	..	..	..	..	3	..	2	..	21,887	663	57	832	23,439	1
7592	82	44,706	56,380	3102	139	..	15	1	1	148	1	..	22	51,619	4404	290	67	56,380	22
6040	48	34,814	45,128	3269	596	71	51	54	17	160	3	37	24	39,412	1220	..	4496	45,128	3
119	2	5452	5452	..	..	..	..	..	..	..	..	..	..	692	185	..	5452	5452	..
2604	..	1167	1309	..	..	..	..	..	1	..	1	..	..	1014	905	..	432	1309	..
..	..	7544	10,156	..	..	..	..	..	..	..	..	..	..	..	..	..	8237	10,156	..
22,884	178	138,147	171,645	7881	773	80	70	55	19	311	5	39	46	135,251	7377	347	28,670	171,645	72
505,940	34,311	4,842,232	5,652,483	22,660	1809	1222	750	313	184	1070	182	109	505	3,378,730	1,226,925	8363	1,038,465	5,652,483	3898

AGRICULTURE.—ACREAGE.—1901-2 to 1911-12.

YEAR.	ACRES.															
	AGRICULTURE.								HORTICULTURE.				GENERAL LAND CULTIVATION.			
	GRAIN, PULSE, &c.				ROOT CROPS.				FORAGE.				Total Land in Crop.	In Permanent sown Grasses.	Under Bare Fallow.	All other Cultivated Land. (Grazing.)
	Wheat.	Barley.	Oats.	Pease.	Beans.	Tares.	Flax.	Turnips.	Potatoes.	Carrots.	Mangel Wurzel.	Onions.				
1901-02 ..	44,084	6104	54,089	11,156	149	140	32	4341	25,444	212	1483	136	232,550	314,422	26,712	4,502,324
1902-03 ..	40,898	8281	55,058	11,146	181	105	28	4596	34,625	181	1447	145	246,923	319,090	29,316	4,471,914
1903-04 ..	49,414	8084	60,663	11,694	212	122	20	4564	29,160	261	1421	107	259,611	343,284	38,367	4,565,858
1904-05 ..	43,019	7646	43,690	15,194	327	129	81	4674	25,948	169	1382	64	226,228	378,346	34,636	4,490,721
1905-06 ..	41,319	5372	42,776	12,086	145	98	121	2961	28,634	182	1398	90	230,237	404,653	35,217	4,336,813
1906-07 ..	32,808	5328	58,320	10,421	221	75	59	4087	34,305	211	1684	109	244,744	432,128	34,920	4,385,104
1907-8 ..	30,794	5852	54,625	12,331	226	105	22	5025	38,640	127	1490	61	257,028	465,673	33,548	4,388,852
1908-9 ..	29,102	6474	56,654	12,149	143	77	9	3675	35,159	179	1696	52	269,346	491,423	33,729	4,601,519
1909-10 ..	37,078	6293	71,293	15,671	210	153	19	4714	21,375	132	1713	48	274,026	439,450	40,013	4,649,129
1910-11 ..	52,242	5235	63,887	19,727	314	279	12	3743	26,230	218	1799	62	286,920	493,233	40,193	4,560,625
1911-12 ..	37,208	6081	57,583	23,282	674	235	27	2923	21,818	136	1282	36	270,000	505,940	34,311	4,842,232

[Compiled by Government Statistician] from Returns furnished by the various Collectors.]

NEW LAND BROKEN UP DURING THE YEAR.

AGRICULTURE—GROSS PRODUCE.

RETURN showing the Gross Produce of each description of Crop in the State of Tasmania for the Season 1911-1912.

AGRICULTURE.										HORTICULTURE.									
GRAIN, PULSE, &c.										FORAGE.									
Root Crops.										Hay.									
FORAGE.										HAY.									
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S. E. Division.	Brighton	51,325	2817	567	24,115	828	2979	80	28	51	450	279	70	20	578	...	12	9646	6888	4884	7987	79,437	2316	5393	30	2						
	Clarence	15,947	2115	800	6272	60	2356	...	14	560	...	318	10	61	562	...	27	...	126	17,256	40,198	5612	9158	61	7							
	Glamorgan	6699	257	420	3305	54	1490	228	...	25	...	159	50	...	518	...	...	13	251	610	1416	177	28	2						
	Glenorchy	1675	144	51	1920	18	5596	80	...	76	...	240	70	60	283	20	...	...	154	1538	39,935	4594	23,736	497	13					
	Hobart .....	...	...	...	60	...	19	...	...	13	...	36	...	...	16	...	...	...	29	3	5935	1702	993	23	18	
	Kingborough	720	92	160	33	88	2260	20	...	13	...	581	310	15	152	...	8	...	50	663	19,397	34,054	781	715	684	10						
	New Norfolk	20,094	1590	960	12,558	160	4260	735	...	38	450	1811	350	15	770	...	4	73	1038	2247	807,828	140,233	7844	780	710	0						
	New Town .....	...	24	261	186	...	268	...	...	51	...	...	18	...	500	...	...	...	46	308	...	39,096	12,615	12,034	112	13
	Queenborough .....	...	...	...	...	...	211	...	16	...	...	...	63	...	31	...	...	...	71	65	...	2699	1649	574	32	16
	Richmond	35,204	7931	840	29,123	360	10,303	192	...	...	16	...	1224	468	51	507	...	4	528	360	3563	5705	1660	407	6	0				
	Sorell	28,868	1920	3358	27,223	140	11,428	60	40	...	406	...	419	70	34	355	650	655	5190	...	15,361	322	371	4	3					
	Spring Bay	718	60	30	1440	266	2047	80	25	...	352	360	...	180	850	571	333	...	14,945	1005					
	Tasman	540	168	68	2118	14	1391	16	120	...	89	450	371	128	20	200	15	393	...	7698	1480					
Total S. E. Division											108,353	1988	44,603	1507	202	1363	1350	5871	1886	276	4457	20	55	11,960	10,274	23,029	898,108	489,615	41,757	54,179	2165	12
S. W. Division.	Brani	120	72	26	225	...	1425	32	...	20	...	163	19	30	10	...	...	...	14	218	...	3957	75	55	...	...				
	Esperance .....	...	...	182	200	12	800	32	...	...	...	555	405	...	...	...	...	48	48	292	...	125,018	4831	20	205	7
	Gormanston .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Huon .....	...	...	...	300	36	825	...	...	...	...	455	627	...	...	...	...	96	136	568	...	436,672	23,851	22	322	2
	Port Cygnet	70	...	26	675	24	950	16	...	...	...	642	330	...	20	...	...	...	30	798	...	312,139	21,887	65	345	18
	Queensdown .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Strahan .....	...	...	26	50	...	...	...	...	...	...	...	13	28	...	...	...	...	4	...	...	...	...	...	...	16
Zeehan .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total S. W. Division											1450	72	4000	80	...	20	...	1828	1409	50	30	144	232	1876	...	877,776	50,644	162	873	17
Grand Totals...											1,501,633	12,285	433,464	12,279	3362	2525	12,150	62,164	33,389	1736	17,473	80	196	67,164	27,132	107,684	1,057,976	1,505,944	100,527	56,029	3637	2

RETURN of estimated Yields per Acre of the various Crops for Season 1911-1912.

Districts.		Agriculture.																	Horti- culture.			
		Grain, Pulse, &c.									Root Crops.					Forage.						
		Wheat.	Barley, English.	Barley, Cape.	Oats.	Rye.	Pease.	Beans.	Tares.	Maize.	Flax.	Potatoes.	Turnips.	Carrots.	Mangel Wurzel.	Sugar-beet.	Onions.	Grasses (Seed).		Green Fodder.	Hay.	Hops.
		bush	bush	bush	bush	bush	bush	bush	tons.	lbs.	tons.	tons.	tons.	tons.	tons.	tons.	bush	tons.	tons.	lbs.		
N. E. Division.	Beaconsfield ..	11	...	...	17.5	...	18.3	...	...	...	2.25	...	...	...	...	...	...	4	1	...	
	Evandale.....	16.2	24.3	23.7	25.5	20	18.4	...	...	...	2.23	...	3	10	...	4	15	5.7	1.45	...	
	Fingal.....	22.2	26.3	30	34.6	28	31.4	26.6	25	10	4.4	25	20	23.5	...	...	3	1.44	1120	...	
	Flinders .....	...	...	...	...	...	20	...	10	...	2.2	...	...	...	...	...	2	1	...	...
	George Town..	12	12	...	25	10	12	...	...	...	2.12	...	...	8	...	...	20	7	1.2	...	
	Lilydale	20.8	20	...	27	...	16.1	9	13.5	...	450	3.45	10	...	10	...	4	27	5.5	1.29	...	
	Portland .....	...	...	...	...	...	15	...	...	...	6	20	...	...	...	...	...	...	1.5	...	...
	Ringarooma ..	20	...	...	25.3	...	30.6	...	...	...	...	4.22	...	...	...	...	9	...	2	...	...
	Scottsdale ..	21.7	...	...	27.6	...	21.8	...	16	...	...	3.33	...	18	19	20	6	15	...	1.57	...
	St. Leonards ..	18.7	25	...	35	...	24	...	...	...	...	2	...	...	...	...	...	4	1	...	...
Westbury	17.2	26.6	25	23.8	20.3	17	...	14.5	...	...	2.76	20	...	16.2	...	...	21.3	3.3	1.23	...	
Launceston ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N.W. Division.	Circular Head ..	23.7	...	...	34	...	20	...	...	...	2.58	9.2	...	16.6	...	10	25	...	1.77	...	...
	Deloraine	19.5	30	18	18.8	14	19.8	17.5	17.5	...	2.46	14.6	...	18.6	...	...	21.8	...	1.41	...	...
	Devonport ...	24.7	12	...	33	...	18.5	21.5	20	...	2.08	8	...	17.2	20	...	10	...	1.77	...	...
	Emu Bay	23	35	20	33	15	14	15	20	...	3.13	4	5	8	...	8	15	...	1.44	...	...
	Kentish	19.1	25	...	27.3	17.5	18.3	27.5	30	...	2.77	...	...	9	...	...	23.3	...	1.26	...	...
	King Island ..	...	...	...	...	...	...	...	...	...	2.5	...	...	...	...	...	20	3	2.5	...	...
	Latrobe	14.3	23.2	20	19.5	...	15	10	...	...	2.46	...	10	11.2	...	...	15	6	1.14	...	...
	Leven	26	20	...	29.2	...	18.5	...	18	6	...	2.65	15	...	7.3	10	3	1.52
	Penguin	19.3	32.8	...	14.4	...	15	2.33	9	...	10	1.3
	Table Cape ...	23	30	...	36.7	...	21	3.44	5	12	18	10.3	...	2
Waratah .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Midland Division.	Bothwell	24.5	...	...	28.5	11	20	15	...	...	2.5	10	...	10	...	...	...	4	...	...	...
	Campbell .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Town	14.3	17.5	...	26.2	...	9	...	...	...	1.87	...	...	15	...	...	...	5	...	1.06	...
	Green Ponds ..	22.7	21.5	20	27.7	10.3	20	...	17	...	3	12	...	20	...	...	...	...	...	...	...
	Hamilton	23.3	...	...	36.2	...	30	...	...	...	4	...	10	...	...	...	...	...	...	...	...
	Longford.....	14.3	23.2	20	19.5	...	15	10	...	...	2.46	10	...	11.2	...	...	15	3	1.14	...	...
	Oatlands	15	17	17.7	22.9	14	18.3	...	...	...	2.33	...	10	...	...	...	...	...	...	1.02	...
Ross	10	...	...	20	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1.87	...	
S. E. Division	Brighton	22.6	17.5	27	35	...	15.2	...	...	450	2.43	...	5	17	...	2.25	...	...	1.59	...	...
	Clarence	19.4	28.2	25	32.5	15	19	...	20	...	...	...	...	13.7	...	...	...	3	1.54	...	...
	Glamorgan ..	16.3	...	35	20.4	...	13.3	19	...	...	3.31	...	...	14	...	...	12.5	1	1.2	...	...
	Glenorchy ...	25	...	17	30	...	29.3	...	...	10	2	...	15	16	...	...	15	7	2	...	1008
	Hobart .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kingborough ..	20	22.6	30	32.5	22	20	10	...	...	4.4	...	...	21.7	...	4	...	5	1.65	...	...
	New Norfolk ..	21.7	30	20	42	20	20	15	12	...	450	5.2	...	11	...	...	...	...	1	1274	...
	New Town ...	...	...	...	...	...	...	...	...	...	...	...	15	25	...	...	18.5	...	2.61	...	...
	Queen- borough .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Richmond	19.8	28.7	30	30.4	20	19.7	...	...	8	...	3	...	...	17.5	...	...	11	6	1.46	...
Sorell	16.2	30	28.7	35.4	17.5	20.3	20	10	...	...	3.28	...	6	9.6	...	...	20.3	...	1.6	...	
Spring Bay ...	11.6	20	30	20	14	17.5	...	...	...	...	3.5	15	...	10	...	...	25	...	.66	...	
Tasman	18	10	22.5	27.5	...	18.3	...	20	...	...	3.75	8	...	...	...	...	25	3	1.94	...	...
S.W. Division	Bruni .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Esperance .....	...	...	...	...	...	...	...	...	...	2.62	9	10	10	...	2	...	2	...	2.5	...
	Gormanston ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Huon .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Port Cygnet ..	10	...	...	25	12	25	16	20	...	...	6	10	...	20	...	...	16	5	3	...
	Queenstown ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Strahan .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zeehan .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ALL TASMANIA		17.73	24.44	23.69	26.13	15.26	18.61	18.22	16.86	9.71	450	2.85	11.42	12.76	13.63	20	5.44	16.76	5.28	1.39	1028	

[Compiled by Government Statistician from Yield Returns supplied by leading growers of the several Districts, and partly estimated.]

AGRICULTURE.—AVERAGE PRODUCE PER ACRE, 1902-3 TO 1911-12.

YEAR.	AGRICULTURE.										HORTICULTURE.				
	GRAIN, PULSE, &c.					ROOT CROPS.					FORAGE, &c.		Hops.		
	Wheat.	Barley.	Oats.	Pease.	Beans.	Tares.	Linseed.	Turnips.	Potatoes.	Carrots.	Mangel Wurzel.	Onions.		Artificially Sown Grasses (Seed).	Hay.
1902-3.	bushels. 21·44	bushels. 24·26	bushels. 31·83	bushels. 19·78	bushels. 20·68	bushels. 17·58	lbs. 700·00	tons. 10·43	tons. 4·72	tons. 14·45	tons. 17·00	tons. 5·50	bushels. 15·77	tons. 1·35	lbs. 1217·00
1903-4.	bushels. 15·53	bushels. 26·31	bushels. 26·73	bushels. 21·34	bushels. 25·30	bushels. 19·36	bushels. 607·00	tons. 13·74	tons. 5·87	tons. 18·17	tons. 17·41	tons. 5·80	bushels. 16·61	tons. 1·93	lbs. 1353·06
1904-5.	bushels. 18·40	bushels. 21·34	bushels. 26·98	bushels. 20·90	bushels. 23·60	bushels. 15·98	bushels. 430·00	tons. 10·47	tons. 4·21	tons. 17·45	tons. 17·66	tons. 5·42	bushels. 17·80	tons. 1·34	lbs. 1250·00
1905-6.	bushels. 18·79	bushels. 17·45	bushels. 28·05	bushels. 17·16	bushels. 19·00	bushels. 18·61	bushels. 421·00	tons. 7·88	tons. 2·25	tons. 10·00	tons. 11·87	tons. 3·74	bushels. 16·56	tons. 1·40	lbs. 1147·88
1906-7.	bushels. 19·86	bushels. 26·63	bushels. 35·60	bushels. 20·22	bushels. 24·07	bushels. 22·01	bushels. 674·00	tons. 11·17	tons. 5·44	tons. 12·11	tons. 19·65	tons. 7·35	bushels. 21·09	tons. 1·61	lbs. 1454·50
1907-8.	bushels. 20·92	bushels. 25·49	bushels. 27·93	bushels. 20·20	bushels. 18·68	bushels. 20·32	bushels. 723·06	tons. 7·24	tons. 3·76	tons. 10·16	tons. 18·02	tons. 8·05	bushels. 19·70	tons. 1·33	lbs. 1387·44
1908-9.	bushels. 24·08	bushels. 24·50	bushels. 39·34	bushels. 22·75	bushels. 20·86	bushels. 16·18	bushels. 700·42	tons. 10·38	tons. 3·46	tons. 10·78	tons. 16·83	tons. 7·43	bushels. 15·07	tons. 1·55	lbs. 1396·00
1909-10.	bushels. 21·70	bushels. 24·40	bushels. 32·92	bushels. 23·16	bushels. 17·11	bushels. 15·75	bushels. 810·00	tons. 7·20	tons. 3·45	tons. 6·16	tons. 14·34	tons. 6·00	bushels. 14·46	tons. 1·70	lbs. 1229·00
1910-11.	bushels. 21·45	bushels. 26·68	bushels. 32·29	bushels. 24·98	bushels. 23·11	bushels. 19·93	*—	tons. 12·94	tons. 2·67	tons. 12·61	tons. 19·98	tons. 5·29	bushels. 21·74	tons. 1·58	lbs. 1709·00
1911-12.	bushels. 17·73	bushels. 24·06	bushels. 26·13	bushels. 18·61	bushels. 18·22	bushels. 16·86	450	tons. 11·42	tons. 2·85	tons. 12·76	tons. 13·63	tons. 5·44	bushels. 16·76	tons. 1·39	lbs. 1028·00

*No record.

ROBT. M. JOHNSTON, Government Statistician.

AGRICULTURE—PRICES OF PRODUCE, 1901-02 TO 1911-12.
MAXIMUM and Minimum Prices at Hobart and Launceston.

YEAR.	AGRICULTURE.										HORTICULTURE.									
	GRAIN, PULSE, &c.										ROOT CROPS.					FORAGE, &c.				
	Wheat.	Barley.	Oats.	Rye.	Pease.	Beans.	Tares.	Turnips.	Potatoes.	Carrots.	Mangel Wurzel.	Onions.	Artificially Sown Grass (Seed).	Hay.	Hops.	Fruit.				
																Apples.	Pears.			
	per bushel.	per bushel.	per bushel.	per bushel.	per bushel.	per bushel.	per bushel.	per ton.	per ton.	per ton.	per ton.	per ton.	per bushel.	per ton.	per lb.	per bushel.	per bushel.			
1901-2.....	3/2 to 4/4	3/ to 4/4	2/9 to 3/	3/9 to 4/6	3/6 to 4/	4/ to 4/6	5/ to 6/6	40/	50/ to 60/	35/ to 40/	30/ to 40/	50/ to 100/	3/6	40/ to 70/	-/81	3/6 to 4/6	4/			
1902-3.....	4/ to 5/6	2/6 to 4/6	2/ to 3/6	3/6 to 5/	3/ to 6/	3/ to 6/	3/6 to 7/	15/ to 40/	77/6 to 100/	20/ to 60/	10/ to 40/	70/	2/6 to 6/	40/ to 110/	-/11/7	3/ to 4/6	3/6 to 8/			
1903-4.....	2/6 to 3/3	2/6 to 3/3	1/4 to 1/9	3/3 to 3/6	2/7 to 2/9	2/9 to 3/9	5/ to 6/6	20/ to 26/	25/ to 70/	25/ to 35/	15/ to 20/	90/ to 300/	2/6 to 6/	45/ to 55/	1/2 to 1/3	3/6 to 4/	4/ to 7/6			
1904-5.....	3/ to 3/9	2/9 to 3/6	1/8 to 2/6	3/ to 4/6	2/9 to 3/6	3/9 to 4/6	6/6 to 7/	21/ to 30/	25/ to 45/	25/ to 50/	12/ to 20/	180/	3	50/ to 75/	-/11 to 1/4	3/ to 4/6	3/ to 7/			
1905-6.....	3/6 to 3/9	3/3 to 3/9	2/ to 3/	3/6 to 4/	4/ to 5/	4/6 to 5/	7/ to 10/	30/ to 40/	130/ to 150/	30/ to 80/	25/	55/ to 150/	4/ to 8/	56/ to 73/	1/ to 1/3	4/	5/ to 7/			
1906-7.....	3/ to 4/	2/6 to 4/3	1/9 to 3/2	2/9 to 4/	3/6 to 4/9	4/6 to 5/	5/ to 10/	24/ to 40/	28/ to 50/	32/6 to 40/	14/ to 23/	140/ to 160/	2/6 to 7/6	50/ to 70/	7/ to 1/2	3/6 to 5	3/ to 7/			
1907-8.....	3/9 to 4/6	3/6 to 3/9	2/9 to 3/3	3/3 to 4/	3/9 to 4/	3/9	6/ to 8	35/ to 50/	40/ to 84/	40/ to 60/	20/ to 40/	140/ to 220/	3/ to 5/	70/ to 90/	8/ to 1	2/9 to 5/	5/			
1908-9.....	3/9 to 4/7	3/ to 4/	2/ to 3/	4/ to 5/	3/6 to 4/	3/10	6/ to 8/	30/	50/ to 90/	25/ to 50/	20/	80/ to 160/	3/ to 5/	50/ to 90/	-/10	3/3	4/2			
1909-10	3/9 to 4/6	3/6 to 4/3	2/9 to 3/3	3/6 to 4/6	3/9 to 4/	3/6 to 4/6	8/ to 10/	38/ to 50	40/ to 84/	30/ to 60/	20/ to 40/	80/ to 160/	3/6 to 4/3	65/ to 90/	-/7 to 1/	3/ to 4/6	2/6 to 10/			
1910-11	3/2 to 4/3	3/2 to 3/9	1/11 to 2/3	2/3 to 3/6	4/ to 5/3	3/6	4/ to 8/	28/	50/ to 90/	40/ to 70/	15/ to 30/	70/ to 150/	2/3	60/ to 70/	1/1 to 6	3/6	3/6			
1911-12	3/ to 3/9	4/ to 5/10	2/10 to 3/3	3/6 to 4/6	3/ to 4/	3/6 to 4/	6/ to 6/6	30/ to 50/	150/ to 180/	60/ to 80/	15/ to 25/	120/ to 130/	4/6 to 8/	60/ to 75/	1/4	3/6	4/			

[Compiled by Government Statistician from Returns furnished by the various Collectors.]

AREA, YIELD, AND VALUE OF CROPS.

Description of Crop.	Area.	Yield.		Average Price.	Value.
	Acres.			s. d.	£
Cereals—					
Barley { Malting, English	5212	bushels	127,419	5 0	31,855
{ Other, Cape	869	„	20,590	3 4	3432
Maize (*) .....	...	...	...	...	...
Oats	57,583	„	1,504,633	3 1	231,964
Rye	805	„	12,285	4 0	2457
Wheat	37,208	„	659,615	3 6	115,433
Other Cereals (*)	27	lbs.	12,150	0 2½	114
Grass Seed (*) .....	...	...	...	...	...
Green Forage, all kinds	9634	...	...	37 0	94,105
Hay—					
Lucerne	77,466	tons	107,684	70 0	376,894
Oaten					
Wheaten					
Other					
Straw—					
Oaten .....	...	„	42,181	30 0	63,271
Wheaten					
Other					
Pulse—					
Beans	674	bushels	12,279	3 9	2302
Peas	23,282	„	433,464	3 6	75,856
Root Crops—					
Carrots	136	tons	1736	70 0	6076
Mangolds	1282	„	17,473	20 0	17,473
Onions	36	„	196	125 0	1225
Potatoes	21,818	„	62,164	£8 15 0	543,935
„ Sweet					
Sugar Beet	4	„	80	50 0	200
Turnips (including Swede Turnips)	2923	„	33,389	40 0	66,778
Other .....	...	...	...	...	...
Grapes —					
Productive { For table use .....	...	...	...	...	...
{ For Wine					
{ For drying purposes					
Unproductive .....	...	...	...	...	...
Hops	1029	lbs.	1,057,976	1 4	70,532
Sugar Cane, Productive .....	...	...	...	...	...
„ Unproductive .....	...	...	...	...	...
Tobacco .....	...	...	...	...	...
Market Gardens	2144	...	...	...	...
Orchards and Fruit Gardens—					
Productive { Apples, bushels	22,660	Apples, bushels	1,505,944	3 6	263,540
{ Apricots „	1222	Apricots „	56,029	4 0	11,206
{ Pears „	1809	Pears „	100,527	4 0	20,105
{ Other Fruits, tons	2177	Other Fruits, tons	3637	£9 10 0	34,451
Unproductive .....	...	...	...	...	...
Other Crops .....	...	...	...	...	...
Total under Crop	270,000				
Land in Fallow	34,311				
Area under permanent artificially-sown grasses	505,940				
New Ground cleared during season	3898				
Previously cropped land lying idle during season	(c)				
Total area of arable land	814,149				

(a) Included in green forage of all kinds.

(b) Flax

(c) Included in land under fallow.

LIVESTOCK.

RETURN showing the Number of Livestock in Tasmania on 1st March, 1912.

Districts—Municipal or Police.	Horses.		Horned Cattle (including Calves, but excluding Cows kept for Dairy purposes).		Milch Cows (kept for Dairy purposes).		Sheep (including Lambs).		Goats.		Pigs.		
	Under one year of age.	One year old and upwards.	Under one year of age.	One year old and upwards.	In profit.	Dry.	Under one year of age.	One year old and upwards.	Angora.	Other.	Under one year of age.	One year old and over.	
N.E. DIVISION.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
	Beaconsfield	84	1083	857	1767	828	372	5254	15,739	48	83	1070	380
	Evandale	128	935	1098	3420	603	126	27,442	83,262	39	24	1095	442
	Fingal	79	846	1656	3966	1659	196	25,038	88,385	...	17	1053	395
	Flinders Island ..	16	86	297	1241	39	53	3568	11,309	5	55	16	11
	George Town.....	31	253	203	559	291	25	4261	26,568	4	22	403	187
	Lilydale	109	815	876	1625	1174	165	7289	25,869	34	18	1542	699
	Portland	14	459	660	2978	883	390	3240	11,585	1	2	36	515
	Ringarooma	143	1094	2808	5737	2975	308	5882	22,218	20	1	1946	641
	Scottsdale	72	811	1342	3260	2213	62	2292	13,542	31	28	22	1165
	St. Leonards	62	630	846	1886	1259	188	6103	25,048	...	45	857	588
	Westbury	215	1894	1465	2759	1566	460	22,102	46,324	...	12	2855	724
	Launceston	9	821	87	76	419	78	418	146	11	47	100	9
Total N.E. Division		962	9732	12,195	29,274	13,909	2423	112,889	369,995	193	354	10,995	5756
N.W. DIVISION.	Circular Head ...	247	1458	2859	7142	1972	164	5878	12,118	209	39	1695	986
	Deloraine	353	2304	2697	5744	3211	358	17,061	30,436	409	47	5275	1412
	Devonport.....	41	795	446	488	667	44	884	1632	...	3	295	850
	Emu Bay	155	1219	1918	4722	1901	185	2436	4451	...	39	1438	769
	Kentish	187	1726	1661	3652	2147	113	3701	9444	22	20	3109	3055
	King Island	90	507	1621	6854	950	310	342	679	...	...	171	221
	Latrobe	129	1178	767	1872	977	129	4794	10,320	54	36	2091	478
	Leven	235	1813	2443	4055	2726	691	3911	7433	202	41	3101	1134
	Penguin	137	870	1893	2001	2179	89	937	2053	3	7	1803	244
	Table Cape.....	222	1607	4760	6844	4859	362	3780	5484	38	44	3594	953
	Waratah	6	85	202	914	65	15	21	23	...	...	3	7
Total N.W. Division		1802	13,562	21,207	44,288	21,654	2460	43,745	84,073	937	276	22,575	10,109
MID. DIVISION.	Bothwell	54	302	941	4793	230	104	36,564	161,423	151	19	219	116
	Campbell Town...	41	505	614	2747	277	115	27,992	91,505	...	12	199	110
	Green Ponds	33	390	338	1047	414	94	12,523	35,236	...	1	406	216
	Hamilton	67	675	1487	9113	275	151	33,577	95,644	83	...	653	316
	Longford	188	1798	1114	3335	956	202	35,971	91,539	82	17	1416	770
	Oatlands	184	1241	1630	5640	1162	362	51,578	140,225	19	34	1728	503
	Ross	17	231	336	2645	109	42	21,371	90,554	...	...	31	64
Total Mid. Division		584	5142	6460	29,320	3423	1010	219,579	706,126	335	83	4652	2095
S.E. DIVISION.	Brighton	76	789	258	636	423	211	9755	28,357	...	...	641	263
	Clarence	52	512	281	426	380	174	4777	14,071	4	7	378	142
	Glamorgan	22	273	209	846	142	74	13,798	44,453	...	...	243	193
	Glenorchy	10	465	176	96	329	84	230	485	...	10	249	81
	Hobart	1	1235	62	30	399	25	...	12	...	25	9	39
	Kingborough	24	314	328	1102	603	481	600	1435	...	...	472	100
	New Norfolk.....	79	965	533	1088	601	362	6176	17,145	39	4	723	421
	New Town.....	5	320	66	61	476	65	1	889	3	3	331	119
	Queenborough ...	16	247	86	137	453	122	...	34	...	5	138	36
	Richmond	65	617	362	931	395	205	10,584	27,732	6	...	736	256
	Sorell	115	867	845	1580	1296	293	10,414	27,806	12	...	1664	439
	Spring Bay	20	184	184	985	171	109	9231	41,365	15	...	411	111
	Tasman	25	229	294	596	755	60	1512	3667	...	25	220	250
Total S.E. Division		510	7017	3684	8514	6423	2265	67,078	207,451	79	79	6215	2450
S.W. DIVISION.	Bruni	1	94	123	439	105	101	1256	4311	...	...	131	29
	Esperance	8	457	401	854	572	136	457	435	2	10	459	107
	Gormanston .....	...	57	...	...	9	1	...	...	...	8	25	65
	Huon	78	884	322	1205	601	86	715	2035	4	3	409	358
	Port Cygnet	61	613	465	716	819	111	853	1098	...	14	557	104
	Queenstown .....	...	70	48	13	111	130	...	123	...	8	9	11
	Strahan	1	40	46	133	39	31	10	81	...	50	5	33
	Zeehan	5	173	271	570	221	218	305	402	16	76	128	115
Total S.W. Division		154	2388	1676	3930	2477	814	3596	8485	22	169	1723	822
Grand Total, 1911-12.		4012	37,841	45,222	115,326	47,886	8972	446,887	1,376,130	1566	961	46,160	21,232

[Compiled by Government Statistician from Returns furnished by the various Collectors.]

LIVESTOCK.

A COMPARATIVE RETURN showing the Number of Livestock in Tasmania and Islands in Bass Strait on 1st March, 1911, and 1st March, 1912.

Districts—Municipal or Police.	Horses.		Horned Cattle (including Calves).		Sheep (including Lambs).		Goats.		Pigs.	
	1910-11.	1911-12.	1910-11.	1911-12.	1910-11.	1911-12.	1910-11.	1911-12.	1910-11.	1911-12.
N.E. DIVISION.										
Beaconsfield	1049	1172	2985	3824	18,185	20,993	122	131	2392	1450
Evandale	1075	1063	4787	5247	104,598	110,704	60	63	1066	1537
Fingal	913	925	7593	7477	119,548	113,423	45	17	1353	1448
Flinders	93	102	1503	1630	16,314	14,877	64	60	24	27
George Town	273	284	1080	1078	23,316	30,829	54	26	694	590
Lilydale	870	924	3631	3840	26,342	33,158	51	52	1862	2241
Portland	447	473	4021	4911	12,982	14,825	65	3	601	551
Ringarooma	1091	1237	11,229	11,828	20,133	28,100	12	21	2052	2587
Scottsdale	886	883	6469	6877	16,693	15,834	39	59	1068	1187
St. Leonards	820	692	4036	4179	35,246	31,151	33	45	1220	1145
Westbury	2103	2109	5652	6250	66,294	68,426	46	12	3933	3579
Launceston	1227	830	686	660	315	564	18	58	484	109
<i>Total N.E. Division</i>	<i>10,847</i>	<i>10,694</i>	<i>53,672</i>	<i>57,801</i>	<i>460,266</i>	<i>482,884</i>	<i>609</i>	<i>547</i>	<i>16,749</i>	<i>16,751</i>
N.W. DIVISION.										
Circular Head.....	1726	1705	12,852	12,137	14,636	17,996	168	248	2804	2681
Deloraine.....	2616	2657	10,729	12,010	42,763	47,497	388	456	5762	6687
Devonport	734	836	1528	1645	3431	2516	10	3	1116	1145
Emu Bay.....	1259	1374	8187	8726	5564	6887	100	39	2077	2207
Kentish	2091	1913	8072	7573	13,641	13,145	25	42	5919	6164
King Island.....	530	597	8471	9735	2220	1021	...	...	258	392
Latrobe	1246	1307	3921	3745	17,374	15,114	59	90	2314	2569
Leven	1996	2048	9869	9915	10,841	11,344	177	243	4391	4235
Penguin	951	1007	5336	6162	3155	2990	3	10	1915	2047
Table Cape	1770	1829	15,748	16,765	7901	9264	45	82	4064	4547
Waratah	73	91	1211	1196	...	44	1	...	14	10
<i>Total N.W. Division</i>	<i>14,992</i>	<i>15,364</i>	<i>85,924</i>	<i>89,609</i>	<i>121,526</i>	<i>127,818</i>	<i>987</i>	<i>1213</i>	<i>30,634</i>	<i>32,681</i>
MID. DIVISION.										
Bothwell	505	356	6919	6068	186,467	197,987	...	170	260	335
Campbell Town	488	546	3447	3753	117,036	119,497	11	12	201	309
Green Ponds	436	423	1685	1893	39,209	47,759	50	1	499	622
Hamilton.....	667	742	4922	11,026	96,727	129,221	2	83	797	969
Longford.....	1942	1986	4965	5607	191,455	127,513	67	99	1921	2186
Oatlands	1451	1425	8033	8734	177,315	191,803	35	53	2139	2231
Ross	236	248	2794	3132	110,169	111,925	...	...	148	95
<i>Total Mid. Division</i>	<i>5725</i>	<i>5726</i>	<i>32,765</i>	<i>40,213</i>	<i>918,378</i>	<i>925,705</i>	<i>165</i>	<i>418</i>	<i>5965</i>	<i>6747</i>
S.E. DIVISION.										
Brighton	806	865	1366	1528	35,600	38,112	...	...	758	904
Clarence.....	547	564	1318	1261	17,951	18,848	10	11	427	520
Glamorgan	286	295	1510	1271	53,549	58,251	10	...	833	436
Glenorchy	508	475	736	685	1233	715	10	10	251	330
Hobart	1253	1236	586	516	...	12	15	25	83	48
Kingborough	303	338	1401	2514	3015	2035	1	...	444	572
New Norfolk	1076	1044	2575	2584	31,361	23,321	29	43	1057	1144
New Town	286	325	647	668	723	890	7	6	293	450
Queenborough	274	263	754	798	40	34	2	5	164	174
Richmond	703	682	2333	1893	39,233	38,316	1	6	1409	992
Sorell	920	982	3972	4014	38,221	38,220	1	12	1212	2103
Spring Bay.....	191	204	1436	1449	47,123	50,596	9	15	383	522
Tasman	207	254	1646	1705	5410	5179	33	25	486	470
<i>Total S.E. Division</i>	<i>7360</i>	<i>7527</i>	<i>20,280</i>	<i>20,886</i>	<i>273,459</i>	<i>274,529</i>	<i>128</i>	<i>158</i>	<i>7800</i>	<i>8665</i>
S.W. DIVISION.										
Bruni	95	95	789	768	6057	5567	5	...	138	160
Esperance	495	465	2054	1963	2232	892	5	12	520	566
Gormanston	70	57	14	10	...	...	11	8	60	90
Huon	848	962	2483	2214	2686	2750	24	7	792	767
Port Cygnet	627	674	2087	2111	2782	951	17	14	631	661
Queenstown	86	70	297	302	67	123	43	8	60	20
Strahan	44	41	204	249	201	91	35	50	58	38
Zeehan	199	178	1285	1280	656	707	89	92	308	243
<i>Total S.W. Division</i>	<i>2464</i>	<i>2542</i>	<i>9213</i>	<i>8897</i>	<i>14,681</i>	<i>12,081</i>	<i>229</i>	<i>191</i>	<i>2567</i>	<i>2545</i>
GRAND TOTALS.....	41,388	41,853	201,854	217,406	1,788,310	1,823,017	2118	2527	63,715	67,392
1911-12—Increase	896	465	1909	15,552	53,549	34,707	...	409	8010	3677
Decrease .....	...	...	...	...	...	...	...	...	...	...

[Compiled by Government Statistician from Returns furnished by the various Collectors.]

LIVESTOCK—NUMBER IN THE STATE.—1901-2 to 1911-12.

YEAR.	Horses.	Horned Cattle, (including Calves.)	Sheep,* (including Lambs.)	Goats.	Pigs.
1901-02	32,399	168,661	1,792,481	1516	58,716
1902-03	33,466	177,566	1,672,655	1337	52,096
1903-04	33,541	185,938	1,597,053	1959	56,538
1904-05	36,565	201,206	1,557,460	1694	77,943
1905-06	37,101	206,211	1,583,561	1449	72,810
1906-07	38,299	211,117	1,729,394	1522	42,985
1907-08	40,392	215,523	1,744,800	1460	46,704
1908-09	39,881	205,827	1,728,053	1732	47,945
1909-10	40,492	199,945	1,734,761	1893	55,705
1910-11	41,388	201,854	1,788,310	2118	63,715
1911-12	41,853	217,406	1,823,017	2527	67,392

* Including Sheep on Islands in Bass Straits.

LIVESTOCK IMPORTED AND SLAUGHTERED AT THE PUBLIC SLAUGHTER-HOUSES.—DECENNIAL RETURN.

YEAR.	SHEEP AND LAMBS.		HORNED CATTLE AND CALVES.		PIGS.	
	Imported,†	Slaughtered.	Imported,†	Slaughtered.	Imported,†	Slaughtered.
1902	46,628	114,900	15	10,193	175	9327
1903	23,859	122,223	633	9842	16	7487
1904	23,444	109,992	452	10,708	...	8178
1905	53,224	101,863	1697	12,035	...	9416
1906	79,968	104,081	1632	10,503	...	8593
1907	86,738	107,859	204	12,137	3	12,226
1908	61,263	115,560	420	11,144	1	8160
1909†	60,974	111,445	392	10,059	6	8370
1910* .....	...	191,109	...	19,240	...	14,995
1911 .....	...	198,543	...	22,739	...	19,111

† Records of interstate imports ceased. * At Hobart and Launceston only up to 1909. Country returns not complete for this year.
[Compiled by Government Statistician from official records.]

LIVESTOCK.
SHEEP-WASHING and Shearing.

	1910.	1911.	1911. Compared with Year 1910.	
			Increase.	Decrease.
Number of Sheep-owners who washed their Sheep before shearing	<i>Nil.</i>	<i>Nil.</i>	...	...
Number of Sheep-owners who sheared their Sheep in the grease	4070	3945	..	125

LIVESTOCK.

RETURN showing the Average Market Value of Chief Descriptions of Livestock.

	Market Price.		
	Maximum.	Minimum.	Fair Average.
	£ s. d.	£ s. d.	£ s. d.
Horses—			
Extra heavy draught	62 10 0	40 0 0	45 0 0
Medium draught	50 0 0	35 0 0	40 0 0
Light draught	42 0 0	20 0 0	28 0 0
Saddle and Harness	25 0 0	10 0 0	16 0 0
Carriage	30 0 0	18 0 0	23 0 0
Fat Cattle—			
Bullocks—			
Extra Prime	15 0 0	11 0 0	12 10 0
Prime	12 0 0	8 10 0	10 0 0
Medium	8 0 0	7 0 0	7 10 0
Light	7 0 0	4 10 0	5 10 0
Cows—			
Prime	11 0 0	7 10 0	8 10 0
Other	7 0 0	3 15 0	5 0 0
Steers and Heifers—			
Prime	8 10 0	4 0 0	6 0 0
Other	5 0 0	2 0 0	3 10 0
Calves—			
Prime	2 10 0	1 15 0	2 0 0
Other	1 13 0	0 15 0	1 5 0
Working Bullocks—			
Best, per pair	25 0 0	17 0 0	20 0 0
Other, per pair	16 0 0	8 0 0	13 0 0
Dairy Cattle—			
Milkers—			
Best	11 0 0	7 10 0	8 15 0
Good	7 0 0	5 0 0	6 0 0
Interior	4 10 0	2 10 0	3 10 0
Springers—			
Best	9 0 0	6 0 0	7 10 0
Other	6 0 0	3 0 0	4 10 0
Dry—			
Best	3 5 0	2 10 0	2 17 6
Other	2 7 6	1 10 0	2 0 0
Stores—			
Fat Sheep—			
Crossbred Wethers—			
Extra Prime	1 3 0	0 18 0	1 0 0
Prime	1 0 0	0 15 0	0 17 6
Good	0 15 0	0 11 0	0 13 6
Crossbred Ewes—			
Extra Prime	1 0 0	0 16 0	0 17 6
Prime	0 16 0	0 13 6	0 14 6
Good	0 13 0	0 8 0	0 10 6
Merino Wethers—			
Extra Prime	0 18 0	0 14 0	0 15 6
Prime	0 13 6	0 10 0	0 11 9
Good	0 10 0	0 7 0	0 8 6
Merino Ewes—			
Extra Prime	0 13 0	0 10 0	0 11 6
Prime	0 10 0	0 8 0	0 9 0
Good	0 7 6	0 5 0	0 6 6
Lambs—			
Extra Prime	} Last Season	0 18 0	0 16 6
Prime		0 15 0	0 13 6
Good		0 12 6	0 11 6
Pigs—			
Extra Prime	3 10 0	2 10 0	2 17 6
Prime	2 5 0	1 15 0	2 0 0
Porkers	1 12 0	0 17 0	1 5 0
Stores	0 16 0	0 10 0	0 13 0
Slips and Suckers	0 10 0	0 4 0	0 7 0
Goats—			
Angora .....	...	...	...
Other .....	...	...	...
Camels	} None offering.		
Mules			
Donkeys			

SUMMARY showing approximately the Relative Value of Agricultural and Pastoral Produce for the Years 1907-1908, 1908-1909, 1909-1910, 1910-1911, and 1911-1912.

	1907-8.*	1908-9.*	1909-10.*	1910-1911.*	1911-12.*
<i>Agricultural Produce—</i>	£	£	£	£	£
Wheat	136,899	145,800	178,573	196,130	115,433
Barley	29,556	29,730	30,731	21,348	35,287
Oats	228,900	243,300	352,132	257,913	231,964
Other Cereals	51,857	72,734	78,071	91,050	80,161
Potatoes	436,449	425,600	246,206	350,450	543,935
Other Root Crops	118,730	93,690	125,686	109,791	91,752
Hay	442,827	481,200	445,297	403,165	376,894
Straw		109,120	105,604	88,267	63,271
Other Forage.....	12,236	93,650	41,464	38,053	94,105
Hops	52,593	55,596	48,341	110,954	70,532
Apples	201,500	173,450	259,018	235,892	263,540
Pears	9430	14,830	28,764	20,292	20,105
Apricots .....	...	...	...	10,108	11,206
Other Fruits					
Other Garden and Orchard Produce	19,556	32,980	28,459	49,317	45,396
<i>Total Agricultural Produce</i>	<i>1,740,533</i>	<i>1,971,674</i>	<i>1,968,346</i>	<i>1,982,730</i>	<i>2,043,581</i>
<i>Pastoral Produce—</i>					
Milk, Butter, and Cheese	406,838	382,000	382,470	397,246	426,525
Value of surplus Stock produced —					
Cattle	242,738	228,091	221,530	223,650	240,900
Sheep	163,575	163,600	164,210	169,300	172,575
Pigs	58,380	59,930	69,615	79,621	84,240
Horses	34,432	33,400	36,275	37,080	37,500
Wool exported and consumed locally	441,389	480,038	426,775	401,312	469,100
Live Stock exported	76,289	49,496	56,215	61,998	59,106†
<i>Total Pastoral Produce.</i>	<i>1,423,641</i>	<i>1,396,555</i>	<i>1,357,090</i>	<i>1,370,207</i>	<i>1,429,946</i>
<i>Grand Total</i>	<i>3,164,174</i>	<i>3,368,229</i>	<i>3,325,436</i>	<i>3,352,937</i>	<i>3,473,527</i>
<i>Grand Total per Head of Population</i>	<i>18·73</i>	<i>18·54</i>	<i>17·81</i>	<i>17·32</i>	<i>17·95</i>
<i>Agricultural Produce ditto</i>	<i>10·75</i>	<i>10·8</i>	<i>10·5</i>	<i>10·24</i>	<i>10·56</i>
<i>Pastoral Produce ditto.....</i>	<i>7·98</i>	<i>7·6</i>	<i>7·3</i>	<i>7·08</i>	<i>7·39</i>

* Based upon the prices ruling in the respective years. † Estimated. § This Table is designed mainly to afford a comparative measure or index level of the relative volume of products, and can only be regarded as an approximate measure of the actual monetary values of the products tabulated. ¶ Not included in previous years.

STOCK AND CROP STATISTICS (MISCELLANEOUS), 1911- 2.

	1910-11.	1911-12.	1911-12. Compared with previous Year.	
			Increase.	Decrease.
SCHEDULES AND RETURNS.				
Number of Persons from whom Agricultural and Live Stock Returns were obtained.....No.	10,549	10,169	...	380
Number of Persons from whom Live Stock Returns only were obtained	3016	3492	476	...
Number of Persons from whom Agricultural Returns only were obtained	541	636	95	...
Number of Persons from whom other Returns were obtained	1064	1088	24	...
Total	15,170	15,385	215	...

It is very probable that these figures are less than the actual number, the returns of the Local Collectors, from which they are taken being somewhat defective in regard to these particulars.

Capital Value of Machinery.

	£
Agricultural	233,945
Dairying	40,236
Pastoral	14,919
Threshing and Chaffcutting	63,612
Not stated	—
Total	352,712

Number of Hands employed.

Farm.....	12473
Dairying.....	2859
Pastoral	2067
Total	17,399

Estimated number of owners possessing 10 sheep and over, 3945.

RETURN showing Particulars as to Grain threshed, as supplied by Owners of Threshing Machines under 62 Vict. No. 4.

	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
Threshing Machines registered	111	109	102	96	94
Returning information.....	91	69	72	74	46½
Wheat threshed..... bushels	631,222	697,764	676,655	861,000	339,111
Barley "	149,420	104,375	115,405	132,510	101,059
Oats "	983,263	1,158,681	1,454,526	1,103,283	606,992
Peas "	29,157	18,394†	29,839	110,483	42,769

RETURN giving Number and Acreage of all Holdings on 1st March, 1912, as ascertained from Stock and Crop Returns.

Classification.	Holdings.		Total Area in Acres.
	No.	Per cent. to Total.	
Under 50 acres	4624	34·07	71,992
50 and under 100 "	2413	17·78	160,802
100 " 240 "	3582	26·40	529,822
240 " 500 "	1454	10·72	485,354
500 " 1000 "	669	4·93	449,415
1000 " 5000 "	621	4·57	1,298,172
5000 " 10,000 "	117	·86	818,148
10,000 " 20,000 "	60	·44	771,420
20,000 " 50,000 "	31	·22	808,460
50,000 and over.	2	·01	258,898
Total.....	13,573	100·00	5,652,483

A great proportion of the area of the larger class of holdings consists of grazing lands leased from the Government.
 [Compiled by Government Statistician from Returns furnished by the various Collectors.]

WOOL PRODUCTION, SEASON 1911-12.

	Quantity. lbs.	Value. £
Tasmanian wool produced	9,526,593	} 416,279
Ditto used in local manufactures	493,000	

Gold, Silver, and Precious Stones.									
Watchmakers, Jewel- lers, &c.	1	...	16	...	2	...	1	1	3
Chlorination Works	...	...	...	...	...	1	1	1	2
TOTAL	1	...	16	...	2	...	1	1	3
Metals other than Gold and Silver.									
Brass-founders	...	...	4	...	...	...	...	...	...
Foundries (Iron & Brass)	...	...	5	...	...	...	...	...	...
Smelting Works	6	...	6	...	...	...	...	...	...
Tin-workers	...	...	6	...	...	...	2	...	1
Whitesmiths	1	...	1	...	...	...	...	...	...
Locksmiths, &c.	...	...	2	...	...	...	...	...	...
TOTAL	1	...	24	...	...	...	2	...	1
Miscellaneous.									
Auctioneers	...	...	8	...	...	...	2	...	2
Barbers & Hairdressers	2	...	30	...	2	...	3	1	3
Corn & Ship Chandlers	...	...	12	...	...	...	...	...	...
Fancy Goods	...	...	18	...	...	...	...	...	1
Dentists	...	...	...	...	...	...	...	...	2
General Dealers	4	5	4	23	2	...	3	2	12
Grocers	10	...	75	8	3	...	4	6	12
Hawkers	...	...	...	...	...	...	...	...	...
Wholesale Merchants	...	...	16	...	...	...	...	...	...
Photographers	1	...	5	...	...	...	...	...	...
Others not specified in List	...	...	4	...	...	...	...	...	...
TOTAL	13	5	4	192	10	4	...	9	6
GRAND TOTAL	58	36	79	6	17	59	33	67	100

NOTE.—Compared with 1910 there are fewer establishments shown; but this has, doubtless, been caused by the Police not including some of the small Establishments in their Returns.

TRADES AND MANUFACTORIES.—DECENNIAL RETURN.

CLASSIFIED LIST OF TRADES, MANUFACTORIES, AND WORKS.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
<i>Books and Stationery.</i>										
Booksellers.....	36	36	39	38	45	60	60	60	81	82
Printing Offices.....	23	24	24	24	19	23	26	29	30	29
<i>Musical Instruments.</i>										
Pianoforte-makers' Establishments	1	1	1	1	1	3	4	2	3	...
<i>Machines, Tools, and Implements.</i>										
Agricultural Implement-makers' Establishments	21	12	13	14	15	21	29	20	15	19
Blacksmiths' Establishments	180	207	206	216	181	183	178	196	211	185
Engineers' ditto.....	24	25	23	25	31	29	20	49	26	27
Ironmongers' ditto.....	24	23	23	23	18	25	26	28	30	23
Millwrights' ditto .....	...	...	...	...	...	...	...	...	...	...
<i>Carriages and Harness.</i>										
Coach-makers' Establishments	18	26	25	22	26	23	29	22	28	27
Saddle and Harness-makers' ditto	49	53	48	51	47	45	50	48	48	41
Wheelwrights' ditto	40	50	51	45	42	41	58	44	59	47
Cycle Factories .....	...	...	14	27	21	15	46	39	46	49
<i>Ships and Boats.</i>										
Shipwrights' and Boatbuilders' Establishments	15	16	14	16	12	12	15	13	14	11
<i>Houses, Buildings, &c.</i>										
Brick-makers' Establishments.....	27	24	24	26	22	21	19	20	18	16
Builders' ditto	99	104	102	103	122	104	121	107	111	94
Carpenters' ditto	138	167	174	163	163	124	131	126	149	127
Limekilns	10	12	11	12	13	10	13	11	9	10
Painters, Plumbers, and Glaziers' Establishments	70	72	76	70	80	78	81	83	82	78
Plasterers' ditto	26	26	30	31	25	23	25	22	19	15
Stonemasons' ditto.....	29	31	35	32	26	21	27	22	25	22
<i>Furniture.</i>										
Cabinet-makers' and Joiners' Establishments	41	44	38	36	33	46	43	36	53	48
Carvers' and Gilders' ditto.....	5	5	5	5	2	3	3	3	4	1
Turners' ditto.....	7	8	6	8	8	6	7	5	6	6
<i>Chemicals.</i>										
Chemists' and Druggists' Establishments	56	57	61	61	57	57	58	57	56	56
Dyers' ditto	8	8	7	7	9	8	8	8	9	7
<i>Textile Fabrics.</i>										
Woollen Manufactories	3	4	4	4	4	3	3	4	3	4
Flock Factory .....	...	...	...	1	1	1	...	...	2	...
Knitting and Weaving.....	...	...	...	...	...	...	...	...	2	3
<i>Dress.</i>										
Boot and Shoemakers' Establishments	274	269	271	270	215	210	228	232	240	219
Clothing Factories	4	4	4	4	3	2	3	2	5	2
Hat and Cap Manufactories	2	3	2	2	2	2	2	2	2	3
Tailors' Establishments.....	74	77	80	88	78	63	79	84	86	87
Drapers	144	145	134	149	139	146	168	156	174	165
Dressmakers and Milliners.....	...	...	...	...	...	...	...	...	44	106
<i>Fibrous Materials.</i>										
Sailmakers' Establishments	5	6	5	5	3	3	3	4	4	5
<i>Animal Food.</i>										
Butchers' Establishments	265	266	260	239	227	218	238	238	245	251
Cheese-makers' ditto	59	48	40	32	27	16	28	26	15	18
Butter Factories	14	13	13	11	12	6	25	24	25	29
Bacon Factories	4	12	14	8	10	1	9	8	11	12
Creameries	10	8	8	6	...	...	4	6	6	...
Cheese Factories .....	...	...	...	4	2	7	2	...	3	...
<i>Vegetable Food.</i>										
Bakers' Establishments.....	152	149	166	164	163	143	153	153	154	155
Gardeners' (Market) ditto	162	135	139	127	121	147	119	114	110	135
Jam Manufactories*.....	7	9	14*	9	3	12	6	3	8	8
Mills (Flour) Steam.....	16	16	15	16	13	12	16	14	15	12
" " Water	11	9	9	8	9	7	7	6	7	7
" " Hydraulic.....	...	...	...	...	...	...	...	...	...	...

* Including Pulp and Fruit-drying Establishments.

TRADES AND MANUFACTORIES—*continued.*

CLASSIFIED LIST OF TRADES, MANUFACTORIES, AND WORKS.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
<i>Vegetable Food—continued.</i>										
Mills (Flour) Horse.....	...	...	...	...	...	...	...	...	...	...
Pastrycooks and Confectioners' Establishments	41	40	54	39	38	66	87	56	104	51
<i>Drinks and Stimulants.</i>										
Breweries	7	8	8	8	7	5	6	6	6	7
Cidermakers' Establishments	3	4	4	3	3	3	2	2	3	3
Ginger Beer, Aerated Waters, Liqueur and Cordial Manufac- tories	24	24	25	25	19	19	23	21	23	25
Maltsters' Establishments	2	2	2	2	...	3	1	...	3	3
Licensed Victuallers' ditto	397	392	393	393	389	374	409	395	390	388
Tobacconists' ditto	31	31	32	28	23	17	13	25	33	36
Wine Merchants' ditto.....	9	11	12	11	10	6	9	8	15	20
<i>Animal Matters.</i>										
Bonedust Manufactories	5	3	4	4	4	4	6	6	9	8
Candle ditto	4	3	3	3	2	3	2	2	2	3
Pellmongers' Establishments	21	27	15	24	9	25	18	15	19	18
Furriers' ditto	5	5	5	4	5	7	6	5	5	5
Tanneries	17	15	13	14	10	13	9	13	10	20
Woolstaplers and Sorters' Estab- lishments	9	7	10	10	2	...	...	2	6	7
Soapboilers' ditto	3	1	2	3	3	1	1	...	2	3
<i>Vegetable Matters.</i>										
Basketmakers' Establishments ...	6	6	7	7	6	5	6	5	4	4
Coopers' ditto	9	8	7	8	8	5	5	7	6	6
Sawmills	73	106	94	109	85	101	119	117	99	135
Barkmills	4	4	4	4	6	3	2	3	16	3
Wood Merchants	34	39	37	39	38	30	59	50	64	73
Brushmakers .....	...	...	...	...	...	...	...	...	2	3
<i>Coal.</i>										
Gas-works	3	3	3	3	3	3	3	4	3	4
<i>Stone, Clay, Earthenware, & Glass.</i>										
Potteries.....	4	4	4	4	2	3	4	4	3	4
<i>Gold, Silver, and Precious Stones.</i>										
Watchmakers' Establishments	64	67	69	66	57	53	61	54	56	58
Chlorination Works .....	...	...	...	...	1	...	...	...	1	...
<i>Metals other than Gold and Silver.</i>										
Brassfounders' Establishments	2	3	2	2	5	5	3	3	4	5
Foundries (Iron and Brass)	8	7	9	10	14	10	7	8	17	14
Smelting-works	2	1	3	3	4	4	5	2	1	8
Tinworkers' Establishments	9	16	15	17	10	10	13	11	14	15
Whitesmiths.....	1	3	2	3	...	1	...	...	...	2
Locksmiths.....	4	4	4	4	5	2	4	5	4	4
<i>Arms, Ammunition, &c.</i>										
Gunsmiths' Establishments	4	4	5	2	3	5	3	1	2	4
<i>Miscellaneous.</i>										
Auctioneers' Establishments	24	25	26	25	29	22	20	29	34	32
Barbers' ditto	93	92	98	102	103	95	114	115	120	113
Corn and Shipchandlers' ditto ...	16	19	22	22	19	16	18	16	16	14
Fancy Goods.....	...	...	...	...	...	...	...	...	8	38
General Dealers' Establishments..	366	345	371	403	250	193	198	174	127	127
Grocers' ditto.....	276	289	290	295	240	356	415	390	490	407
Hawkers' ditto	100	125	126	105	119	68	61	66	126	49
Wholesale Merchants.....	23	25	24	26	34	42	42	47	39	29
Others not above specified	10	32	5	13	34	21	103	118	34	77
Photographers	36	20	34	33	48	17	33	34	35	34
GRAND TOTAL	3902	4024	4070	4074	3708	3596	4060	3945	4248	4100

[This and the previous Return compiled by Government Statistician from Statements furnished by the Police Officers in charge of the several Districts.]

INDUSTRIES, 1911.

Class of Industry.	Number of Establishments.		Average Number of Persons employed.																Average Number of Persons employed under 16 years of age.				Actual Horse-power of Engines used.						Persons employed at Home working for Establishments.				Average time in operation during the year.				Approximate Value of—		Amount paid in Salaries and Wages during Year.	£	Total Value Work turned out.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Using Machinery, Oil, or Electricity.	Others.	Total.	Working Proprietors.		Managers and Overseers.		Accountants and Clerks.		Engine-drivers and Firemen.		Workers, skilled and unskilled, in Factory, Mill, or Workshop.		Carters and Messengers.		Total.		Males.	Females.	Grand Total.	Males.	Females.	Total.	Males.	Females.	Total.	Steam.	Gas.	Oil and Water.	Electric.	Establishments.	Hands.	Land and Buildings.	Plant and Machinery.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.																		Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
CLASS 1.—Treating Raw Material, the product of pastoral pursuits or vegetable products not otherwise classed :—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</

CLASS 5.—Metal Works, Machinery, &c.—																														
20	1	21	23	11	16	4	8	358	...	2	418	4	422	6	...	6	...	...	93½	74	...	6	182½	11½	11	30,890	44,971	3,377	89,317	
4	...	4	6	1	...	...	...	26	...	...	33	...	33	4	...	4	...	...	...	...	...	...	10½	12	12	2240	1091	2473	4939	
7	...	7	...	12	6	...	2	299	...	...	319	...	319	4	...	4	...	...	80	...	...	...	58	11	11½	7060	72,791	40,537	70,444	
Smelting—																														
5	...	5	2	40	23	...	66	1179	...	14	1324	...	1324	20	...	50	...	...	4273	...	...	...	921	9	9½	7000	255,556	141,748	1,136,641	
Chlorination, Cyanide, Pyrites																														
3	8	11	7	9	2	3	...	145	...	2	165	5	170	4	...	4	...	...	6	...	2	29	11½	119	12,185	4212	12,601	41,131		
Tinsmithing, Sheet-iron, and Wire																														
1	2	3	4	...	...	1	...	17	...	...	21	1	22	3	...	3	...	...	...	...	6	...	124	12	800	615	688	1929		
Agricultural Implement-making																														
40	11	51	42	73	47	8	76	2024	2	18	2280	10	2290	41	...	41	...	...	4452½	74	14	1201½	11½	10½	60,175	379,236	237,424	1,344,401		
Total Class 5																														
CLASS 6.—Connected with Food and Drink, or the Preparation thereof:—																														
1. Animal Food—																														
7	...	7	5	2	1	1	2	19	...	4	33	1	34	...	...	...	...	...	30½	...	...	...	...	8½	8½	6592	3326	2305	26,001	
28	1	29	12	3	14	2	5	52	2	15	125	7	132	1	...	1	...	...	154½	11	...	...	38	9½	9½	21,875	20,947	9433	159,062	
Butter																														
Cheese																														
Fish & Meat Preserving																														
2	4	6	3	3	...	...	3	16	...	...	25	...	25	...	...	...	...	...	80	...	8	20	8½	9½	5100	3290	2446	6344		
Freezing & Ice Works																														
2. Vegetable Food, including Products (not Food), but usually associated with the Manufacture of Foods—																														
6	2	8	9	6	3	5	3	90	19	9	120	24	144	10	1	11	...	...	36	...	...	...	25½	11	11½	22,550	10,283	8623	47,189	
Biscuits																														
Confectionery																														
15	2	17	17	11	18	2	11	56	2	16	129	4	133	...	...	...	...	...	539	...	243	...	133½	7½	10½	49,905	37,000	13,394	251,445	
3	2	5	3	4	...	...	2	44	25	...	53	25	78	7	3	10	...	...	9	...	2	...	...	5½	5½	3600	1300	2297	9093	
Fruit-drying																														
Jam																														
13	...	13	6	23	36	...	9	523	192	6	603	194	797	31	16	47	...	...	272½	...	...	...	42	6½	11	44,600	21,580	43,550	253,377	
Pickles																														
Sauces																														
Vinegar																														
3. Drinks and Stimulants—																														
12	1	13	10	7	2	...	3	28	...	19	69	...	69	3	...	3	...	...	24½	4½	1	...	8	10½	11½	16,206	6225	5410	22,387	
7	...	7	6	9	22	1	9	97	...	15	158	1	159	...	...	...	...	...	89	...	...	...	86½	9½	11½	403,050	43,108	19,511	110,946	
Breweries																														
Cider Factories and Matting																														
3	1	4	...	4	1	...	...	13	...	...	18	...	18	...	...	...	...	...	40	...	...	...	9½	11½	11½	3400	1090	1699	15,039	
Total Class 6																														
96	13	109	71	3	97	11	47	938	240	84	1333	256	1589	52	20	72	...	...	1275	15½	25½	363	8½	10½	576,878	148,149	108,668	900,883		
CLASS 7.—Clothing and Textile Fabrics and Fibrous Materials—																														
1. Textile—																														
4	...	4	6	1	2	1	3	102	114	2	116	116	232	5	2	7	...	...	102	...	65	8	12	12	20,100	38,950	10,355	44,824		
Woolen Cloth, Blankets, Rugs, Stockings																														
2. Dress—																														
8	7	15	12	...	6	...	3	152	75	3	196	76	272	7	8	15	...	...	8	39	...	...	21	11½	11½	19,420	8299	19,086	60,057	
2	33	35	34	2	1	8	...	176	322	12	252	385	637	8	23	31	...	...	...	...	...	5	11½	11½	44,320	1375	40,569	90,546		
Clothing, Tailoring																														
Dressmaking & Millinery																														

INDUSTRIES, 1911—continued.

[illegible]

CLASS 13.—Furniture, Bed- ding, &c. Bedding, Flock, Upholstery Furniture, Cabinetmaking. Pictureframes, Blinds, &c.	4	4	4	8	3	3	1	3	...	1	...	2	...	1	...	1	20	15½	10½	11	5810	1910	4152	19,578
	7	4	4	11	7	7	...	5	...	4	...	15	2	2	...	2	17	...	6	34	11½	22,535	3139	12,989	92,349	
	2	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2½	12	1267	115	704	1880
	Total Class 13.....	13	9	22	13	1	2	4	8	2	4		17	3	3		37	...	6	52½	11½	29,612	5164	17,845	53,807	
CLASS 14.—Drugs, Chemicals, and By-products. Chemical Works..... Drugs..... Essential Oils.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	
	
	Total Class 14.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 16.—Timepieces, Jewel- lery, and Platedware. Goldsmithing, Jewellery, Gold-beating	5	4	9	7	2	...	2	...	...	...	...	1	42	...	42	1	...	...	...	5½	11½	9800	1120	3854	10,028
	5	4	9	7	2	...	2	...	...	...	...	1	42	...	42	1	...	...	...	5½	11½	9800	1120	3854	10,028
	
	Total Class 16 .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 17.—Heat, Light, and Energy. Gas Works..... Electric Light and Power	2	1	3	8	...	7	...	...	21	1	...	1	...	...	...	...	H.P.	8	...	4	12	31,650	154,517	17,775	43,939
	10	1	11	8	...	20	...	...	55	3	...	2	...	...	...	...	3174	93	1015	1267	12	12,525	138,778	20,775	92,165
	
	Total Class 17.....	12	2	14	16	...	27	76	6	...	3	...	409	3	...	3186	101	1015	1271	12	44,175	293,295	38,550	136,124
CLASS 18.—Fancy Leather..... Total Class 18 .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	
	
	Total Class 18 .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 19.—Minor Wares not elsewhere included. Basket, Wickerware .....	...	3	3	2	...	...	...	...	...	6	1	8	6	...	14	...	...	...	...	...	12	1950	20	958	1560
	4	...	4	2	...	3	...	...	...	7	1	22	8	30	...	...	...	7	...	2	12	1150	489	1345	3715
	
	Total Class 19	4	3	7	4	...	3	13	2	30	14	44	7	...	2	12	3100	509	2303	5275
GRAND TOTAL.....	423	186	609	475	26	416	39	305	48	416	6708	1380	329	8737	1561	10,208	12,162	1418½	3268½	9½	10½	1,050,987	1,216,200	827,592	3,525,087	

* Includes 73 H.P. Oil and 1375³/₄ H.P. Water.

SUMMARY—INDUSTRIES, 1911.

INDUSTRIAL Establishments (exclusive of Mines) in Tasmania, classified according to Nature of Industries.

Class of Industry.	Number of Establishments.		Average Number of Persons employed.																Average Number of Persons employed at Home working for Establishments.		Actual Horse-power of Engines used.				Approximate Value of—		Amount paid in Salaries and Wages during Year.	Total Value of Work turned out.			
			Total.																												
	Using Machinery worked by Steam, Gas, Oil, or Electricity.	Others.	Total.	Males.	Females.	Managers and Overseers.	Males.	Females.	Accountants and Clerks.	Males.	Females.	Engine-drivers and Firemen.	Males.	Females.	Workers, skilled and unskilled, in Factory, Mill, or Workshop.	Males.	Females.	Carters and Messengers.	Males.	Females.	Grand Total.	Males.	Females.	Total.	Steam.	Gas.	Oil and Water.	Electric.	Land and Buildings.	Plant and Machinery.	
1. Treating Raw Material, the product of pastoral pursuits, &c.	42	3	45	41	...	19	...	3	...	32	237	...	7	339	2	341	5	...	5	2	2	546	...	12	12	6	17,299	40,401	£ 16,102	£ 184,471	
2. Treating Oils and Fats, Animal and Vegetable.	3	...	3	1	...	3	...	5	1	4	16	3	3	32	4	36	2	4	4	...	...	29	...	2	12	4950	1435	2793	14,701	
3. Processes relating to Stone, Clay, Glass, &c.	12	16	28	17	...	15	...	3	...	10	187	...	11	243	...	243	7	...	7	...	...	226	...	35	14	10	24,140	14,112	18,030	40,464
4. Working in Wood...	129	6	135	111	...	79	...	54	7	155	1552	4	117	2068	11	2079	48	...	48	...	...	2235	16	38	123	8	76,579	209,790	178,343	341,823
5. Metal Works, Machinery, &c.*	40	11	51	42	...	7	...	47	8	76	2024	2	18	2280	10	2290	41	...	41	...	...	4452	74	14	1201	11	60,175	379,236	237,424	1,344,401
6. Connected with Food and Drink or the preparation thereof.	96	13	109	71	3	96	2	97	11	47	938	240	84	1333	256	1589	52	20	72	...	...	1275	15	254	363	8	576,878	148,149	108,668	900,883
7. Clothing and Textile Fabrics, and Fibrous Materials	22	79	101	63	21	36	36	17	5	6	443	1014	18	592	1140	1732	21	97	118	64	73	110	39	65	45	11	108,882	51,063	91,657	249,602	
8. Books, Paper, Printing, Engraving	20	5	25	22	1	42	1	45	6	5	442	75	47	613	83	696	51	11	62	10	10	20	30	9	119	12	43,032	62,269	75,732	153,431	
9. Musical Instruments
10. Arms and Explosives
11. Vehicles and Fittings, Saddlery, Harness, &c.	19	34	53	57	...	12	...	9	6	2	335	16	8	425	24	449	32	1	33	2	4	14	1	12	48	11	50,415	7427	31,815	82,771	
12. Shipbuilding, Fittings, &c.	6	1	7	10	...	1	...	...	...	1	50	...	...	62	...	62	...	...	...	...	...	31	...	...	10	7	1950	2230	4476	7306
13. Furniture, Bedding, &c.	13	9	22	13	1	8	...	4	1	2	234	13	7	271	15	286	17	...	17	...	...	37	...	6	52	11	29,612	5164	17,845	5807
14. Drugs, Chemicals, and By-products
15. Surgical and Scientific Appliances
16. Timepieces, Jewellery, and Platedware	5	4	9	7	...	2	...	2	26	...	1	42	...	42	1
17. Heat, Light, and Energy	12	2	14	16	...	27	...	19	2	76	263	...	6	407	2	409	3	...	3	...	...	3186	101	1015	1271	12	44,175	293,295	38,550	10,028
18. Leatherware (excepting Saddlery, Harness, &c.)
19. Minor wares not elsewhere included	4	3	7	4	...	3	1	...	21	13	2	30	14	44
GRAND TOTAL	423	186	609	475	264	416	39	305	48	416	6768	1380	329	8737	1561	10,298	280	131	411	28	68	96	12,162	284	1448	3268	9	1,050,987	1,216,200	827,592	3,525,087

PRODUCTION IN CERTAIN ESTABLISHMENTS.

RAW Materials used and Commodities produced.

Establishments.	Raw Materials Used.	Commodities produced.		
		Nature.	Quantity.	Value.
				£
Bone Mills	Bones, tons (about) 1000	{ Bone dust { Other products	tons } tons }	982½ 5900
Wool-scouring Works.....	Greasy wool, lbs... ..	Scoured wool	lbs. ....	...
Fellmongeries	{ Skins, Fellmongered } No.	{ Greasy wool { Basils (No. 27,235)	lbs. 129,409 lbs. about 18,070	4956 849
Tanneries	{ *Hides, No. 24,188 { Bark, tons 556	Leather	lbs. 434,110	37,742
Soap and Candle Works	{ Tallow, cwt..... 2900 { Copra, cwt..... 90 { Alkali, lbs..... 1508	Soap Candles	cwts. 7800 tons 375,000	7800 5400
Bricks, Pottery, and Tile Works	...	{ Bricks { Tiles { Pottery, Drain Pipes	No. 10,335,750 No. 4500 No. 147,000	19,116 281 10,250
Lime Works	Limestone, c. ft..... 79,940	Lime	tons. 3757	3975
Sawmills (Forest).....	...	Sawn timber	super. ft. ... 59,679,884	307,096
Sawmills (Town).....	...	Sawn timber	super. ft. ... 6,381,073	...
Bacon Factories.....	Pigs killed, No..... 12,193	{ Bacon { Ham { Lard { Other products	lbs. 718,123 lbs. 120,643 lbs. 56,160 lbs. 168,980	17,933 4372 1025 2671
Butter Factories	Milk, gallons 8,293,637	Butter	lbs. 3,317,455	147,329
Cheese Factories	Milk, gallons 482,812	Cheese	lbs. 480,130	11,733
Condensed Milk Factories	Milk, gallons	Condensed Milk	lbs. .... ..	...
Biscuit Factories	Flour, tons 401½	Biscuits	lbs. 1,368,864	27,215
Meat Preserving Works	{ Cattle, No..... { Sheep, No..... { Pigs, No.....	Timed Meat Other products	lbs. lbs. No. ....	... ... ...
Jams, Pickle, and Sauce Factories	...	{ Pulp { Jams { Pickles { Sauce { Flour { Bran { Pollard	lbs. 6,337,201 lbs. 14,740,189 pints 24,132 pints 145,321 tons 21,335 tons 6193 tons 3083	52,671 170,373 517 2404 195,375 30,423 14,716
Flour Mills	Wheat, bushels..... 1,050,477	{ Sugar { Molasses { Rum or spirit { Refined sugar	cwt. gallons proof gallons cwt. ....	... ... ... ...
Sugar Mills	Cane crushed, tons.. ..	Ice	tons..... 358½	366
Sugar Refineries	Crude sugar, cwt... ..	{ Aerated water { Cordials	doz..... 233,975 doz..... 7347	19,711 2676
Ice Works .....	...	Beer	gallons 1,833,238	106,779
Aerated Water and Cordial Factories.....	...	Stout	gallons 73,876	4167
Breweries	{ Malt, bushels..... 68,431 { Hops, lbs. 106,496 { Sugar, cwt..... 8955	...	...	...
Distilleries	{ Molasses, cwt..... { Wine, gallons. { Other	{ Rum { Brandy { Whisky { Other spirits	proof gallons proof gallons proof gallons proof gallons	............
Malt Works	Barley, bushels..... 55,496	Malt	bushels 55,565	13,539
Tobacco Works.....	{ Australian leaf, lbs { Imported leaf, lbs { Other materials, lbs.	{ Manufactured to- bacco { Cigars { Cigarettes { Snuff	lbs. No. No. lbs. ....	... ... ... ...
Woollen and Tweed Mills	Scoured wool, lbs... 493,000	{ Tweed and cloth { Flannel { Blankets { Rugs and shawls { Boots and shoes { Slippers { Uppers (for other than factory use)	yards 24,732 yards 235,970 No. 33,911 No. 3700 pairs 179,307 pairs 2972 pairs 2835	4263 13,356 18,100 3360 56,109 516 791
Boot and Shoe Factories	Leather, lbs..... 297,071	Hats and caps	No. ....	...
Hat and Cap Factories.....	...	{ Electric light { Power	B. T. units... 1,533,130 E.H.P. 5,564,259	30,609 61,556
Electric Light and Power Works	Coal, tons 13,140½	{ Gas { Coke	c. ft..... 155,165,600 tons 7467	39,167 5792
Gas Works.....	Coal, tons 12,889½	Coke	tons.....	...
Coke Works	Coal, tons			

* Including 2686 calf skins and 2397 kangaroo skins.

MANUFACTORIES AND WORKS.—CLASSIFICATION ACCORDING TO
NUMBER OF HANDS EMPLOYED.

Nature of Industry.*	†Establishments Employing on the Average—															
	Under 4 Hands.		4 Hands.		From 5 to 10 Hands.		From 11 to 20 Hands.		From 21 to 50 Hands.		From 51 to 100 Hands.		100 Hands and Upwards.		Total.	
	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands, exclusive of Home Workers.
I.—Treating Raw Material, &c.																
Boiling-down, Tallow Refining																
Bone-milling, &c.	3	7	1	4	1	6	...	...	...	...	...	...	...	...	5	17
Tanneries	4	5	1	4	...	...	1	11	...	...	1	51	...	...	7	71
Woolscouring & Fellmongering.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chaff-cutting, &c.	3	6	3	12	19	130	5	77	...	...	...	...	...	...	30	225
Bark-milling.....	...	...	...	...	2	16	1	12	...	...	...	...	...	...	3	28
Total	10	18	5	20	22	152	7	100	...	...	1	51	...	...	45	341
II.—Oils and Fats, &c.																
Oil and Grease .....	...	...	...	...	2	12	...	...	1	24	...	...	...	...	3	36
Soap and Candles .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	2	12	...	...	1	24	...	...	...	...	3	36
III.—Stone, Clay, Glass, &c.																
Bricks, Tiles, and Pottery	1	3	1	4	3	19	4	50	4	100	...	...	...	...	13	176
Glass (including bottles) .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glass (ornamental) .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lime, Plaster, Cement, and	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Asphalt	2	5	3	12	3	22	...	...	...	...	...	...	...	...	8	39
Marble, Slate, &c.....	4	11	...	...	3	17	...	...	...	...	...	...	...	...	7	28
Modelling, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pottery and Earthenware .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	7	19	4	16	9	58	4	50	4	100	...	...	...	...	28	243
IV.—Working in Wood.																
Boxes and Cases .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooperage	3	7	8	32	11	77	2	27	1	24	...	...	...	...	25	167
Joinery and Wood Turning }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sawmills	13	36	6	24	57	383	17	236	10	329	3	229	4	675	110	1912
Wood-turning, &c.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	16	43	14	56	68	460	19	263	11	353	3	229	4	675	135	2079
V.—Metal Works, Machinery, &c.—																
Agricultural Implements.....	1	2	...	...	1	5	1	15	...	...	...	...	...	...	3	22
Brass and Copper.....	...	...	...	...	3	20	1	13	...	...	...	...	...	...	4	33
Cutlery .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Engineering, Iron Foundries ...	4	6	...	...	5	35	3	47	7	209	2	125	...	...	21	422
Galvanised Iron-working .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lead Mills .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Railway Carriages .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Railway and Tramway Work-shops }	...	...	...	...	1	5	2	32	1	37	3	245	...	...	7	319
Smelting, Cyanide Pyrites .....	...	...	...	...	1	6	...	...	1	30	...	...	3	1288	5	1324
Stoves and Ovens .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tinsmithing .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wireworking and Glass beveling }	4	12	...	...	4	25	1	15	...	...	2	118	...	...	11	170
Other Metal Works .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	9	20	...	...	15	96	8	122	9	276	7	488	3	1288	51	2290
VI.—Food and Drink, &c. —																
Bacon Curing	2	4	3	12	1	6	1	12	...	...	...	...	...	...	7	34
Butter Factories	9	21	11	44	8	56	1	11	...	...	...	...	...	...	29	132
Cheese Factories .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Condensed Milk .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Meat and Fish Preserving and Ice, &c.	1	1	2	8	3	16	...	...	...	...	...	...	...	...	6	25

MANUFACTORIES AND WORKS.—CLASSIFICATION, &c.— *continued.*

Nature of Industry.*	† Establishments Employing on the Average—															
	Under 4 Hands.		4 Hands.		From 5 to 10 Hands.		From 11 to 20 Hands.		From 21 to 50 Hands.		From 51 to 100 Hands.		101 Hands and Upwards.		Total.	
	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands, exclusive of Home Workers.
VI.—Food and Drink, &c.—																
continued.																
Biscuits .....	...	...	...	...	5	32	...	14	1	46	1	52	...	...	8	144
Confectionery .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cornflour, Oatmeal, &c.	6	11	2	8	4	23	4	53	1	38	...	...	...	...	17	133
Flour Mills.....	...	...	...	...	...	...	4	54	1	24	...	...	...	...	5	78
Fruit Canning .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pickles, Sauces, Vinegar, and Jam	1	2	1	4	6	42	1	15	1	21	1	54	2	659	13	797
Sugar Mills .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sugar Refining .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aerated Waters, Cordials, &c. .	7	14	1	4	3	19	2	32	...	...	...	...	...	...	13	69
Breweries	1	3	...	...	1	8	2	23	2	60	1	65	...	...	7	159
Condiments, Coffee, Spices, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cider Factories .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malting	2	6	1	4	1	8	...	...	...	...	...	...	...	...	4	18
Tobacco, Cigars, &c.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	29	62	21	84	32	210	16	214	6	189	3	171	2	659	109	1589
VII.—Clothing and Textile																
<i>Fabrics.—</i>																
Woollen and Tweed Mills .....	...	...	...	...	...	...	...	...	2	71	1	55	1	106	4	232
Boots and Shoes	4	12	2	8	2	14	1	20	6	218	...	...	...	...	15	272
Slop Clothing.....	...	...	3	12	9	64	13	180	7	171	3	210	...	...	35	637
Clothing (Tailoring) .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dressmaking and Millinery—																
Makers' material	2	6	6	24	13	90	6	92	6	202	1	53	...	...	34	467
Customers' material .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dyeworks and Cleaning	3	9	...	...	...	...	...	...	...	...	...	...	...	...	3	9
Furriers	2	4	...	...	1	10	...	...	...	...	...	...	...	...	3	14
Hats and Caps .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Waterproof and Oilskin .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shirts, Ties, and Scarfs.....	...	...	...	...	1	6	1	17	...	...	1	64	...	...	3	87
Rope and Cordage, Bags, Sacks, Mats, &c.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tents, Tarpaulins, and Sail-making	2	4	...	...	2	10	...	...	...	...	...	...	...	...	4	14
Total	13	35	11	44	28	194	21	309	21	662	6	382	1	106	101	1732
VIII.—Books, Paper, Printing, &c.																
Electrotyping and Stereotyping	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paper-making, Paper Boxes, Bags, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Photo-engraving .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Printing and Binding	3	7	3	12	7	53	3	34	5	140	2	145	2	305	25	696
Total	3	7	3	12	7	53	3	34	5	140	2	145	2	305	25	696
IX.—Musical Instruments &c.																
Musical Instruments and Sewing Machines.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
X.—Arms and Explosives.																
Explosives .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XI.—Vehicles, Saddlery, Harness, &c.																
Coach and Wagon Building	2	5	5	20	12	82	4	57	1	21	...	...	...	...	24	185
Cycles and Motors	5	12	4	16	6	48	2	26	...	...	...	...	...	...	17	102
Perambulators .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saddlery, Harness, &c.....	3	7	2	8	4	24	2	26	...	...	1	97	...	...	12	162
Spokes, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	10	24	11	44	22	154	8	109	1	21	1	97	...	...	53	449

MANUFACTORIES AND WORKS. CLASSIFICATION, &c.—*continued.*

Nature of Industry.*	† Establishments Employing on the Average—															
	Under 4 Hands.		4 Hands.		From 5 to 10 Hands.		From 11 to 20 Hands.		From 21 to 50 Hands.		From 51 to 100 Hands.		101 Hands and Upwards.		Total.	
	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands.	Establishments.	Hands, exclusive of Home Workers.
XII.—Ship and Boat Building and Repairing.																
Docks and Slips .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ship and Boat Building and Repairing	1	3	...	...	4	31	2	28	...	...	...	...	...	...	7	62
Total	1	3	...	...	4	31	2	28	...	...	...	...	...	...	7	62
XIII.—Furniture, Bedding, &c.																
Bedding, Flock, and Upholstery .....	...	...	...	...	6	40	2	29	...	...	...	...	...	...	8	69
Billiard Tables .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Furniture and Cabinet Making	2	3	3	12	4	30	1	19	...	...	...	...	1	143	11	207
Picture Frames	2	6	1	4	...	...	...	...	...	...	...	...	...	...	3	10
Window Blinds .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	9	4	16	10	70	3	48	...	...	...	...	1	143	22	286
XIV.—Drugs and Chemicals, &c.																
Chemicals, Drugs, & Medicines .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fertilisers .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paints, Varnishes, and By-products .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Essential Oil .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XV.—Surgical and Other Scientific Instruments.																
Surgical, Optical, and other Scientific Instruments .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVI.—Timepieces, Jewellery, and Plated Ware.																
Electro-plating	4	7	2	8	3	27	...	...	...	...	...	...	...	...	9	42
Manufacturing Jewellery, &c. }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	7	2	8	3	27	...	...	...	...	...	...	...	...	9	42
XVII.—Heat, Light, and Power.																
Electric Apparatus	4	10	1	4	2	11	2	23	1	27	...	...	1	193	11	263
Electric Light and Power ... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gasworks and Coke	1	2	...	...	...	...	...	...	1	40	1	99	...	...	3	141
Lamps and Fittings, &c. .... }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hydraulic .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	5	12	1	4	2	11	2	23	2	67	1	99	1	193	14	409
XVIII.—Leatherware (n.e.i.).																
Leather Belting, Fancy Leather, Portmanteaux, and Bags .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIX.—Minor Wares.																
Basket and Wickerware, Matting, &c. }	2	6	...	...	1	8	...	...	...	...	...	...	...	...	3	14
Brooms and Brushware	2	4	...	...	1	5	...	...	1	21	...	...	...	...	4	30
Rubber Goods .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Toys .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Umbrellas .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Industries .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	10	...	...	2	13	...	...	1	21	...	...	...	...	7	44
Total, all Classes	115	269	76	304	226	1541	93	1300	61	1853	24	1662	14	3369	609	10,298

† Home Workers are included.

MANUFACTORIES AND WORKS.—VALUE OF OUTPUT, MATERIALS USED, &c.

Nature of Industry.*	Value of New Goods Manufactured.	Value of Repairs Effected.	Total Value of Work turned out.	Value of Material used or worked up.	Value of Fuel used.	Administrative and Professional Salaries Paid.	Wages Paid.
	£	£	£	£	£	£	£
I.—Treating Raw Material, &c.							
Boiling-down, Tallow Refining, Bone-milling, &c.	21,635	...	21,635	15,088	214	690	983
Tanneries.....	53,337	...	53,337	41,134	428	80	7153
Wool-scouring and Fellmongering	90,713	...	90,713	75,953	460	285	5924
Chaff-cutting, &c.	18,786	...	18,786	13,394	205	...	987
Bark-milling							
Total	184,471	...	184,471	145,619	1307	1055	15,047
II.—Oils and Fats, &c.							
Oil and Grease.....	14,701	...	14,701	9860	344	176	2617
Soap and Candles							
Total.....	14,701	...	14,701	9860	344	176	2617
III.—Stone, Clay, Glass, &c.							
Bricks, Tiles, and Pottery.....	29,647	...	29,647	2756	5202	460	12,662
Glass (including bottles) .....	...	...	...	...	...	...	...
Glass (ornamental).....	...	...	...	...	...	...	...
Lime, Plaster, Cement, & Asphalt	5730	...	5730	1750	416	...	2661
Marble, Slate, &c.	5087	...	5087	1570	...	350	1897
Modelling, &c.....	...	...	...	...	...	...	...
Total.....	40,464	...	40,464	6076	5618	810	17,220
IV.—Working in Wood.							
Boxes and Cases.....	...	...	...	...	...	...	...
Cooperage	32,195	2532	34,727	15,900	385	829	12,875
Joinery and Wood-turning	307,096	...	307,096	69,616	357	12,472	152,167
Saw-mills .....	...	...	...	...	...	...	...
Total.....	339,291	2532	341,823	85,516	742	13,301	165,042
V.—Metal Workers, Machinery &c.							
Agricultural Implements	1390	539	1929	586	27	27	661
Brass and Copper	2906	2033	4939	1307	67	732	1741
Cutlery .....	...	...	...	...	...	...	...
Engineering.....	...	...	...	...	...	...	...
Galvanised Iron-working	50,112	39,205	89,317	33,181	2638	6675	32,702
Ironworks and Foundries.....	...	...	...	...	...	...	...
Lead Mills .....	...	...	...	...	...	...	...
Railway Carriages .....	...	...	...	...	...	...	...
Railway and Tramway Work-shops	13,502	56,942	70,444	24,014	870	2701	37,836
Smelting & Chlorination, Cyanide, &c.....	1,136,641	...	1,136,641	781,390	70,448	14,669	124,079
Stoves and Ovens .....	...	...	...	...	...	...	...
Tinsmithing	31,064	10,067	41,131	21,491	255	458	12,143
Wireworking .....	...	...	...	...	...	...	...
Total	1,235,615	108,786	1,344,401	861,969	74,305	28,262	209,162
VI.—Food and Drink, &c.							
Bacon Curing	26,001	...	26,001	19,047	417	470	1835
Butter Factories	159,062	...	159,062	122,582	943	1662	7771
Cheese Factories .....	...	...	...	...	...	...	...
Condensed Milk .....	...	...	...	...	...	...	...
Meat and Fish Preserving, Ice, &c.....	5066	1278	6344	2161	315	...	2446
Biscuits.....	47,189	...	47,189	28,392	1050	201	8422
Confectionery .....	...	...	...	...	...	...	...
Corn-flour, Oatmeal, &c.	251,445	...	251,445	209,978	2844	3214	10,180
Flour Mills .....	...	...	...	...	...	...	...
Fruit Canning	9093	...	9093	4810	525	...	2297
Pickles, Sauces, Vinegar, and Jam	253,377	...	253,377	162,092	2404	7271	36,279
Sugar Mills .....	...	...	...	...	...	...	...
Sugar Refining .....	...	...	...	...	...	...	...
Aerated Waters, Cordials, &c.	22,387	...	22,387	10,377	210	475	4935
Breweries	110,946	...	110,946	42,864	2141	6323	13,188
Condiments, Coffee, Spices, &c.....	...	...	...	...	...	...	...
Distilleries .....	...	...	...	...	...	...	...
Malting and Cider Factories.....	15,039	...	15,039	11,908	135	40	1659
Total	899,605	1278	900,883	614,211	10,984	19,656	89,012

**MANUFACTORIES AND WORKS.—VALUE OF OUTPUT, MATERIALS,
USED, &c.—continued.**

Nature of Industry.*	Value of New Goods Manufactured.	Value of Repairs Effected.	Total Value of Work Turned Out.	Value of Material used or Worked Up.	Value of Fuel Used.	Administrative & Professional Salaries Paid.	Wages Paid.
VII.—Clothing and Textile Fabrics.	£		£	£	£	£	£
Woolen and Tweed Mills	44,747	77	44,824	20,034	1264	1089	9266
Boots and Shoes	57,416	2641	60,057	29,296	152	1053	18,033
Slop Clothing	89,863	683	90,546	37,387	309	6104	34,465
Clothing (Tailoring)							
Dressmaking and Millinery— Makers' material.....	42,760	903	43,663	24,732	103	1109	16,045
Customers' material							
Dyeworks and Cleaning .....	...	1107	1107	265	20	...	275
Furriers	816	330	1146	277	...	100	257
Hats and Caps.....	...	...	...	...	...	...	...
Waterproof and Oilskin .....	...	...	...	...	...	...	...
Shirts, Ties, and Scarfs	5401	10	5411	2877	...	182	2247
Rope and Cordage, Bags, Sacks, Mats, &c.....	...	...	...	...	...	...	...
Tents, Tarpaulins, and Sailmaking.	2213	635	2848	1019	...	60	1372
Total	243,216	6386	249,602	115,887	1848	9697	81,960
VIII.—Books, Paper, Printing, &c.							
Electrotyping and Stereotyping....	...	...	...	...	...	...	...
Paper-making, Paper Boxes, Bags, &c.....	...	...	...	...	...	...	...
Photo-engraving.....	...	...	...	...	...	...	...
Printing and Binding	153,431	...	153,431	36,925	1014	17,894	57,838
Total	153,431	...	153,431	36,925	1014	17,894	57,838
IX.—Musical Instruments, &c.							
Musical Instruments & Sewing Machines .....	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...
X.—Arms and Explosives.							
Explosives .....	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...
XI.—Vehicles, Saddlery, Harness, &c.							
Coach and Wagon Building	17,149	16,339	33,488	13,515	428	925	13,192
Cycles and Motors	12,181	9735	21,916	9851	234	1954	6052
Perambulators	22,691	4676	27,367	14,577	22	1111	8581
Saddlery Harness, &c.							
Spokes .....	...	...	...	...	...	...	...
Total	52,021	30,750	82,771	37,943	684	3990	27,825
XII.—Ship and Boat Building and Repairing.							
Docks and Slips	4110	3196	7306	2004	23	400	4076
Ship and Boat Building and Repairing.....							
Total	4110	3196	7306	2004	23	400	4076
XIII.—Furniture, Bedding, &c.							
Bedding, Flock, and Upholstery ..	17,534	2044	19,578	9514	305	222	3930
Billiard Tables.....	...	...	...	...	...	...	...
Furniture and Cabinet Making	29,297	3052	32,349	10,002	295	672	12,317
Picture Frames	1400	480	1880	762	4	125	579
Window Blinds.....							
Total	48,231	5576	53,807	20,276	604	1019	16,826
XIV.—Drugs and Chemicals, &c.							
Chemicals, Drugs, and Medicines...	...	...	...	...	...	...	...
Fertilisers .....	...	...	...	...	...	...	...
Paints, Varnishes, and By-products	...	...	...	...	...	...	...
Essential Oil .....	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...
XV.—Surgical and other Scientific Instruments.							
Surgical, Optical and other Scien- tific Instruments .....	...	...	...	...	...	...	...

MANUFACTORIES AND WORKS.—VALUE OF OUTPUT, MATERIALS USED, &c.—*continued.*

Nature of Industry.	Value of New Goods Manufactured.	Value of Repairs Effected.	Total Value of Work turned out.	Value of Material used or worked up.	Value of Fuel Used.	Administrative and Profes- sional Salaries Paid.	Wages Paid.
	£	£	£	£	£	£	£
XVI.— <i>Timepieces, Jewellery, and Plated Ware.</i>							
Electro-plating	6976	3052	10,028	3640	91	407	3447
Manufacturing Jewellery, &c. ... }							
Total	6976	3052	10,028	3640	91	407	3447
XVII.— <i>Heat, Light, and Power.</i>							
Electric Apparatus .....	...	...	...	...	...	...	...
Electric Light and Power	92,175	...	92,165	647	40,586	4723	16,052
Gas Works and Coke	43,959	...	43,959	9346	2637	2926	14,849
Lamps and Fittings, &c. ....	...	...	...	...	...	...	...
Hydraulic Power .....	...	...	...	...	...	...	...
Total	136,124	...	136,124	9993	43,223	7649	30,901
XVIII.— <i>Leatherware, (N.E.I.)</i>							
Leather Belting, Fancy Leather, Portmanteaux, and Bags .....	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...
XIX.— <i>Minor Wares.</i>							
Basket and Wickerware, Matting, &c.	1390	170	1560	233	10	44	914
Brooms and Brushware	3705	10	3715	2086	19	230	1115
Rubber Goods .....	...	...	...	...	...	...	...
Toys .....	...	...	...	...	...	...	...
Umbrellas .....	...	...	...	...	...	...	...
Other Industries (to be specified)	...	...	...	...	...	...	...
Total	5095	180	5275	2319	29	274	2029
Total, all Classes	3,363,351	161,736	3,525,087	1,952,190	140,816	104,590	723,002
Total Value of Output, and Cost of chief Items of Production			3,525,087	2,920,598			

TRADES, MANUFACTORIES, AND OTHER INDUSTRIES.

With regard to the following industries, the aggregates are alone given, as it would not be desirable to localise information to Districts, thereby in many cases unnecessarily disclosing the extent of the business of private individuals or companies, as the case may be.

Unfortunately, the figures given by some establishments in respect of capital invested vary greatly year by year; such figures can therefore be only regarded as rough approximates.

SAWMILLS.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working, returning information	60	90	92	91	110
Number of Establishments using Steam, Gas, Oil, or Electricity	60	90	92	90	109
Engines .....No.	...	...	...	...	...
Horse-power actually used	1680	1625	1890	2132	2311
Water-power, number of Establishments using	...	...	...	1	1
Horse-power actually used	...	...	...	59	8
Number of hands employed	1171	1445	1307	1633	1912
Value of timber sawn	£93,762	£138,492	£145,526	£194,106	£307,096
Feet of timber sawn	35,228,097	44,335,370	45,035,030	54,933,198	66,060,957
Approximate Value of Lands and Buildings	£41,821	£44,111	£54,574	£54,612	£60,020
Plant and Machinery	£94,760	£106,170	£107,851	£116,101	£203,890
Salaries and Wages paid	£87,208	£107,702	£104,837	£121,164	£164,639

Nature of Timber sawn—Deal, Pine, Cedar, Stringy-bark, Peppermint, Hardwood, Gum, Blackwood.

This and the following eighteen Industry Returns have been compiled by Government Statistician from Returns furnished by Proprietors of the respective Establishments.]

BRICKYARDS AND POTTERIES.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working	14	1	11	16	*13
Steam-power, number of Establishments using	9	12	9	11	11
Engines	...	...	...	...	...
Horse-power actually used	109	149	181	105	236
Hand-power, number of Establishments using	5	4	2	1	1
Horse-power, number of Establishments using	...	...	...	3	...
Water-power, number of Establishments using	...	...	...	1	1
Number of hands employed	157	140	143	165	176
Number of Bricks made	7,971,000	7,919,582	9,563,580	9,622,386	10,335,750
Value of Bricks made	£11,505	£11,390	£16,023	£25,079	£19,116
Value of Pottery, Pipes, and Tiles made	£8820	£8600	£10,234	£3423	£10,531
Approximate value of Land and Buildings	£6662	£12,603	£14,443	£19,200	£16,560
Machinery and Plant	£7212	£8912	£10,786	£12,822	£13,492
Total Amount paid in Salaries and Wages	£10,495	£9876	£13,002	£12,899	£13,122

* Employing 4 hands, or using power other than horse or hand.

TANNERIES AND FELLMONGERIES.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working ^a	6	9	8	8	7
Steam and Electric power, number of Establishments using	3	5	5	4	4
Engines	3	5	5	4	...
Horse-power (actually used)	46	58	72	74	96
Hand-power, number of Establishments using	...	4	3	4	3
Water-power	...	...	...	...	...
Number of hands employed	67	78	68	65	71
Ditto Holders or Pits in use	158	238	214	...	265
Ditto Hides and Skins tanned.....Doz.	50,808	113,502	No. 78,210	No. 84,003	No. 124,188
Ditto Skins stripped, &c. ....Doz.	15,536	63,973	No. 505,756	No. 178,012	No. 25,628
Value of Products—Leather	*	*	£37,360	£31,727	37,742
Wool, Basils, &c.	†£7,634	...	£14,064	£11,158	5805
Bark used .....Tons	573	564	519	483	556
Approximate cost of Buildings, &c.	£11,126	£12,462	£9282	£9022	£9549
Approximate Value of Machinery, &c.	£6550	£7476	£7600	£7150	£8331
Total Amount paid in Salaries and Wages	£6573	£6877	£5751	£5826	£7233

^a Not ascertained.

† Estimated.

‡ Excluding 27,783 skins for Bosils.

SOAP AND CANDLE MANUFACTORIES.

Districts in which industries are situated—Launceston, Hobart.

	1907.	1908.	1909.	1910.	1911.
Number of Factories	2	2	2	2	Less than 5
Steam-power, No. of Establishments using ...	2	2	2	2	...
Engines	2	2	2	2	...
Horse-power (actually used)	13	17	18	16	23
Number of hands employed.....	35	35	39	32	30
Quantity of Soap made	484	525	cwts. 9900	tons 432	390
Ditto Candles made	300	200	lbs. 537,600	tons 221	lbs. 375,000
Ditto Soda made	*	*	*	*	119
Value of Soap made.....£	7806	8468	8962	7100	7800
Ditto Candles made.....£	1217	811	10,070	9900	5400
Ditto Soda made.....£	*	*	*	*	476
Approximate cost of Buildings and Equip- ment	7600	7700	7800	5000	5885
Total amount paid in salaries and wages.....£	3400	3124	3330	1216	2198

* Not stated.

TASMANIAN BREWERIES.

	1907.	1908.	1909.	1910.	1911.
Breweries..... No.	6	6	6	6	7
Persons employed	140	145	148	154	159
Capital invested in Machinery and plant... £	42,384	44,080	43,630	44,250	43,108
Beer brewed	1,930,815	2,025,973	1,837,333	1,940,736	1,833,238
" value at 1s. 2d. ....	...	118,182	107,177	113,210	106,939
Stout brewed..... galls.	...	...	...	63,313	73,876
" value .....	...	...	...	5154	4167
Stock in hand .....	...	...	...	...	...
Waste .....	...	...	...	...	...
Beer upon which Duty has been paid ... "	1,774,309	1,894,70	...	...	...
Duty paid	22,122	23,065	...	...	...
Beer brewed per head of population galls.	1083	10.90	9.82	10.51	9.64
Value of Land and Buildings	£ 389,818	403,802	403,750	404,200	403,050

BUTTER AND CHEESE FACTORIES.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working ... No.	23	28	22	26	29
Persons employed..... No.	73	95	93	118	132
Steam-power, No. of Factories using.....	14	21	16	23	28
Engines	14	21	16	23	...
Horse-power (actually used)	116	122	126	162	203½
Butter made	847,860	1,310,573	1,226,757	1,780,982	3,317,455
Value	£ 28,266	43,595	55,750	79,454	147,329
Cheese made	327,839	832,900	342,290	464,771	480,130
Value	£ 8196	20,820	6953	9378	11,733
Value of Plant	£ 8199	11,618	11,040	16,371	20,947
Land and Buildings	£ 12,111	19,968	17,935	19,432	21,875
Total wages	£ 4307	5238	4821	5928	9433
Milk for Butter (estimated) .....	...	3,280,000	369,100*	644,663*	8,293,637
" Cheese .....	...	2,080,000	329,334	466,311	482,812

* Galls. cream.

BACON FACTORIES.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working and supplying information	6	6	6	7	7
Persons employed.....	24	38	33	41	34
Males	23	36	31	39	33
Females	1	2	2	2	1
Quantity of Bacon and Hams cured..... lbs.	279,504	433,856	671,115	613,789	838,766
Value of ditto	£ 11,646	18,075	21,066	21,174	22,305
Value of Machinery and Plant	£ 1625	3138	2690	4325	3326
Pigs killed..... No.	3525	7293	9987	15,031	12,193
Value of Land and Buildings.....	£ 2000	4900	5050	6051	6592
Total wages and salaries paid	£ 1843	1651	2812	3267	2305

FRUIT-DRYING.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working and supplying information	4	6	7	6	5
Persons employed	72	88	99	103	78
Males	51	58	76	69	53
Females	21	30	23	34	25
Quantity of Green Material operated on—					
Fruit	bush. 45,956	...	78,669†	87,420	93,492
Quantity of Dried Produce	lbs. 560,382	810,301	959,020	499,476	507,760
Value of Dried Produce	£ 8402	12,150	14,380†	£9913	9093
Value of Machinery and Plant	£ 1270	1030	2110	£1408	1300
Value of Lands and Buildings	£ 1050	2500	2300	£2510	3600
Total Amount Salaries and Wages	£ 1770	1750	2690	£2457	2297

* Capital Value.

† Estimated.

BOOT FACTORIES.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments returning information	23	27	26	24	15
" " using Steam Power	6	...	7	7	1
Horse Power	13	...	...	...	8
Number of Establishments using Gas Power .....	...	3	2	2	3
Horse Power .....	...	20	11	18	39
Number of Establishments using Hand Power only ...	17	17	6	17	7
Ditto Electric Power	1	3	...	5	*5
Ditto Horse Power	5	11	...	11	21
Number of Persons employed	281	252	261	297	272
Males	260	206	198	219	196
Females	31	46	63	78	76
Boots, &c. made	pairs 105,551	119,248	141,544	158,798	179,807
Value of ditto	£ 33,691	37,290	43,807	47,782	56,109
Slippers, made	pairs ...	...	...	16,511	2972
Value, Slippers .....	£ ...	...	...	1125	516
Value of Uppers, made .....	£ ...	...	...	896	791
Uppers for other Factories	pairs 67,330	2650	12,180	2971	2835
Value of Machinery and Plant	£ 4859	3185	4410	4565	8279
Value of Lands and Buildings	£ 8826	11,650	22,468	19,831	19,420
Total Amount of Salaries and Wages paid	£ 16,770	15,085	16,989	16,932	19,086

* One establishment uses both Gas and Electricity.

GAS WORKS IN TASMANIA.

	1907.	1908.	1909.	1910.	1911.
Number of Gas Works	3	3	3	3	3
Ditto Gasometers	8	8	8	8	†
Cubic capacity	936,000	936,000	936,000	936,000	†
Cubic feet consumed during year	No. 82,380,600	122,921,800	141,083,800	144,533,100	155,165,600
Length of Mains	miles 90	...	...	...	†
Length of Service Pipes to Lamps and Consumers	miles 125	...	...	...	†
Estimated cost	£ 212,185	212,185	212,185	212,185	†
Coal used	Tons 7721	13,353	20,231	13,174	12,889†
Coke produced	Tons 5018	7624	5902	7391	7467
Salaries and Wages	£ 16,377	18,511	17,836	17,585	58,187
Value Gas, at 7/6	£ ...	46,096	52,906	54,199	17,775
Value Coke, at 20/-	£ ...	7624	5902	7391	7467

Other particulars cannot be correctly estimated.

† Not stated.

FLOUR MILLS.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working.....	13	17	15	18	17
Combined Steam-power and Electric, Number of Establishments using	13	15	15	15	3
Engines	13	15	15	16	6
Horse-power.....	379	370	499	589	292½
Water-power, Number of Establishments using	5	2	2	3	3
Horse-power	167	118	100	59	58
Water and Steam-power, Number of Establishments using (combined)	5	3	2	4	5
Engines	5	3	2	4	5
Horse-power of Water used	95	58	110	142	185
Number of Hands employed.....	129	122	126	141	133
Grain operated upon, Wheat	1,081,712	846,902	1,063,163	1,022,487	1,050,047
Ditto, other Grain	156,820	124,450	...	25,000	67,793
Quantity of Flour produced.....	17,056	17,426	21,419	20,925	21,335
Approximate value of Buildings and Land.....£	38,300	44,200	44,650	47,740	49,905
Plant and Machinery	28,010	36,955	36,810	47,435	37,000
Total Amount paid in Salaries and Wages	10,270	11,015	13,938	13,473	13,394
Value of Flour (per ton, £9 11s. 8d., average) .....	...	200.399	220,074	200,451	204,460

WOOLLEN MILLS.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working.....	4	4	4	4	4
Power used in 3 Establishments, steam and electric	= 72 H.P.	= 72 H.P.	= 67 H.P.	= 78 H.P.	= 108 H.P.
Ditto, 1 Establishment, water only .....	...	= 65 H.P.	= 65 H.P.	= 65 H.P.	= 65 H.P.
Number of Persons employed	257	263	278	278	232
Quantity of Wool used	1,001,752	1,044,879	495,694†	543,700	493,000
Estimated Capital invested in Buildings, &c.....£	22,020	28,900	24,900	16,100	20,100
Machinery and Plant.....	45,413	33,250	37,250	38,750	38,950
Total Amount paid in Salaries and Wages	11,381	11,286	11,630	11,695	10,355
Value of Products (new goods).....	...	24,000*	42,686	48,596	44,824

* Estimated. † Scoured.

BARK MILLS.

	1907.	1908.	1909.	1910.	1911.
Number of Establishments working.....	3	3	3	3	3
Steam-power, Number of Establishments using.....	3	3	3	3	3
Engines	3	3	3	3	3
Horse power	28	31	36	41	36
Number of Hands employed	26	28	29	26	28
Quantity of Bark ground	2528	2343	3340	2336	2680
Value of Bark ground	13,240	13,817	17,700	13,695	18,786
Capital invested in Machinery and Plant	1500	1800	2000	1600	2100
Estimated Capital invested in Land and Buildings.....£	2000	2500	2500	2600	2850
Total Amount paid in Salaries and Wages	1137	782	1173	1109	987

JAM, SAUCE, AND PICKLE MANUFACTORIES.

	1907.	1908.	1909.	1910.	1911.
Establishments working*.....	5	4	8	6	8
Persons employed (including Pulp works) —					
Males	503	483	596	622	603
Females	141	150	193	227	194
Jam and Pulp Manufactured.....lbs.	15,471,571	14,835,489	13,855,058	17,095,589	21,077,390
Ditto	198,580†	190,400†	123,592‡	169,575‡	223,044‡
Sauce made .....	...	...	106,970	53,647	145,321
Ditto.....	...	...	2276	925	2404
Pickles made .....	...	...	23,492	4360	24,132
Ditto.....	...	...	474	90	517
Jam and Pulp locally consumed§.....lbs.	1,618,455	1,851,648	1,758,869	1,766,324	2,474,108
Ditto	20,772	23,710	21,986	22,079	36,081
Estimated quantity of Fruits used in the manufacture of Jam and Pulp lbs.	16,378,195	11,797,773	..	11,355,114	13,429,089
Capital invested in Buildings, Equipment, &c., Value	20,850	20,750	26,950	35,250	44,600
Plant and Machinery.....£	12,400	10,163	13,668	19,104	21,580
Total Amount paid in Salaries and Wages...£	26,229	27,996	32,194	34,503	43,550

* Exclusive of Fruit Depôts connected with Jam Manufactories. The various Manufactories are all situate in Hobart or its vicinity.

† Based on declared average price of Exports per lb.

‡ Value at Factory estimated by proprietor.

§ Computed at 13 lbs. per head of population.

FRUIT PULP AND JAMS AND JELLIES EXPORTED* DURING THE YEARS 1907 TO 1911 INCLUSIVE.

Quantities and Values (Numerical).

QUANTITIES.

	1907.	1908.	1909.	1910.*	1911.*
	lbs.	lbs.	lbs.	lbs.	lbs.
Fruit Preserved in liquid (including Pulp) Exported ...	*2,371,387	†6,825,146	†6,222,998	†3,243,877	6,848,358
Jams and Jellies ditto	7,295,642	8,758,558	11,058,487	14,351,188	14,740,189
Preserved Fruit, Jams, and Jellies	9,667,029	15,583,704	17,281,485	17,595,065	21,588,547

VALUES.

	£	£	£	£	£
Fruit Preserved in liquid (including Pulp) Exported ..	*24,281	58,192	50,264	†32,594	78,837
Jams and Jellies ditto	99,808	118,180	143,975	169,575	170,373
Preserved Fruit, Jams, and Jellies.....	124,089	176,372	194,239	202,169	249,210

AVERAGE PRICES PER LB.

	d.	d.	d.	d.	d.
Fruit Preserved in liquid (including Pulp) Exported ..	*2·45	2·04	1·94	2·41	2·76
Jams and Jellies, ditto	3·28	3·24	3·12	2·84	2·77
Preserved Fruit, Jams, and Jellies	3·08	2·71	2·70	2·76	2·77

PER CENT.

Fruit Preserved in liquid (including Pulp) Exported...	*24·53	43·79	36·02	18·44	31·72
Jams and Jellies, ditto	75·47	56·21	63·98	81·56	68·28
Preserved Fruit, Jams, and Jellies	100·00	100·00	100·00	100·00	100·00

* Years 1907 pulp only. † Approximate quantity. ‡ Ships' stores not included.
 * Figures from 1910 are for fruit, &c., produced, as there is no record of interstate trade.

PRINCIPAL MILLS, MANUFACTORIES, WORKS, &c.

GENERAL RETURN, 1911.

Description or Establishment.	Number of Establishments working.	Number of Hands employed.	Value of Products.	Capital invested in Buildings and Equipment, including Plant.
			£	£
Saw Mills.....	110	1912	307,096	263,910
Flour Mills	17	133	251,445	86,905
Woollen Mills	4	232	44,824	59,050
Bark Mills	2	28	18,786	4950
Brickyards and Potteries	13	176	29,647	30,052
Tanneries and Fellmongeries	7	71	53,337	17,880
Jam and Pickle Manufactories.....	13	797	253,377	66,180
Breweries	7	159	110,946	446,158
Soap and Candle Factories .....	...	30	13,676	5885
Butter and Cheese Factories	29	132	159,062	42,822
Bacon Factories	7	34	26,001	9918
Fruit-Drying.....	5	78	9093	4900
Boot Factories.....	15	272	60,057	27,719
TOTAL	230	4054	1,337,347	1,066,329

WATERWORKS.

RETURN for the Year 1911.

	Hobart.	Launceston.	Campbell Town.	Cressy.	New Norfolk.	Glenorchy.	Latrobe.	Longford.	Westbury Municipality.	Macquarie.	Devonport.	Bothwell.
	Sandy Bay Rivulet.	High-street. Hill-street.	Lake Leake, ^a Kearney's Bogs.	Lake River.	Lachlan.	Glenorchy.	Latrobe.	Longford.	Liffey River.*	Ross.	Mersey.	Clyde.**
Situation of Reservoir												
Assessments	83.7	5239	331	90	...	775	451	395	375	139	2060	125
Estimated Number of People served with Water	35,000	26,000	700	500	1500	2543	1330	1000	1540	300	5000	390
Annual Value £	276,896	175,723	14,874	970	...	20,191	5864	4500	5428	1400	34,350	1581
Estimated Area	3000	9300	1500	300	...	12,376	2500	2000	...	600	2073	142
Capacity of Reservoir	100,000,000	3,324,000	6,048,000,000	60,000	...	30,500,000	950,000	170,000	4500	120,000 ^{§§}	2,609,000	140,625
Length of Aqueduct and Main, miles	13 $\frac{1}{4}$	26 $\frac{7}{16}$	+	3 $\frac{1}{4}$	6 $\frac{1}{4}$	26	34	9	about 9 $\frac{1}{2}$	$\frac{1}{2}$	9	$\frac{3}{4}$
Length of Reticulation	83 $\frac{1}{4}$	67 $\frac{13}{16}$	8 $\frac{1}{2}$	4 $\frac{1}{4}$	3	51	10 $\frac{1}{2}$	3	" 11 $\frac{3}{4}$	2	40	2 $\frac{1}{4}$
Cost of Construction at end of year £	218,123	111,422	15,900	1300	¶¶8000	24,025	8110	5000	5050	1400	31,000	1609
Outstanding Loans	172,175	70,740	3400	1042	1800	24,025	7800	5000	4970	1400	31,000	1400
Rate of Assessment in the £	†	††	1/6, 2d. ||||	1/9	3/6, 9/4 & 12/6 per qr.	1/10 and 1/8	2/6 in £, 25/- min. in residence	1/-	*1/9, 1/3, 8d.	1/-	1/8¶	6d.

* Trust and Waterworks combined.

^aHydraulic ram on Liffey River lifts water to tanks. Bracknell, 1/9; Westbury-Hagley, 1/3; Carrick, 8d. †The Elizabeth River is kept running by a dam 20 miles from Campbell Town. Water-race, $\frac{1}{4}$ mile.
 ‡ Domestic Rate, City—£10 and under, 13s. 4d. each house; over £10 and under £40, 1s. 3d. in the £; over £40, 1s. 3d. in the £ on £40 and 1s. in the £ on the remainder.
 Suburban—£10 and under, 15s. each house; over £10 and under £40, 1s. 5d. in the £; over £40, 1s. 5d. in the £ on £40 and 1s. 2d. in the £ on the remainder.

|| Glenorchy, 2s.; Moonah, 1s. 4d. up to £40 per annum, 1s. upwards. ¶ Quarter rate only for properties more than 50 feet from mains; 2/6 outside town.

•• Water taken from Clyde River. †† City, 8d.; St. Leonards, 1s. 6d.; Invermay and Trevallyn, 1s.; all other districts, 1s. 3d. §§ Water taken from Macquarie River.
 |||| Waterworks, 1/6; Waterworks Trust, 2d. ¶¶ Approximately.

TASMANIAN FACTORIES, YEAR 1911.
TABLE showing the Number of Persons employed, and the Amount of Salaries and Wages paid in the various Classes of Industry.

No	Class of Industry.	Actual Horse-power of Engines used.	Establishments.	Working Proprietors.		Employees (excluding Working Proprietors.)		Average Time employed.	Salaries and Wages.		Equivalent Salaries and Wages for a full Year per Employee.			
				Males.	Females.	Males.	Females.		Total.	Salaries and Wages per Class actually Paid for Time engaged.	£ (about.)	£	Per Year.	Per Working Day (313 in Year.)	Per Composite Labour Hour (2504 hrs. Year.)
I.	Treating Raw Material product of Agricultural and Pastoral Pursuits ...	558	45	No.	No.	No.	No.	Months (about.)	£	£ (about.)	£ (about.)	s.	d.	d.
II.	Treating Oils and Fats, Animal, Vegetable, &c.	31	3	...	...	298	2	6½	16,102	30,916	103.05	6	7.02	9.88
III.	Processes in Stone, Clay, Glass, &c.	275	28	...	...	31	4	12	2793	2793	79.80	5	1.19	7.65
IV.	Working in Wood	2412½	135	...	...	226	...	10	18,030	21,636	95.73	6	1.40	9.17
V.	Metal Works, Machinery, &c.	5742	51	...	...	1957	11	8½	178,343	251,778	127.94	8	2.10	12.26
VI.	Connected with Food, Drinks, &c.	1907½	109	...	...	2238	10	11½	237,424	251,390	111.83	7	1.75	10.72
VII.	Clothing and Textile Fabrics, &c.	259½	101	3	...	1262	253	8½	108,668	148,184	97.81	6	3.00	9.37
VIII.	Books, Papers, Printing, and Engraving.	179½	25	21	...	529	1119	11½	91,657	97,049	58.89	3	9.16	5.65
IX.	Musical Instruments, &c. ....	...	...	1	...	591	82	12	75,732	75,732	112.52	7	2.28	10.79
X.	Arms and Explosives .....	...	...	...	...	...	...	...	...	...	...	...	...	...
XI.	Vehicles and Fittings, Saddlery, Harness, &c.	75	53	...	...	368	24	...	...	...	...	...	...	...
XII.	Ship and Boat-building, and repairing	41	7	...	...	52	...	11½	31,815	32,354	82.53	5	3.28	7.91
XIII.	Furniture, Bedding, and Upholstery	95½	22	13	...	258	14	7½	4476	7230	139.04	8	10.61	13.33
XIV.	Drugs, Chemicals, and By-products .....	...	...	...	...	...	...	11½	17,845	19,035	69.98	4	5.66	6.71
XV.	Surgical and other Scientific Instruments.	...	...	...	...	...	...	...	...	...	...	...	...	...
XVI.	Jewellery, Timepieces, and Platedware ..	5½	9	...	...	...	...	...	...	...	...	...	...	...
XVII.	Heat, Light, and Power	5573	14	7	...	35	...	11½	3854	4081	116.60	7	5.41	11.18
XVIII.	Leatherware, n.e.i. ....	...	...	...	...	391	2	12	38,550	38,550	98.09	6	3.14	9.39
XIX.	Minor Wares, n.e.i.	9	7	...	...	...	14	...	...	...	...	...	...	...
	Totals	17,164	609	475	26	8262	1535	* 9½ establishment * 10½ class	827,592	* 983,031	* 100.33	* 6	4.93	* 9.62

* Approximately.

SUMMARY.

Working Proprietors	501	...	...	...	416	39	...	...	about 9½ (est.)	£ 104,590	£ 124,234	£ 273.04	£ 117 5.36	£ 26.17
Managers and Overseers .....	...	...	...	...	7818	1428	455	...	" 9½ "	723,002	858,797	92.88	5 11.22	8.90
Hands employed .....	...	...	...	...	28	68	96	...	" 9½ "	+	+	+	+	+
Home Workers .....	...	...	...	...	...	...	...	...	" 9½ "	+	+	+	+	+
Total	17,164	609	475	8262	1535	9797	9797	9½	9½	827,592	983,031	100.33	6 4.93	9.62

† Including 280 males and 1313 females under 16 years of age.

† Includes in some cases, salaries paid to or taken by Working Proprietors.

FISHERIES DEPARTMENT.

RETURN of the Expense and Revenue of the Fisheries Department, including the Salmon and Trout Breeding Establishments, for the Season 1910-1911.

EXPENDITURE.

	£	s.	d.
Salaries	76	3	6
Wages and Labour	234	9	0
Sundry other Expenses.....	238	6	9
TOTAL.....	£548	19	3

REVENUE.

	£	s.	d.
Licences to catch Salmon and Trout	521	15	0
Bass Straits Fishing Licences.....	10	0	0
Sale of confiscated Nets and Boats	—	—	—
Moiety of Fines	2	16	3
Eel Net Licences	2	10	0
Miscellaneous.....	20	4	7
TOTAL	£557	5	10

RETURN of the Distribution of Fry and Yearling Trout from the Breeding Hatcheries at Plenty, Waverley, Interlaken, and Lake Leake during Season 1910-1911.

FRY.

Where Distributed.	Plenty.				Waverley.		Inter-laken.	Lake Leake.	Great Lake.		Total.
	Brown Trout.	Loch Leven Trout.	Rainbow Trout.	Quinnat Salmon.	Rainbow Trout.	Loch Leven Trout.	Brown Trout.	Rainbow Trout.	Brown Trout.	Rainbow Trout.	
Southern waters.....	1,015,000	...	500	12,000	...	...	...	...	...	...	1,027,500
Northern waters	119,000	100,000	44,500	...	97,400	...	...	...	...	...	360,900
Lakes .....	...	...	...	...	4000	1563	...	50,000	130,500	21,000	207,063
Western waters.....	10,000	...	...	...	...	...	...	...	...	...	10,000
Eastern waters .....	...	...	...	...	...	...	...	...	...	...	...
Total	1,144,000	100,000	45,000	12,000	101,400	1563	...	50,000	130,500	50,000	1,605,463

NOTE.— In addition 2000 Quinnat salmon fry were retained in the Ponds to be reared to the yearling stage.

YEARLING TROUT.

Where Distributed.	Plenty.	Waverley.		Total.
	Rainbow Trout.	Loch Leven Trout.	Rainbow Trout.	
Southern waters.....
Northern waters
Lakes
Total

H. W. KNIGHT, *Secretary to the Commissioners of Fisheries.*

APPROXIMATE RETURN OF FISH
sold at the Hobart Fish Market during the Year 1911.

Name of Fish.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.	Average Price.		TOTAL VALUE. Approximately.
													Doz.	Per doz.	s. d.	£ s. d.
Barraouta	4600	5500	3000	4320	1800	2200	4800	1800	900	240	150	1800	31,110	4	0	...
Rock Cod	412	394	462	406	358	438	620	522	572	562	488	548	5782	3	0	...
Native Salmon	461	372	300	286	380	60	180	40	...	500	630	540	3749	1	0	...
Flathead	470	448	670	450	400	456	736	478	544	530	490	604	6276	1	0	...
Mullet .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bastard Trumpeter	592	880	602	426	382	338	222	258	434	344	560	516	5554	8s.-10s.	...	...
Perch	526	610	760	476	602	542	640	520	755	628	602	644	7335	4	0	...
Garfish	240	260	400	80	280	120	280	...	80	60	360	280	2440	1	0	...
Flounders*	390	460	396	408	230	260	80	...	...	270	344	470	3328	5	0	...
Real Trumpeter	242	260	202	242	120	130	126	126	234	154	178	206	2220	12s.-14s.	...	...
Gurnet	108	104	82	92	56	74	134	124	129	110	92	84	1189	2	0	...
Trevalley	40	62	22	74	28	12	22	36	26	20	18	46	406	4	0	...
Mackerel .....	...	...	...	...	100	...	...	...	...	...	...	...	100	1	0	...
Carp	24	28	33	18	28	19	18	12	24	24	22	21	271	12	0	...
Bream† .....	...	...	...	...	...	...	...	...	...	...	...	32	32	4	0	...
Eels	12	16	11	9½	7	9	11	11	11	8	10	9	124½	12	0	...
Ling	1	3	1	5½	1	1	2	5	3	3	3	3	31½	12	0	...
Whiting .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whiptails .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals—Fish	8118	9427	6941	7293	4772	4659	7871	3932	3712	3453	3947	5803	69,928 doz.	...	...	£14,324 5 0
In score—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Crayfish	460	300	280	430	430	260	730	580	410	120	100	200	4300	5	0	...
									Grand Total		Year 1911	Year 1910	77,094½ doz	...	...	£14,324 5 0
													90,099 doz	...	...	£14,113 9 0

* Close season, July, August, September.
† Close season, June, July, August.
[Compiled by Government Statistician from returns kindly prepared by Andrew Kirk, Esq., Commissioner of Fisheries].

RETURN of Fish sold at the Hobart Fish Market during the Years 1907 to 1911 (inclusive), together with the approximate value of same.

Month.	1907.		1908.		1909. ¹		1910.		1911.		Price.
	Doz. Fish.	Score Crayfish.	Doz. Fish.	Score Crayfish.	Doz. Fish.	Score Crayfish.	Doz. Fish.	Score Crayfish.	Doz. Fish.	Score Crayfish.	
Jan.	3433	240	3512	204	9728	420	4931	260	8118	460	Ranging according to description of fish, from 6d., 2s., 3s., 4s., up to 12s. per dozen for real trumpeter. Crayfish per score, 5s. Total value estimated, 1907, £8853; 1908, £11,706; 1909, £12,349; 1910, £14,113; 1911, £14,324.
Feb.	4453	350	5810	402	9031	340	6299	320	9427	300	
March ...	6451	514	4552	342	9896	340	11,645	390	6941	280	
April ...	4579	262	5610	510	9170	320	8415	488	7293	430	
May	5544	312	9079	560	11,449	404	6878	300	4772	430	
June ...	6760	520	8685	1090	4016	410	6900	310	4659	260	
July	5063	950	9800	650	5282	530	8185	420	7871	730	
August .	6264	680	7754	630	3816	340	4734	460	3932	500	
Sep.	3668	535	4604	470	4700	300	2542	230	3712	410	
October .	3897	540	6686	350	5537	430	9670	180	3453	120	
Nov	7430	250	7965	290	5382	280	8152	210	3947	100	
Dec	4432	175	7373	210	4195	470	4918	530	5803	200	
Total ..	61,974	5328	81,430	5708	82,202	4584	83,269	4098	68,928	4300	

[Compiled from Return supplied by Andrew Kirk, Esq., Commissioner of Fisheries.]

PART VI.

FINANCE.

SECTION 1.—GENERAL GOVERNMENT.

B47752



PART VI.

F I N A N C E.

SECTION I.—GENERAL GOVERNMENT.

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ABSTRACT of Receipts and Payments for the Year ended 30th June, 1912, including Transactions of Consolidated Revenue of 1911-12 during Month of July, 1912.

Dr	Receipts,	£	s.	d.	£	s.	d.	Expenditure	Cr.	
		£	s.	d.				£	s.	d.
To Cash balance brought from 30 June, 1911.....		..			72,918	4	0			
GENERAL REVENUE FUND.										
SURPLUS COMMONWEALTH REVENUE RETURNABLE TO STATE					236,761	0	0			
TAXATION—										
Land Tax	81,234	7	11							
Tax under Taxation Act.	103	18	8							
Income Tax	143,771	12	1							
Stamp Duties	62,576	12	10							
Bank Notes—Duty on	1658	13	11							
Deceased Persons' Estates Duty	35,012	7	10							
Percentage on Totalisator Receipts	2148	16	11							
Licences—										
Publicans' and other Licences under Licensing Act	10,283	10	0							
Wholesale	700	0	0							
Packet	123	10	0							
Billiard and Bagatelle	755	0	0							
Auctioneers'	1294	0	0							
Pawnbrokers'	120	0	0							
Hawkers', Carriers', and all other Licences	651	17	7							
Total from Taxation ..	340,434	7	9							
SPECIAL PUBLIC SERVICES—										
Railways	314,708	0	1							
Stock Act Receipts	121	16	3							
Commonwealth of Australia—For Services of State Officers	1128	13	6							
Hospital for Insane—Maintenance of Paying Patients, &c.	5637	3	1							
Gaol, Hobart—Sale of Metal, Boots and Shoes, Washing, &c.	357	4	4							
New Town Charitable Institution—Maintenance, &c.	666	7	10							
Training School for Boys—Sale of Milk, &c.	70	5	6							
Invalid Depôt, Launceston ..	84	12	0							
Government Printer ..	17,363	5	0							
Education Department—School Fees	83	0	4							
Department of Agriculture ..	580	7	9							
Contributions from Home Government—For support of prisoners, lunatics, paupers, and hospital patients	64	0	0							
Commission for payment of Imperial Pensions and other charges	373	7	10							
Profit on State Savings Bank ..	4782	18	11							
Fees, Denison Canal	268	3	3							
Fees from various Departments—										
Recorder of Titles	5853	4	6							
Sheriff	65	5	6							
Curator of Intestate Estates—Commission	256	16	9							
Registrar-General	246	19	6							
Inspector of Machinery	1436	17	6							
Surveys	4433	16	8							
For Grant Deeds and Diagrams	521	2	10							
Introduction of Private Bills ..	65	11	6							
Crown Solicitor	189	3	10							
Under Merchant Ships Officers' Examination Act ..	24	15	0							
For Steamship Certificates ..	107	17	0							
Public Service Board	7	0	0							
Miscellaneous	401	0	4							
Total Special Public Services	359,898	16	7							
Carried forward ..	937,094	4	4		72,918	4	0			
His Excellency the Governor's										
Establishment	3501	2	9							
Ministerial	3452	10	1							
Premier's Office	579	14	8							
Agent-General in England	2288	11	3							
Miscellaneous—Premier.	598	10	9							
Legislature—										
Legislative Council	1269	6	5							
House of Assembly	2049	11	1							
General—Reimbursement of Expenses of Members	5746	13	4							
Electoral	3270	14	10							
Special Services	3619	4	2							
Chief Secretary's Department. .	971	4	5							
Audit Department	3263	5	11							
Statistical and Registration Department	2855	8	11							
Inspection of Machinery, Magazines, &c.	2090	12	9							
Public Buildings	2603	11	8							
Charitable Department	3169	17	6							
Training School for Boys, and Farm	497	14	8							
New Town Charitable Institution	4287	19	1							
Destitute and Neglected Children Department	3210	4	4							
Grants to Charitable Institutions	1207	18	8							
Grants to Medical Institutions..	19,630	6	9							
Hospital for the Insane, New Norfolk	23,765	2	6							
Public Health Department	1922	11	7							
Public Service Board	646	4	0							
Miscellaneous—Chief Secretary	10,346	15	3							
Treasury	5358	1	9							
Office of Taxes	6144	12	11							
Printing Department	15,298	2	7							
State Savings Bank.	3244	17	3							
Miscellaneous—Treasurer	5133	2	2							
Attorney-General	407	15	8							
Parliamentary Draftsman.....	360	0	0							
Solicitor-General	1505	19	11							
The Judges	4376	5	0							
Supreme Court, Registry of Deeds, Probate Duties, and Stamp Duties										
Lands' Titles	1832	7	6							
Sheriff and Court of Requests ..	3700	19	7							
Courts of Requests and Court of Bankruptcy, Launceston	1634	3	4							
Magistracy—	659	6	6							
Southern Division	1204	9	8							
Northern Division	254	17	6							
North-Western Division.....	529	15	0							
Western Division—District of Macquarie	439	13	2							
Miscellaneous—Attorney-General	1639	12	0							
Police Department	41,434	11	6							
Gaol, Hobart	4487	1	7							
Gaol, Launceston	580	1	4							
Gaols, General Service	252	17	10							
Education	87,854	1	9							
Tasmanian University	4500	0	0							
Department of Mines	6754	3	2							
Department of Lands and Surveys	8232	16	10							
Department of Public Works ..	2572	11	9							
Agricultural and Stock Department	7405	3	6							
Department of Railways.....	221,174	16	9							
Roads, Bridges, Surveys, Tracks, Buildings, Ferries, &c.	30,190	3	8							
Miscellaneous—Minister of Lands and Works	160	14	11							
Miscellaneous—General	14,535	12	1							
Pensions, &c.	13,059	13	2							
Interest	411,620	16	5							
Sinking Funds	49,350	3	1							
Total General Expenditure..	..				£1,064,725	8	2			
Carried forward					£1,064,725	8	2			

* This amount embraces £1,036,370 12s. 5d. expended on account of the current financial year during the year, and £28,354 15s. 9d. on account of 1911-12 during month of July, 1912.

RECEIPTS AND PAYMENTS, 1911-12—*continued.*

Dr.	Receipts:			Expenditure:			Cr.
	£	s.	d.	£	s.	d.	£ s. d.
<i>Brought Forward</i>	937,094	4	4	72,918	4	0	<i>Brought Forward</i> 1,064,725 8 2
BUILDINGS, LAND, AND PUBLIC INVESTMENTS.							
Interest on Public Account, Loans to Local Bodies, &c...	27,764	15	4				
Interest on Property trans- ferred to Commonwealth ..	23,061	1	2				
Rentals—							
Rent of Government Pro- perty	1438	12	1				
Rent of Police Quarters....	840	2	11				
Storage of Gunpowder	493	15	6				
Rent of Crown Lands	7415	18	0				
Rent of Auriferous and Mineral Lands	16,454	2	5				
Fees in connection with ditto	1300	12	10				
Sale of Crown Land	60,299	13	7				
Fees received by Surveyor- General for Timber Licences, Residence Licences, Saw- milling Areas, Transfers, &c.	6197	18	1				
Sale of Government Property.	123	2	4				
<i>Total Buildings, Lands, and Public Investments</i> ...	145,389	14	3				
OTHER SOURCES—							
Fines, and Fees connected there- with	946	18	3				
Unclaimed Intestate Estates..	539	12	9				
Sale of Seizures	52	6	7				
Miscellaneous	640	1	1				
<i>Total other Sources</i>	2178	18	8				
<i>Total Receipts from General Revenue</i>	1,084,662	17	3				

SPECIAL RECEIPTS AND PAYMENTS.

Lighthouse Rates.....	7758	19	5	Lighthouse Rates.....	8012	10	10		
<i>Total Special Receipts.</i>	..	7758	19	5	<i>Total Special Payments.</i>	..	8012	10	10

LOANS ACCOUNTS.

Sundry Receipts	52,786	4	10	Other Expenditure	451,388	8	0
	52,786	4	10		451,388	8	0

SUSPENSE ACCOUNTS.

Treasury Bills in aid of Revenue	6500	0	0	Treasury Bills in aid of Revenue redeemed	500	0	0
Inscribed Stock and Local Inscribed Stock, raised for Public Works, &c..	844,491	19	2	Local Inscribed Stock and Debentures redeemed.....	1,360,770	11	4
Sundry Suspense Accounts	4,242,472	5	0	Sundry Suspense Accounts	3,386,352	15	2

ALEXANDER REID, *Under-Treasurer.*

GENERAL REVENUE (STATE.)

COMPARATIVE Statement for Years 1880, 1890, 1900, and for Quinquennial ended in Year 1911-12.

ABSOLUTE.

	1880.	1890.	1900.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12
TAXATION.								
Customs and Excise.....	228,531	344,703	490,916	(a)	(a)	(a)	(a)	(a)
Land Tax	24,505	42,533	61,123	57,742	59,651	79,021	64,932	81,234
Income and Dividend Taxes	7312	9397	31,034	67,916	59,123	68,330	115,836	143,875
Ability Tax .....	...	...	...	33,518	34,892	41,928	...	...
Stamp Duties	12,168	21,793	22,809	58,832	53,713	54,741	61,118	64,236
Totalisator .....	...	...	465	1561	1599	1661	1935	2149
Probate Duty	8443	12,064	7467	32,087	28,641	44,267	27,459	35,012
Chinese Immigrants.....	...	...	150	...	...	...	...	...
Licences	14,142	15,000	14,670	14,000	13,216	13,442	13,685	13,928
Police Rate (Rural)	5140	8941	16,341	(b)	(b)	(b)	(b)	(b)
Total Taxation	300,241	454,431	644,975	265,656	250,835	303,390	284,965	340,434
PUBLIC WORKS AND SERVICES.								
Railways and Tramways	23,448	102,642	202,075	277,476	280,805	282,365	276,942	314,708
Post and Telegraph	27,233	60,102	96,060	(c)	(c)	(c)	(c)	(c)
Services rendered by other Departments.....	13,024	24,803	24,732	45,558	48,387	53,463	50,129	45,191
Total Public Works and Services	63,705	187,547	322,867	323,034	329,192	335,828	327,071	359,899
LANDS, BUILDINGS, AND PUBLIC INVESTMENTS								
Interest on Investments, Advances to Local Bodies, &c. ....	...	10,039	9943	25,655	23,740	27,285	29,261	27,765
Interest on Properties transferred to the Commonwealth.....	...	...	...	...	...	...	...	23,061
Crown Land and Property Sales	35,636	47,319	35,411	55,217	59,460	61,576	60,894	60,300
Rentals and Leases—								
Mineral Lands	17,777	32,646	24,770	19,386	20,460	22,310	20,274	17,755
Pastoral and other Leases .....	...	...	9262	14,672	12,436	16,217	16,589	16,386
Miscellaneous	2899	3737	3597	3664	4163	181	269	123
Total Lands, Buildings, &c.	56,312	93,741	82,983	118,624	120,259	127,569	127,287	145,390
SURPLUS COMMONWEALTH REVENUE PAID.....	...	...	...	294,259	232,842	239,816	228,118	236,761
ALL OTHER SOURCES.....	19,966	22,381	4155	3701	1277	2329	2651	2179
TOTAL REVENUE	440,224	758,100	1,054,980	1,005,274	934,405	1,008,932	970,092	1,084,663
The Year's Surplus or Deficiency in } <i>Surplus</i> ...	25,028	35,354	131,249	75,289	...	11,611	...	19,935
Relation to Expenditure..... } <i>Deficit</i>.....	...	...	...	...	25,832	...	46,871	...

NOTES.—(a) Transferred to Commonwealth, 1st January, 1901.
Commonwealth, 1st March, 1901.

(b) Rural Police Rate abolished, 1901.

(c) Transferred to

GENERAL REVENUE (STATE).

COMPARATIVE Statement for Years 1880, 1890, 1900, and for Quinquenniad ended in Year 1911-12
PER HEAD.

	1880.	1890.	1900.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
TAXATION.								
Customs and Excise (a)	40 2	48 0	56 10	(a)	(a)	(a)	(a)	(a)
Land Tax	4 4	5 11	7 1	6 2	6 4	8 3	6 9	8 5
Income and Dividend Tax	1 3	1 4	3 7	7 3	6 3	7 2	11 11	14 10
Ability Tax .....	...	...	...	3 7	3 8	4 5	...	...
Stamp Duties	2 2	3 0	2 8	6 4	5 9	5 9	6 4	6 8
Totalisator .....	...	...	0 1	0 2	0 2	0 2	0 2	0 3
Probate Duty	1 6	1 8	0 10	3 5	3 0	4 7	0 10	3 7
Licences	2 6	2 1	1 8	1 6	1 5	1 5	1 5	1 5
Police Rate (Rural) (b)	0 11	1 3	1 11	(b)	(b)	(b)	(b)	(b)
Chinese Immigrants.....	...	...	...	...	...	...	...	...
Total Taxation	52 10	63 3	74 8	28 5	26 7	31 9	29 5	35 2
PUBLIC WORKS AND SERVICES.								
Railways and Tramways.....	4 2	14 4	23 4	29 9	29 9	29 7	28 8	32 6
Post and Telegraphs (c)	4 9	8 4	11 2	(c)	(c)	(c)	(c)	(c)
Services rendered by other Departments	2 3	3 5	2 10	4 10	5 1	5 6	5 2	4 8
Total Public Works Services	11 2	26 1	37 4	34 7	34 10	35 1	33 10	37 2
LANDS, BUILDINGS, AND PUBLIC INVESTMENTS.								
Interest on Investments (Advances to Local Bodies, &c.) .....	...	1 5	1 2	2 9	2 6	2 10	3 0	2 10
Interest on Properties transferred to Commonwealth.....	...	...	...	...	...	...	...	2 5
Crown Lands Sales	6 3	6 7	4 1	5 11	6 4	6 5	6 4	6 3
Rentals and Leases :—								
Mineral Lands	3 2	4 7	2 10	2 1	2 2	2 4	2 1	1 10
Pastoral and other Leases	3 2	4 7	1 1	1 7	1 4	1 9	1 9	1 8
Miscellaneous	0 6	0 6	0 5	0 4	0 5	...	...	...
Total Lands, Buildings, and Public Investments	9 11	13 1	9 7	12 8	12 9	13 4	13 2	15 0
ALL OTHER LOCAL SOURCES	3 6	3 2	0 6	0 5	0 1	0 3	0 3	0 3
COMMONWEALTH CONTRIBUTION OF SURPLUS REVENUE .....	...	...	...	31 6	24 7	25 1	23 7	24 6
TOTAL REVENUE	77 5	105 7	122 1	107 7	98 10	105 6	100 3	112 1
The Year's Surplus or Deficiency in relation to Expenditure	4 5	4 11	15 2	8 1	...	1 2	...	2 1
	...	...	...	...	2 9	...	4 10	...

NOTES. —(a) Transferred to Commonwealth, 1st January, 1901.
Commonwealth, 1st March, 1901.

(b) Rural Police Rate abolished, 1901.

(c) Transferred to

EXPENDITURE FROM CONSOLIDATED REVENUE FUND,
1911-12.

Heading.	Amount.
Public Debt—	£
Interest	411,621
Expenses of Paying Interest	1576
Sinking Funds and other Expenses	49,350
	50
Railways and Tramways—	
Working Expenses	221,175
Mines	6754
Lands and Surveys, &c.	10,805
Agriculture	7405
Justice	11,372
Police	41,435
Penal Establishments	5320
Harbours, Rivers, &c.	20,772
Water Supply	
Education—	
State Schools	85,218
Technical Schools	2636
University	4500
Other Educational, viz., Public Libraries, Museums, etc., Mechanics' Institutes	2250
Public Health	1923
Hospitals, General	19,630
Hospitals for Insane	23,765
Charitable Institutions (other than Hospitals)	12,374
All other Expenditure	124,794
Total	1,064,725

EXPENDITURE FROM LOANS, 1911-12.

Heading.	For Financial Year.	Aggregate to end of Financial Year.
	£	£
Railways	120,179	4,553,649
Tramways .....	..	142,410
Telegraphs and Telephones .....	..	..
Harbours, Rivers, and Lighthouses	211,052	3,839,650
Roads and Bridges .....	..	128,224
Defences	13,178	718,500
Public Buildings (excluding State Schools)	11,757	255,982
State Schools .....	..	235,000
Immigration	20,814	138,034
Lands purchased for Settlement	58,577	777,023
Loans to Local Bodies .....	..	470,493
Other Public Works and Purposes .....	..	..
Total (exclusive of Redemptions)	435,557	11,258,965

EXPENDITURE, 1911-12.

ANALYSIS showing for each of the Principal Functions of the State, the Direct and Indirect elements of Gross Expenditure as modified by Earnings of the various Service Departments.

Functions.	Absolute Cost.					Per Head.						Total Net Cost.
	Gross Amount.			Earnings of Departments.	Net Cost.	Gross Amount.			Earnings of Departments.	Net Cost.		
	Direct.	Indirect Share of Interest on Debt.*	Total.			Direct.	Share of Interest on Debt.	Total.				
	£	£	£	£	£	s. d.	s. d.	s. d.	s. d.	s. d.	%	
CENTRAL GOVERNMENT.												
Governor's Establishment	3501	...	3501	...	3501	0 4	...	0 4	...	0 4	0·54	
Legislature:—												
Legislative Council	4781	...	4781	...	4781	0 6	..	0 6	...	0 6	0·73	
House of Assembly	7903	...	7903	...	7903	0 10	...	0 10	...	0 10	1·21	
Electoral Expenses	3271	...	3271	...	3271	0 4	...	0 4	...	0 4	0·50	
Ministerial and Executive Council	4631	...	4631	...	4631	0 6	...	0 6	...	0 6	0·71	
Total Central Government	24,087	...	24,087	...	24,087	2 6	...	2 6	...	2 6	3·69	
LAW AND PROTECTION.												
Judicial	8943	...	8943	...	8943	0 11	...	0 11	...	0 11	1·37	
Magistracy	2429	...	2429	...	2429	0 3	...	0 3	...	0 3	0·36	
Police	41,435	...	41,435	...	41,435	4 4	...	4 4	...	4 4	6·34	
Defences .....	...	5089	5089	...	5089	...	0 6	0 6	...	0 6	0·78
Gaols	5320	...	5320	357	4963	0 6	...	0 6	...	0 6	0·76	
Miscellaneous.....	1631	...	1631	...	1631	0 2	...	0 2	...	0 2	0·25	
Total Law and Protection.	59,758	5089	64,847	357	64,490	6 2	0 6	6 8	...	6 8	9·86	
SCIENCE AND EDUCATION.												
Education	92,354	9668	102,022	83	101,939	9 6	1 0	10 6	...	10 6	15·59	
Museums and Libraries	2250	...	2250	...	2250	0 3	...	0 3	...	0 3	0·34	
Total Science and Education	94,604	9668	104,272	83	104,189	9 9	1 0	10 9	...	10 9	15·93	
HOSPITALS AND CHARITIES ...	57,692	...	57,692	6523	51,1'9	6 0	...	6 0	0 8	5 4	7·82	
GENERAL PUBLIC WORKS AND SERVICES.												
Railways and Tramways.....	221,175	182,910	404,085	314,708	89,377	22 10	18 11	41 9	32 6	9 3	13·67	
Post and Telegraph .....	...	5644	5644	...	5644	...	0 7	0 7	...	0 7	0·86
Roads, Bridges, Jetties, Harbours, &c.	27,464	178,794	206,258	23,061†	183,197	2 10	18 6	21 4	2 5	18 11	28·03	
Closer Settlement .....	...	4163	4163	...	4163	...	0 5	0 5	...	0 5	0·64
Aids to Local Bodies	14,490	46,028	60,518	27,765	32,753	1 6	4 9	6 3	2 10	3 5	5·00	
Lands, Works, and Mines Departments	17,559	...	17,559	...	17,559	1 10	...	1 10	...	1 10	2·68	
Government Printing Department	15,298	...	15,298	17,365	—2067	1 7	...	1 7	1 10	—0 3	—0·31	
All other Departments.....	42,405	...	42,405	20,863	21,542	4 5	...	4 5	2 2	2 3	3·29	
Pensions and Compensation ...	13,060	...	13,060	...	13,060	1 4	...	1 4	...	1 4	2·00	
Miscellaneous Loans.....	14,536	30,301	44,837	...	44,837	1 6	3 2	4 8	...	4 8	6·86	
Total General Public Works and Services	365,987	447,840	813,827	403,762	410,065	37 10	46 4	84 2	41 9	42 5	62·70	
GRAND TOTAL	602,128	462,597	1,064,725	410,725	654,000	62 3	47 10	110 1	42 5	67 8	100·00	
GRAND TOTAL PER CENT.	56·55	43·45	100·00	38·58	61·42	...	...	...	...	...	...

* Including Sinking Funds, and based upon the proportion of loans moneys raised.

† Interest credited in respect of capital value of certain properties transferred to Commonwealth.

APPROXIMATE NET COST OF STATE FUNCTIONS.

For Years, 1880, 1890, 1900, and Quinquenniad ended in Year 1911-12.

(In this comparative Statement it is endeavoured to show approximately the Net Cost of each specific Function after distributing the Calculated Proportional Share of Interest and Sinking Fund against Particular Services, less the Amount of Earnings for Services actually rendered.)

State Functions charged to Consolidated Revenue Account.	1880.	1890.	1900.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
CENTRAL GOVERNMENT.	£	£	£	£	£	£	£	£
Governor's Establishment	4114	6022	4127	3418	3783	3874	3518	3501
Legislature:—								
Legislative Council	*2671	*3764	*9839	*11,892	*5060	*5300	*4566	*4781
House of Assembly					*8551	*10,090	*7988	*7903
Ministerial and Executive Council	2985	3900	3360	4012	3900	4244	4311	4631
Electoral Expenses .....	...	...	...	...	...	...	...	3271
Total Central Government	9770	13,688	17,326	19,322	21,294	23,508	20,383	24,087
LAW AND PROTECTION.								
Judicial	13,117	12,862	9071	9626	8278	9275	9129	8943
Magistracy		5341	6780	3461	2693	2433	2384	2429
Police	13,853	22,783	37,442	37,122	39,103	39,551	40,331	41,435
Defences	6477	17,288	38,623	5087	5233	5033	4919	5089
Gaols	10,449	7922	5323	4920	5259	4861	5243	4063
Miscellaneous .....	...	1828	1787	2051	860	1824	1701	1631
Total Law and Protection	43,896	69,024	99,026	62,267	61,426	62,977	63,707	64,490
SCIENCE AND EDUCATION.								
Education	24,102	46,031	58,472	71,393	80,937	91,750	97,151	101,939
Museum, Libraries, &c.....				2200	3400	2200	2200	2250
Total Science and Education	24,102	46,031	58,472	73,593	84,337	93,950	99,351	104,189
HOSPITALS, CHARITIES, &C.	45,657	54,034	44,589	41,604	45,326	45,528	48,277	51,169
GENERAL PUBLIC WORKS AND SERVICES.								
Railways and Tramways.....	26,217	108,668	116,283	99,247	103,982	105,674	113,157	89,377
Post and Telegraphs.....	16,508	11,543	6449	5597	5769	5583	5485	5644
Roads, Bridges, Jetties, Harbours, &c.....	80,023	117,662	162,298	174,610	186,837	170,110	176,649	183,197
Closer Settlement.....	...	...	...	...	...	4060	4049	4163
Aids to Local Bodies, and Maintenance of Main Roads	18,910	16,279	19,649	17,703	20,220	22,072	29,792	32,573
Survey of Lands for Sale.....	923	2970	10,527	539	1567	4090	(a)	(a)
Lands, Works, and Mines Departments	6249	10,086	9569	15,123	16,276	15,777	17,219	17,559
Printing Department	5817	10,567	8112	155	3725	227	3209	2067
All other Departments.....	18,914	33,261	40,524	27,213	26,322	31,805	29,304	21,542
Pensions and Compensation	16,401	14,663	14,220	13,210	13,210	15,438	13,087	13,060
Miscellaneous.....	7767	6401	5133	31,113	27,598	43,478	43,380	44,837
Total Public Works and Services	197,729	332,100	379,866	384,510	394,922	409,680	428,913	410,065
TOTAL NET COST.....	321,154	514,877	599,279	581,296	607,305	635,643	660,631	654,000
Gross Expenditure	415,196	722,746	923,731	929,985	960,237	997,321	1,016,963	1,064,725
Difference	94,032	207,869	324,452	348,689	352,932	361,678	356,332	410,725

* Including Electoral Expenses.

NET COST PER HEAD.

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Central Government	1 9	1 11	2 0	2 1	2 3	2 5	2 1	2 6
Law and Protection	7 9	9 7	11 6	6 8	6 6	6 7	6 7	6 8
Science and Education	4 3	6 5	6 9	7 10	8 11	9 10	10 3	10 9
Hospitals, Charities, and Humane Provision	8 0	7 6	5 2	4 5	4 10	4 9	5 0	5 4
Railways and Tramways	4 7	15 2	13 6	10 7	11 0	11 0	11 9	9 3
Post and Telegraphs.....	2 11	1 7	0 9	0 7	0 7	0 7	0 6	0 7
Roads, Bridges, Jetties, &c.....	14 1	16 5	18 9	18 8	19 9	17 9	18 3	18 11
Other Public Works and Services	13 2	13 1	12 6	11 5	10 5	13 7	13 10	10 8
TOTAL NET COST.....	56 6	71 8	69 5	62 3	64 3	66 6	68 3	67 8

GROSS GENERAL STATE EXPENDITURE.

RETURN showing Comparative Gross General Expenditure charged against the Consolidated Revenue Account for the Years 1880, 1890, 1900, and for the Quinquenniad ended in Year 1911-12.

Functions.	1880.	1890.	1900.	1907-8.	1908-9.	1909 10.	1910-11.	1911-12.
CENTRAL GOVERNMENT.	£	£	£	£	£	£	£	£
Governor's Establishment	4114	6022	4127	3418	3783	3874	3518	3501
Legislature:—								
Legislative Council	2671	3766	9839	11,892	5060 8551	5300 10,090	4566 7988	4781 7903 3271
House of Assembly								
Electoral Expenses								
Ministerial and Executive	2985	3900	3360	4012	3900	4244	4311	4631
Total Central Government	9770	13,685	17,326	19,322	21,294	23,508	20,383	24,087
LAW AND PROTECTION.								
Judicial	13,117	12,862 6341	9071 6780	8550 3461	8278 2693	9275 2433	9129 2384	8943 2429
Magistracy								
Police (b)	13,853	22,783	37,442 (b)	37,122	39,103	39,740	40,331	41,435
Defences (a)	4024	12,699	33,734	(a)	(a)	(a)	(a)	(a)
Gaols	10,449	7922	5928	5465	5795	5698	5466	5320
Miscellaneous .....	...	1828	1787	2051	860	2089	1795	1631
Total Law and Protection	41,443	64,435	94,742	56,649	56,729	59,235	59,105	59,758
SCIENCE AND EDUCATION.								
Education	22,486	41,458	48,864 3334	70,454 2200	75,653 3400	83,303 2200	88,524 2200	92,354 2250
Museum, Libraries, &c.								
Total Science and Education	22,486	41,458	52,198	72,654	79,053	85,503	90,724	94,604
HOSPITALS, CHARITIES, AND HUMANE PROVISION.	45,657	54,034	48,998	47,575	51,145	50,950	53,352	57,692
GENERAL PUBLIC WORKS AND SERVICES.								
Railways and Tramways	16,701	85,655	160,574	201,817	204,136	211,677	215,530	221,175
Post and Telegraphs (a)	39,360	67,754	84,539	(a)	(a)	(a)	(a)	(a)
Roads, Bridges, Jetties, Harbours, Surveys, &c., General	45,869	46,709	28,315	23,345	35,141	21,496	21,399	27,464
Aids to Local Bodies and Maintenance of Main Roads	18,910	25,958	16,704	18,208	18,000	18,455	16,690	14,490
Lands and Works and Mines Departments	6249	10,086	9569	15,123	16,276	16,390	17,219	17,559
Printing Department	5817	10,567	10,848	13,613	13,419	14,004	13,825	15,298
All other Departments	18,914	33,261	40,524	37,731	36,768	44,496	44,489	42,405
Pensions and Compensation	16,401	14,663	14,220	13,210	13,210	15,438	13,087	13,060
Miscellaneous	7767	6401	5133	7264	2999	13,239	15,825	14,536
Total Public Works and Services	175,988	301,054	370,426	330,311	339,949	355,195	358,064	365,987
TOTAL EXCLUSIVE OF DEBT INTEREST AND SINKING FUNDS.	295,344	474,669	583,690	526,511	548,168	574,391	581,628	602,128
INTEREST AND SINKING FUNDS	119,852	248,077	340,041	403,474	412,069	422,930	435,335	462,597
GROSS TOTAL EXPENDITURE	415,196	722,746	923,731	929,985	960,237	997,321	1,016,963	1,064,725

PER HEAD.

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Central Government	1 9	1 11	2 0	2 1	2 3	2 5	2 1	2 6
Law and Protection	7 4	9 0	11 0	6 1	6 0	6 2	6 1	6 2
Science and Education	3 11	5 9	6 1	7 9	8 4	8 11	9 5	9 9
Hospitals, Charities, and Humane Provision ...	8 0	7 6	5 8	5 1	5 5	5 4	5 6	6 0
Railways and Tramways	2 11	11 11	18 7	21 7	21 7	22 2	22 3	22 10
Post and Telegraphs (a)	6 11	9 5	9 9	...	...	...	...	...
Other Public Works Services	21 1	20 7	14 6	13 9	14 5	15 1	14 9	15 0
Interest and Sinking Funds	21 1	34 7	39 4	43 2	43 7	44 3	45 0	47 10
	73 0	100 8	106 11	99 6	101 7	104 4	105 1	110 1

NOTES.—(a) Transferred to Commonwealth, 1st March, 1901. (b) Territorial and Municipal Police were centralised in the year 1899, the entire cost thence borne by the General Government.

PUBLIC DEBT.

DECENNIAL RETURN of the Public Debt of the Government of Tasmania at the end of each financial year.

Years.	Redeemable—		TOTAL.	Rate per Head of Population.
	In London.	In Commonwealth.		
	£	£	£	£ s. d.
1903.....	7,953,120	1,365,279	9,318,399	51 18 5
1904, 30 June....	7,929,850	1,496,988	9,436,838	53 0 10
1905, ditto.....	7,924,650	1,547,321	9,471,971	53 4 5
1906, ditto.....	8,120,750	1,557,865	9,698,615	54 11 2
1907, ditto.....	8,120,750	1,763,451	9,884,201	55 18 5
1908, ditto.....	8,120,750	1,729,438	9,850,233	54 12 0
1909, ditto.....	8,020,750	2,114,164	10,134,914	54 10 10
1910, ditto.....	8,230,050	2,340,403	10,570,453	56 11 4
1911, ditto	8,230,250	2,847,540	11,077,790	57 4 9
1912, ditto	8,007,250	3,295,161	11,302,411	58 8 4

[Compiled from information supplied by the Treasury.]

PUBLIC DEBT.

PUBLIC Debt outstanding at End of Financial Year 1911-12.

Stock.	Nominal Value of Securities issued.			Gross Sum realised.	Deducted for Flotation Expenses.	Net Amount available for Expenditure.
	In London.	In Commonwealth.	Total.			
	£	£	£	£	£	£
Debentures	1,623,750	90,500	1,714,250	}	*	*
Inscribed Stock	5,606,500	3,129,051	8,735,551			
Treasury Bills—						
For Public Works	777,000†	75,610	852,610			
In aid of Revenue ....	...	...	...
Total	£8,007,250	£3,295,161	£11,302,411			

* Treasury Accounts not yet available.

† Balance outstanding of temporary Loan from London, County, and Westminster Bank to make provision for redemption of Loan of £1,000,000 falling due in year 1911. Authority by Parliament to issue inscribed debentures was executed in the year 1911 for the purpose of repayment of temporary loan advanced by the London, County, and Westminster Bank.

RATES OF INTEREST.

RATES of Interest on Public Debt outstanding at end of Financial Year 1911-12.

Rate of Interest.	Annual Liability for Interest.		Debentures and Bills.			
	Amount.	Per cent.	Redeemable in London.	Redeemable in Commonwealth.	Total.	
					Amount.	Per cent.
	£		£	£	£	£
4 per cent. per annum	127,744	30·96	2,623,750	569,844	3,193,594	28·25
3½ per cent. per annum	51,157	12·40	...	1,364,185	1,364,185	12·07
3¼ per cent. per annum	218,640	53·00	4,933,500	1,313,346	6,246,846	55·27
3¼ per cent. per annum	803	0·20	...	24,718	24,718	0·22
3 per cent. per annum	14,192	3·44	450,000	23,068	473,068	4·19
Total (3·65)	£412,536	100	£8,007,250	£3,295,161	£11,302,411	100

PUBLIC DEBT.

DUE Dates of Public Debt outstanding at end of Financial Year 1911-12.

Due.	Redeemable in—		Total.
	London.	Commonwealth.	
	£	£	£
Due 1911	1,000,000	270,502	1,270,502
1912 .....	..	268,971	268,971
1913	523,750	685,684	1,209,434
1914	800,000	436,240	1,236,240
1915 .....	..	87,823	87,823
1916 .....	..	140,717	140,717
1917 .....	..	10,760	10,760
1918 .....	..	58,488	58,488
1919 .....	..	2400	2400
1920	300,000	1784	301,784
1921 .....	..	503,169	503,169
1922 .....	..	8252	8252
1925 .....	..	5050	5050
1926 .....	..	67,600	67,600
1929 .....	..	300,000	300,000
1930 .....	..	100	100
1940	5,606,500	..	5,606,500
Total	8,230,250	2,847,540	11,077,790

PUBLIC DEBTS SINKING FUND TO 30 JUNE, 1912.

<i>State of the Fund.</i>	£	s.	d.	£	s.	d.
The Fund on the 30th June, 1911, amounted to .....	...			414,601	5	7
Add Receipts on account of the past year, as under—						
Reserves under Waste and Crown Lands Acts for year ended 30th June, 1911	29,344	17	2			
Contributions in connection with Mt. Cameron Water-race—						
Moiety of Rentals and Surplus Receipts	464	2	2			
Contribution on account of loan to Tarleton Road Trust (60 Vict. No. 23)	20	0	0			
Contributions in connection with redemption of loans for						
Public Works under Act 1 Ed. VII. No. 49	1180	0	0			
Ditto ditto under Act 2 Ed. VII. No. 43	630	0	0			
Ditto ditto under Act 3 Ed. VII. No. 27	495	0	0			
Ditto ditto under Act 4 Ed. VII. No. 29	342	0	0			
Ditto ditto under Act 5 Ed. VII. No. 42	458	0	0			
Ditto ditto ditto (Item 330)	440	0	0			
Ditto ditto ditto under Act 6 Ed. VII. No. 23	997	0	0			
Ditto ditto under Act 7 Ed. VII. No. 31	1655	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 9)	440	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 10)	1658	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 11)	513	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 12)	141	0	0			
Ditto ditto under Act 9 Ed. VII. No. 51	1791	0	0			
Ditto ditto under Act 1 Geo. V. No. 51	2708	0	0			
Ditto ditto ditto (Item 941)	180	0	0			
Ditto on account of loan to State Scholarship Board (1 Geo. V. No. 15)	100	0	0			
Contributions in connection with payment of Pensions, &c., under various Acts	12,207	19	10			
Credits to Survey Advance Account under "Crown Lands Act, 1903"	3802	2	1			
Interest on Investments	15,220	3	4			
				74,787	4	7
				489,388	10	2
Deduct Payments for Pensions, &c., payable under various Acts...	6000	0	0			
Ditto ditto to Treasury on account of debits to Survey Advance Account	1335	4	3			
Ditto for redemption of Local Inscribed Stock, issued under Waste and Crown Lands Acts	61,081	2	1			
				68,416	6	4
Total Fund on 30th June, 1912 .....	...			£420,972	3	10

TRUST FUNDS, 1911-12.

Funds.	Amount as at 30th June, 1912.
	£
State Savings Bank Funds	8258
Public Debt Sinking Funds	420,972
Municipal Sinking Funds	58,629
Life Insurance Companies Deposits	17,000
Intestate Estates Account	9661
Master-in-Equity Account—Moneys in Court	17,475
Assurance Fund, Real Property Act	15,567
Superannuation Funds	44,149
All other Trust Funds .....	..
Total	591,711

INVESTMENT OF PUBLIC DEBTS SINKING FUNDS TO
JUNE 30, 1912.

Rate of Investment.	Amount.	Interest Payable.
	£	£
Amount invested at—		
4 per cent.	141,331	5640
3½ per cent.	89,647	3362
3½ per cent.	185,763	6502
3¼ per cent.	2179	70
3 per cent. ....	..	..
(3·721) Total Invested	418,920	15,574
Amount Uninvested	2052	..
Total Amount of Accumulated Sinking Funds as at 30th June, 1912.	420,972	..

LOANS ACCOUNT.

RETURN showing the Amount of Loans authorised and issued, together with the Balance of Loans authorised unissued, on the 30th June, 1912; also showing under various heads the Moneys actually raised and expended up to and including 30th June, 1912, in connection with Loans, and the Amounts available still unexpended at same date.

PUBLIC WORKS AND PURPOSES.	LOANS.			NET MONEYS RAISED.			LOANS EXPENDITURE.				BALANCE OF LOANS MONEY RAISED UNEXPENDED.
	Authorised.		Issued to Date, 30/6/12.	Authorised, not issued to Date, 30/6/12.	Current Year 1911-12.	Aggregate to Date, 30-6-12.	Current Year 1911-12.	Prior to 1911-12.	Aggregate to Date, 30/6/12.	Per cent. to Total.	
	Current Year 1911-12.	Aggregate to Date, 30/6/12.									
Railways and Tramways.....	£ 86,290	£ 4,709,504	£ 4,623,214	£ 86,290	£ 74,057	£ 4,620,835	£ 120,179	£ 4,433,470	£ 4,553,649	40·44	£ 67,186
Telegraphs.....	..	142,507	142,507	..	..	142,462	..	142,410	142,410	1·26	52
Roads, Bridges, Jetties, Harbours, and Lighthouses*	169,295	3,926,029	3,815,322	110,707	133,783	3,782,989	211,052	3,628,598	3,839,650	34·12	—56,661
School Buildings	14,000	258,013	244,013	14,000	15,000	243,585	11,757	244,225	255,982	9·27	—12,397
Other Public Buildings	26,975	761,113	734,138	26,975	13,925	733,663	13,178	705,322	718,500	6·36	15,163
Closer Settlement .....	..	105,000	105,000	..	..	105,000	20,814	117,220	138,034	1·22	—33,034
Defences .....	..	129,516	129,516	..	..	128,643	..	128,224	128,224	1·14	419
Loans to Public Bodies for Public Works	54,330	962,189	1,162,564	— 200,375 (*)	102,020	1,162,564	58,577	718,446	777,023	6·91	385,541
Immigration .....	..	235,714	235,714	..	..	235,000	..	235,000	235,000	2·07	..
Revenue .....	..	146,871	146,871	..	..	146,871	..	146,871	146,871	1·35	..
Temporary Treasury Bills to meet Charges on Consolidated Revenue	9091	78,702	75,611	3091	6000	75,611	..	..	..	..	75,611
Miscellaneous.....	11,740	402,788	386,048	16,740	..	307,804	..	323,622	323,622	2·86	—15,818
TOTAL.....	371,721	11,857,946	11,800,518	57,428	344,785	11,685,027	435,557	10,823,408	11,258,965	100·00	426,062

* Includes charges formerly shown separately, under items—"Other Public Works," "Roads and Bridges," and "Miscellaneous." (a) Issued in excess of authority. — Indicates minus.

REDEMPTIONS AND OUTSTANDING DEBTS.

Amount of Loans Issued to 30th June, 1912	£ 11,800,518
Less Debts absolutely redeemed in year 1911-12 ...	120,164
Less Debts absolutely redeemed in previous years ...	377,943
	498,107
Public Debt on 30th June, 1912	£11,302,411
	£11,302,411

LOANS ACCOUNT.

Purpose.	1882.	1890.	1900.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
AUTHORISED LOANS ISSUED AT DATE.								
Railways and Tramways	562,000	3,282,252	4,045,936	4,453,152	4,481,620	4,509,407	4,549,157	4,623,214
Telegraphs	73,220	102,471	130,507	142,507	142,507	142,507	142,507	142,507
Roads, Bridges, Harbours.	578,173	1,704,471	2,852,673	3,412,672	3,539,523	3,795,139	3,681,539	3,815,322
Jetties, &c. . . . .	..	32,909	..	..	..	..	..	..
School Buildings	27,000	120,428	160,864	201,114	208,113	218,113	229,013	244,013
Other Public Buildings	228,336	418,896	561,961	686,056	697,556	706,906	720,213	734,138
Defences	41,000	120,868	125,370	129,516	129,516	129,516	129,516	129,516
Closer Settlement . . . . .	..	..	..	..	..	103,682	105,000	105,000
Loans to Local Bodies for Public Works . . . . .	..	..	328,939	640,339	660,092	746,839	1,060,544	1,162,564
Immigration	197,100	235,714	235,714	235,714	235,714	235,714	235,714	235,714
Revenue Deficiencies prior to 1867	146,871	146,871	146,871	146,871	146,871	146,871	146,871	146,871
Temporary Treasury Bills	70,000	147,220	..	94,111	78,201	58,701	69,611	75,611
Miscellaneous	130,500	130,500	130,500	130,500	130,500	130,500	386,048	386,048
Total	2,054,200	6,532,600	8,719,335	10,272,552	10,450,213	10,923,895	11,455,733	11,800,518

MONEYS RAISED AT DATE.

Railways and Tramways	562,000	3,279,874	4,043,557	4,450,773	4,479,241	4,507,029	4,546,778	4,620,835
Telegraphs	73,220	102,426	130,462	142,462	142,462	142,462	142,462	142,462
Roads, Bridges, Harbours.	540,006	1,743,937	2,742,097	3,302,096	3,428,955	3,684,561	3,649,205	3,782,989
Jetties, &c. . . . .	..	32,909	..	..	..	..	..	..
School Buildings	27,000	120,000	160,435	200,685	207,685	217,685	228,585	243,585
Other Public Buildings	228,336	418,421	561,486	685,580	697,080	706,430	719,738	733,663
Defences	40,500	119,995	124,497	128,643	128,643	128,643	128,643	128,643
Closer Settlement . . . . .	..	..	..	..	..	103,683	105,000	105,000
Loans to Local Bodies for Public Works . . . . .	..	..	328,939	640,339	660,092	746,839	1,060,544	1,162,564
Immigration	197,100	235,000	235,000	235,000	235,000	235,000	235,000	235,000
Revenue Deficiencies prior to 1867	146,871	146,871	146,871	146,871	146,871	146,871	146,871	146,871
Temporary Treasury Bills	70,900	147,220	..	94,111	78,201	58,701	69,611	75,611
Miscellaneous	130,500	130,500	130,500	130,500	130,500	130,500	307,804	307,804
Total	2,024,533	6,477,153	8,603,844	10,157,060	10,334,730	10,808,404	11,340,241	11,685,027

LOANS EXPENDED.

Railways and Tramways	553,743	3,254,409	3,910,229	4,182,838	4,251,614	4,351,776	4,433,470	4,553,649
Telegraphs	70,223	101,549	130,197	142,410	142,410	142,410	142,410	142,410
Roads, Bridges, Harbours	508,948	1,645,132	2,675,960	3,386,240	3,550,697	3,704,778	3,628,898	3,839,650
Jetties, &c. . . . .	..	32,360	..	..	..	..	..	..
School Buildings	27,628	119,135	167,378	200,602	210,488	222,843	244,224	255,982
Other Public Buildings	213,537	401,924	563,789	673,474	688,498	695,759	705,322	718,500
Defence	35,896	116,591	126,095	128,224	128,224	128,224	128,224	128,224
Closer Settlement . . . . .	..	..	..	..	..	113,776	117,220	138,034
Loans to Local Bodies for Public Works . . . . .	..	..	160,139	557,727	603,785	651,254	718,446	777,023
Immigration	198,801	235,000	235,000	235,000	235,000	235,000	235,000	235,000
Revenue Deficiencies prior to 1867	146,871	146,871	146,871	146,871	146,871	146,871	146,871	146,871
Temporary Treasury Bills . . . . .	..	7220	..	..	..	..	..	..
Miscellaneous	130,500	130,500	130,500	130,500	130,500	130,500	323,622	323,622
Total Expended	1,886,147	6,190,691	8,246,158	9,753,878	10,088,087	10,523,191	10,823,407	11,258,965
Unexpended Balance	138,396	286,462	357,686	403,173	246,635	285,213	516,834	426,062
GRAND TOTAL	2,024,533	6,477,153	8,603,844	10,157,060	10,334,722	10,808,404	11,340,241	11,685,027
Loans Redeemed at Date . . . . .	..	99,800	208,330	422,319	315,290	353,442	377,943	498,107
Total Debts Outstanding	2,024,533	6,432,800	8,511,005	6,850,233	10,134,914	10,570,453	11,077,790	11,302,411

LOANS TO LOCAL BODIES FOR LOCAL PUBLIC WORKS.

RETURN showing Amount of Loans authorised, issued, and advanced to 30th June, 1912.

	Authorised.			Issued.			Advanced to Local Bodies.			Balances.					
	£	s.	d.	£	s.	d.	£	s.	d.	Cr. £	s.	d.	Dr. £	s.	d.
WATER SUPPLY—															
Longford	5600	0	0	5600	0	0	5400	0	0	200	0	0			
Latrobe	7800	0	0	7800	0	0	7800	0	0						
Glenorchy	19,700	0	0	19,700	0	0	18,800	0	0	900	0	0			
Devonport	31,000	0	0	31,000	0	0	31,000	0	0						
Cressy	1300	0	0	1300	0	0	1300	0	0						
Evandale	1700	0	0	1700	0	0	1700	0	0						
St. Helens	2500	0	0	2500	0	0	100	0	0	2400	0	0			
Queenstown	3000	0	0	3000	0	0	3000	0	0						
River Clyde	2000	0	0	2000	0	0				2000	0	0			
Midland	5000	0	0	5000	0	0				5000	0	0			
Westbury and Hagley	4000	0	0	4000	0	0	4000	0	0						
Perth	2000	0	0	2000	0	0	1900	0	0	100	0	0			
Gormanston	5000	0	0	5000	0	0	4750	0	0	250	0	0			
Burnie	20,000	0	0	20,000	0	0	10,000	0	0	10,000	0	0			
Deloraine	4500	0	0	4500	0	0	4500	0	0						
Swansea	1000	0	0	1000	0	0	1000	0	0						
Fingal	1400	0	0	1400	0	0	1200	0	0	200	0	0			
Ross	1500	0	0	1500	0	0	1400	0	0	100	0	0			
Ulverstone	10,000	0	0	10,000	0	0	9950	0	0	50	0	0			
Scottsdale	3000	0	0	3000	0	0	3000	0	0						
Bothwell	1800	0	0	1800	0	0	1400	0	0	400	0	0			
Bracknell	650	0	0	650	0	0	650	0	0						
Hobart	12,175	0	0	12,175	0	0	12,175	0	0						
Penguin	2000	0	0	2000	0	0	2000	0	0						
Campbell Town	4000	0	0	4000	0	0	3400	0	0	600	0	0			
Fingal (St. Mary s, Avoca, Cornwall)	2400	0	0	2400	0	0	1200	0	0	1200	0	0			
New Norfolk	1800	0	0	1800	0	0	1800	0	0						
TOTAL WATER SUPPLY	156,825	0	0	156,825	0	0	133,425	0	0	23,400	0	0			
LIGHT AND WATER—Launceston															
	35,000	0	0	35,000	0	0	35,000	0	0						
LIGHT—Devonport															
Longford	3000	0	0	3000	0	0	3000	0	0						
Queenstown	700	0	0	700	0	0	700	0	0						
Deloraine	7500	0	0	7500	0	0	5750	0	0	1750	0	0			
Zeehan	8500	0	0	8500	0	0	8500	0	0						
Leven	6000	0	0	6000	0	0	5750	0	0	250	0	0			
TOTAL LIGHT	40,700	0	0	40,700	0	0	37,700	0	0	3000	0	0			
BUILDINGS—Ross															
Devonport	1500	0	0	1500	0	0	1500	0	0						
Queenborough	283	0	2	283	0	2				283	0	2			
Richmond	250	0	0	250	0	0	236	15	0	13	5	0			
Bothwell	1000	0	0	1000	0	0	1000	0	0						
Queenstown	2000	0	0	2000	0	0	2000	0	0						
Strahan	750	0	0	750	0	0	750	0	0						
Hobart Corporation—New Slaughter houses ..	28,000	0	0	28,000	0	0	26,460	0	0	1540	0	0			
Hobart Fire Brigade Board	3000	0	0	3000	0	0	3000	0	0						
State Scholarship Board	575	0	0	575	0	0	575	0	0						
Huon	2500	0	0				1500	0	0	1000	0	0			
TOTAL BUILDINGS	40,858	0	2	38,358	0	2	38,021	15	0	2836	5	2			
HARBOUR IMPROVEMENTS—Marine Board, Hobart															
Ditto, Mersey	60,000	0	0	60,000	0	0	38,000	0	0	22,000	0	0			
Ditto, Launceston	21,000	0	0	12,500	0	0	14,508	0	0	6492	0	0			
Ditto, Strahan	42,037	11	3	42,037	11	3	42,037	11	3						
Ditto, Table Cape	130,000	0	0	130,000	0	0	30,000	0	0	100,000	0	0			
Harbour Trust, Leven	34,500	0	0	34,500	0	0	22,700	0	0	11,800	0	0			
Marine Board, Strahan, Dredge	12,000	0	0	12,000	0	0	12,000	0	0						
TOTAL HARBOUR IMPROVEMENTS	315,537	11	3	307,037	11	3	175,245	11	3	140,292	0	0			
ROADS—Tareton Road Trust															
Table Cape	8000	0	0	8000	0	0				8000	0	0			
	8400	0	0	8400	0	0	400	0	0	8000	0	0			
STREETS—Town Board, Zeehan															
Ditto, Strahan	1000	0	0	1000	0	0	1000	0	0						
Ditto, Gormanston	2000	0	0	2000	0	0	2000	0	0						
Ditto, Mount Stuart	2000	0	0	2000	0	0	2000	0	0						
Ditto, Moonah	1000	0	0	1000	0	0	1000	0	0						
Ditto, Burnie	3000	0	0	3000	0	0	3000	0	0						
Hobart Corporation	4425	0	0	4425	0	0	4425	0	0						
Municipality of Glenorchy (Moonah)	1600	0	0	1600	0	0	1300	0	0	300	0	0			
TOTAL STREETS	22,025	0	0	22,025	0	0	21,725	0	0	300	0	0			
REDEMPTION OF DEBENTURES—Town Board, Devonport ..															
Ditto, Zeehan	2000	0	0	2000	0	0	2000	0	0						
Municipality of Glenorchy	6000	0	0				5875	0	0	125	0	0			
Ditto Queenborough ..	3200	0	0				1200	0	0	2000	0	0			
	12,800	0	0	3600	0	0	10,675	0	0	2125	0	0			

LOANS TO LOCAL BODIES FOR LOCAL PUBLIC WORKS—*continued.**RETURN showing Amount of Loans authorised, issued, and advanced to 30th June, 1912.*

	Authorised.			Issued.			Advanced to Local Bodies.			Balances.		
	£	s.	d.	£	s.	d.	£	s.	d.	Cr. £	s.	d.
DRAINAGE—Metropolitan Board	220,000	0	0	220,000	0	0	210,000	0	0	10,000	0	0
Town Board, Queenborough	316	19	10	316	19	10	..	..	..	316	19	10
Ditto, Queenstown	3000	0	0	3000	0	0	3000	0	0	..	..	..
Ditto, New Town	3000	0	0	3000	0	0	3000	0	0	..	..	..
Ditto, Invermay	7000	0	0	7000	0	0	..	..	..	7000	0	0
Emu Bay Municipality	12,000	0	0	12,000	0	0	12,000	0	0	..	..	..
St. Leonards Municipality	1700	0	0	1100	0	0	1700	0	0	..	..	..
TOTAL DRAINAGE	247,016	19	10	246,416	19	10	229,700	0	0	17,316	19	10
CEMETERY TRUSTS	3000	0	0	3000	0	0	2724	2	3	275	17	9
SANITARY FARM, PUBLIC CEMETERY, AND ABATTOIRS— Devonport	1200	0	0	1200	0	0	..	..	..	1200	0	0
RECREATION GROUNDS—Town Board, Lindisfarne	1000	0	0	1000	0	0	1000	0	0	..	..	..
Ditto, Queenstown	500	0	0	500	0	0	500	0	0	..	..	..
Corporation, Hobart	400	0	0	400	0	0	400	0	0	..	..	..
Emu Bay Municipality	2500	0	0	2500	0	0	2000	0	0	500	0	0
LAUNCESTON FIRE BRIGADE BOARD— For purchase of Property	4400	0	0	4400	0	0	3900	0	0	500	0	0
MUNICIPALITIES GENERALLY—For Survey and Con- struction of Municipal Tramways	700	0	0	700	0	0	650	0	0	50	0	0
80,000	0	0	80,000	0	0	10,000	0	0	70,000	0	0	..
968,462	11	3	947,662	11	3	699,166	8	6	269,296	2	9	..

NOTE.—Does not include Beaconsfield Town Board for water, £150; Strahan Marine Board £44,962 8s. 9d. repaid.

CONSOLIDATED REVENUE AND EXPENDITURE

Showing Surpluses and Deficiencies during period 1891 to 1911-12 (22½ Years).

Year.	Revenue.	Expenditure.	Year's—		Aggregate Deficiency at end of Year.		
			Surplus.	Deficiency.	Amount.	Above Average of Total Period.	Below Average of Total Period.
	£	£	£	£	£	£	£
At beginning of year 1891 ...	...	...	...	...	132,768	..	65,934
At end of year 1891	944,617	913,356	31,261	...	101,507	...	97,191
" 1892	783,235	915,613	...	132,378	233,885	35,187	...
" 1893	704,641	832,874	...	128,233	363,118	163,420	...
" 1894	696,795	789,805	...	93,010	455,128	256,430	...
" 1895	761,971	748,946	13,025	...	442,103	243,405	...
" 1896	797,976	750,244	47,732	...	394,371	195,679	...
" 1897	845,020	785,026	59,994	...	334,377	135,624	...
" 1898	908,223	830,168	78,055	...	256,322	157,624	...
" 1899	943,970	871,453	72,517	...	183,805	...	14,893
" 1900	1,054,980	923,731	131,249	...	52,556	...	146,142
" 1901	826,163	870,442	...	44,279	96,835	...	101,863
" 1902	734,663	850,684	...	116,021	212,856	14,158	...
" 1903	857,667	879,356	...	21,689	234,545	35,847	...
1904 (6 months)	426,139	421,037	5102	...	229,443	30,745	...
1904-5	852,681	840,185	12,496	...	216,947	18,245	...
1905-6	900,658	853,147	47,511	...	169,436	...	29,262
1906-7	970,843	913,762	57,081	...	112,355	...	86,343
1907-8	1,005,273	929,985	75,288	...	37,067	...	161,631
1908-9	934,432	960,247	...	25,815	62,882	...	135,816
1909-10	1,008,932	997,321	11,611	...	51,271	...	147,427
1910-11	970,092	1,016,963	...	46,871	98,142	...	100,556
1911-12	1,084,663	1,064,725	19,938	...	78,204	...	120,494
TOTAL FOR PERIOD ..	...	...	662,860	608,296	...	...	...
Average for a period of 22½ years .....	...	...	...	...	198,698	...	...

RETURN showing Number of Items subject to Land Tax, and Amount of Land Tax for the Year 1911, also the Amount of Tax collected and remaining due on 30th June, 1912.

District.	No. of Items.	Unimproved Value in the case of owners the total value of whose holdings did not exceed £2500.	Amount of Tax.	Amount of Tax Collected.	Outstanding.
		£	£ s. d.	£ s. d.	£ s. d.
Beaconsfield.....	1111	123,325	513 17 1	501 16 5	12 0 8
Bothwell	444	49,120	204 13 4	203 17 6	0 15 10
Brighton	539	128,908	537 2 4	527 6 3	9 16 1
Bruni.....	174	26,385	109 18 9	107 10 10	2 7 11
Campbell Town	433	50,302	126 5 2	125 18 3	0 6 11
Circular Head.....	1640	336,700	1402 18 4	1240 2 8	162 15 8
Clarence	857	147,148	613 2 4	603 16 7	9 5 9
Deloraine	1408	246,301	1026 5 1	996 1 2	30 3 11
Devonport	1347	230,014	958 7 10	950 12 3	7 15 7
Emu Bay.....	929	238,202	992 10 2	914 14 0	77 16 2
Esperance.....	1105	86,972	362 7 8	355 11 6	6 16 2
Evandale	255	53,046	221 0 6	210 8 3	10 12 3
Fingal	862	80,736	336 8 0	325 16 8	10 11 4
Flinders	180	19,226	80 2 2	79 6 9	0 15 5
George Town	499	49,707	207 2 3	202 11 3	4 11 0
Glamorgan	361	30,869	128 12 5	127 16 7	0 15 10
Glenorchy	1055	202,194	842 9 6	822 8 5	20 1 1
Gormanston	325	3150	13 2 6	11 17 9	1 4 9
Green Ponds	351	43,548	181 9 0	180 4 3	1 4 9
Hamilton	756	52,387	218 5 7	212 14 3	5 11 4
Hobart	6946	1,048,282	4367 16 10	4326 10 0	41 6 10
Huon	1297	169,205	705 0 5	698 0 10	6 19 7
Kentish	1505	331,443	1381 0 3	1351 18 0	29 2 3
Kingborough	877	116,364	484 17 0	471 2 7	13 14 5
King Island	842	139,922	583 0 2	567 19 9	15 0 5
Latrobe	972	182,517	760 9 9	746 4 1	14 5 8
Launceston	3161	716,075	2983 12 11	2927 17 11	55 15 0
Leven	1537	356,872	1486 19 4	1444 16 5	42 2 11
Lilydale	916	141,294	588 14 6	572 13 3	16 1 3
Longford	898	140,869	586 19 1	580 1 8	6 17 5
New Norfolk	1217	133,589	556 12 5	540 7 11	16 4 6
New Town	849	167,320	697 3 4	694 10 7	2 12 9
Oatlands	951	141,409	589 4 1	560 6 3	28 17 10
Penguin	825	236,075	983 12 11	957 4 11	26 8 0
Port Cygnet	1302	161,020	670 18 4	650 0 3	20 18 1
Portland	690	28,399	118 6 7	116 4 6	2 2 1
Queenborough	960	170,321	709 13 5	700 7 5	9 6 0
Queenstown	1076	17,190	71 12 6	64 15 0	6 17 6
Richmond.....	561	95,351	397 5 11	386 4 1	11 1 10
Ringarooma.....	1057	102,724	428 0 4	406 2 8	21 17 8
Ross	187	13,600	56 13 4	55 8 4	1 5 0
Scottsdale	882	150,153	625 12 9	587 18 0	37 14 9
Sorell.....	684	125,094	521 4 6	510 4 4	11 0 2
Spring Bay	415	48,197	200 16 5	199 5 4	1 11 1
St. Leonards.....	745	125,878	524 9 10	507 13 9	16 16 1
Strahan	541	6856	28 11 4	24 14 8	3 16 8
Table Cape	1757	465,793	1940 16 1	1833 2 7	107 13 6
Tasman	541	37,394	155 16 2	149 4 9	6 11 5
Waratah	439	16,410	68 7 6	58 8 5	9 19 1
Westbury.....	942	194,797	811 13 1	805 15 1	5 18 0
Zeehan	1617	27,422	114 5 2	106 17 9	7 7 5
Graduated Tax where owners' lands exceed £2500 in Unimproved Value	51,820	£7,986,075	£33,275 6 3	£32,302 12 8	£972 13 7
...	...	8,448,020	49,091 10 1	48,712 15 9	378 14 4
...	...	16,434,095	82,366 16 4	81,015 8 5	£1351 7 11

RESULTS of Valuations made under the provisions of "The Land Valuation Act, 1909;" Comparisons and Percentages of Increase or Decrease as regards Capital Value with the Land Tax Assessment Rolls, 1910; and Percentages Unimproved Capital Value (New Valuation).

District.	Capital Value, 1910.	New Capital Value	Increase	Per centage.	De-crease.	Per centage	Improve-ments.	Unimproved Value.	Percentage U.V. of New Cap. Value.
	£	£	£		£		£	£	£
Beaconsfield	319,607	422,845	103,238	32·30	...	...	220,269	202,576	47·91
Bothwell	556,877	622,975	66,098	11·88	...	...	152,842	470,133	75·46
Brighton	433,274	472,475	39,201	9·08	...	...	217,322	255,153	54·00
Bruni	48,910	68,610	19,700	40·30	...	...	37,441	31,169	45·44
Campbell Town.....	539,421	557,045	17,624	3·28	...	...	158,695	398,350	71·50
Circular Head	556,048	772,160	216,112	38·89	...	...	284,611	487,549	63·14
Clarence.....	398,777	476,772	77,995	19·56	...	...	245,866	230,906	61·74
Deloraine	847,199	959,100	111,901	13·22	...	...	422,300	536,800	55·97
Devonport	655,417	760,521	105,104	16·05	...	...	388,858	371,663	48·86
Emu Bay	760,440	1,034,402	273,962	36·01	...	...	493,372	541,030	52·30
Esperance	237,567	308,847	71,280	30·01	...	...	211,548	97,299	31·50
Evandale	698,694	745,273	46,579	6·68	...	...	153,489	591,784	79·40
Fingal.....	431,618	500,969	69,351	16·06	...	...	200,219	300,750	60·03
Flinders	16,200	36,208	20,008	123·51	...	...	12,519	23,689	65·42
George Town	99,726	112,303	12,577	12·62	...	...	45,837	66,466	59·17
Glamorgan	136,733	153,472	16,739	12·25	...	...	53,494	99,978	65·14
Glenorchy	517,816	640,424	122,608	23·68	...	...	304,759	335,665	52·40
Gormanston	29,916	25,605	...	...	4311	14·42	22,325	3280	12·81
Green Ponds.....	232,254	257,058	24,804	10·69	...	...	114,420	142,638	55·49
Hamilton	558,631	660,777	102,146	18·27	...	...	158,756	502,021	75·98
Hobart	4,055,724	4,402,538	346,814	8·56	...	...	2,280,619	2,121,919	48·19
Huon	449,137	630,217	181,080	40·33	...	...	446,518	183,699	29·15
Kentish	743,742	863,748	120,006	16·18	...	...	446,374	417,374	48·32
Kingborough	247,272	282,747	35,475	14·35	...	...	136,524	146,223	51·71
King Island	138,186	215,462	177,276	128·33	...	...	120,459	195,003	61·81
Latrobe	519,586	625,408	105,822	20·38	...	...	318,592	306,816	49·05
Launceston	2,989,529	3,235,529	246,000	8·24	...	...	1,752,139	1,483,390	45·84
Leven.....	832,329	965,536	133,207	16·03	...	...	498,024	467,512	48·42
Lilydale	300,669	362,830	62,161	20·68	...	...	159,359	203,471	56·07
Longford	1,066,613	1,074,377	7764	·77	...	...	324,818	749,559	69·78
New Norfolk	500,395	573,699	73,304	14·75	...	...	361,334	212,365	37·02
New Town	493,302	599,283	105,981	21·49	...	...	308,257	291,026	48·56
Oatlands	719,960	767,268	47,308	6·58	...	...	255,734	511,534	66·68
Penguin.....	400,046	586,419	186,373	46·60	...	...	269,231	317,188	54·08
Port Cygnet.....	413,475	574,526	161,051	38·96	...	...	394,817	179,709	31·28
Portland	85,879	98,433	12,554	14·63	...	...	63,189	35,244	35·80
Queenborough	503,945	547,162	43,217	8·59	...	...	278,750	268,412	49·05
Queenstown	138,275	119,470	...	...	18,805	13·66	100,850	18,620	15·59
Richmond	318,169	336,251	18,082	5·69	...	...	152,892	183,359	54·52
Ringarooma	321,308	387,152	65,744	20·46	...	...	194,555	192,497	49·72
Ross	373,372	362,450	...	...	10,922	2·92	88,600	273,850	75·55
Scottsdale	275,785	322,778	46,993	17·04	...	...	152,611	170,167	52·72
Sorell	352,053	353,066	1013	·30	...	...	168,337	184,729	52·32
Spring Bay	130,691	144,535	13,844	10·60	...	...	52,265	92,270	63·84
St. Leonards.....	432,819	476,170	43,351	10·03	...	...	172,883	303,287	63·69
Sarahan	45,842	28,652	...	...	17,190	37·50	20,752	7900	27·57
Table Cape	746,420	1,018,480	272,060	36·43	...	...	401,195	617,285	60·62
Tasman	83,875	108,222	24,347	29·04	...	...	64,756	43,466	40·17
Waratah	118,224	139,739	21,515	18·19	...	...	75,270	64,469	46·14
Westbury	837,838	873,475	35,637	4·25	...	...	344,401	529,074	60·56
Zeehan	161,091	161,630	539	·34	...	...	133,071	28,559	17·67
Totals	£26,870,676	30,924,993	4,105,545	15·10	51,228	·19	14,436,118	16,488,875	53·31

NOTE.—There are still a few objections to valuations which, when determined, will cause some alterations to be made in the totals, but these will not seriously affect the figures given.

LAND TAX.

SUMMARY of Particulars relating to Land Tax for years 1903 to 1910 inclusive.

	1903. a	1904. a	1905. a	1906. a	1907. a	1908. a	1909. a	1910. a
Properties	46,655	47,404	48,506	50,113	51,696	53,262	53,159	51,623
No. of Owners :—								
Under £5000 Capital Value..	*	*	*	*	*	*	†15,886	†13,320
" £2500 " " ..	..	..	..	..	..	..	..	..
£2500 to £5000 " " ..	..	..	..	..	..	..	..	..
£5000 to £15,000 " " ..	551	536	540	558	574	616	636	650
£15,000 to £40,000 " " ..	142	143	151	147	145	144	140	150
£40,000 to £80,000 " " ..	22	25	22	18	20	20	75	15
£80,000 and over	13	11	11	13	12	14	13	14
Total £5000 and over	728	715	724	736	751	794	815	829
CAPITAL VALUE OF PROPERTIES.	£	£	£	£	£	£	£	£
Under £5000	11,401,148	12,157,236	12,398,359	12,892,656	13,380,462	13,952,621	14,830,409	15,810,393
£5000 to £15,000	4,502,056	4,396,610	4,411,954	4,618,588	4,721,666	5,076,213	5,190,188	5,132,652
£15,000 to £40,000	3,206,571	3,213,064	3,300,302	3,251,106	3,187,267	3,278,391	3,452,616	3,251,573
£40,000 to £80,000	1,136,732	1,287,050	1,140,199	943,275	981,292	959,662	885,546	801,536
£80,000 and over	1,583,430	1,373,924	1,501,158	1,742,344	1,752,388	1,681,565	1,868,278	1,874,522
£5000 and over	10,430,789	10,270,648	13,353,613	10,455,313	10,642,513	10,968,831	11,396,628	11,060,283
Total Capital Value..	21,831,937	22,427,834	22,751,972	23,347,969	24,022,975	24,921,452	26,227,037	26,870,676
TAX COLLECTED ON PROPERTIES.	£	£	£	£	£	£	£	£
Under £5000	18,386	22,244	22,531	23,599	24,610	25,685	34,907	29,363
£5000 to £15,000	11,724	11,449	11,488	12,025	12,294	13,217	16,886	13,363
£15,000 to £40,000	10,021	10,041	10,312	10,159	9,960	10,244	13,482	10,160
£40,000 to £80,000	4114	4692	4160	3439	3577	3498	4035	2922
£80,000 and over	6606	5625	6255	6843	7301	7007	9729	7811
£5000 and over	32,415	31,907	32,215	32,466	33,132	33,966	44,132	34,256
Total Collected	50,881	54,151	51,776	56,035	57,742	59,651	†79,039	63,619
RATE OF TAX PER £1.	d.	d.	d.	d.	d.	d.	d.	d.
Under £5000	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
£5000 to £15,000	$\frac{2}{5}$	$\frac{2}{5}$	$\frac{2}{5}$	$\frac{2}{5}$	$\frac{2}{5}$	$\frac{2}{5}$	$\frac{2}{5}$	$\frac{2}{5}$
£15,000 to £40,000	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
£40,000 to £80,000	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$
£80,000 and over	1	1	1	1	1	1	1	1

* Tax levied on total capital value of land with improvements in these years.

* Not ascertained.

† Included a special super-tax.

‡ Rough estimate

[Compiled by the Government Statistician from figures contained in Report for 1910-11, prepared by Commissioner of Taxes.]

ESTIMATED CAPITAL VALUE OF LAND, YEAR 1911.

Districts.	Capital Value of Land and Improvements.		Estimated Capital Value of Unimproved Moiety.		Percentage of Unimproved Value to Total Capital Value.
	Amount.	Per Cent.	Amount.	Per Cent.	
Chief Cities and Suburbs.....	£ 8,784,512	28.40	£ 4,164,747	25.35	47.41
Four typical Fruit Districts	1,621,812	5.25	504,173	3.07	31.09
Five typical Mining Districts.....	433,790	1.40	93,603	0.57	21.58
Three typical Pastoral Districts.....	1,646,202	5.32	1,246,004	7.58	75.70
Nine typical Pastoral and Agricultural Districts	6,213,353	20.10	4,003,324	24.35	64.42
All other Districts (26)	12,225,324	39.53	6,422,244	39.48	52.42
All Districts (51)	30,924,993	100	16,434,095	100	53.15

GRADUATED LAND TAX ON UNIMPROVED VALUES, YEAR 1911.

Unimproved Value Class.	Estimated Taxpayers (Owners.)		Taxable Amount under Graduated Rates.										Tax by Composite Rates.		
			Under £2500.	£2500 to £5000.	£5000 to £15,000.	£15,000 to £30,000.	£30,000 to £50,000.	£50,000 to £80,000.	£80,000 and over.	Total.	Gross Amount of Tax.	Net Tax.			
	No.	Per Cent.	Rate per £1, 1d.	Rate per £1, 1½d.	Rate per £1, 1½d.	Rate per £1, 1½d.	Rate per £1, 2d.	Rate per £1, 2½d.	Rate per £1, 2½d.		£ s. d.	£	Amount.	Per Cent.	
Under £2500.....	18,635	94.45	£ 7,986,075	£ ...	£ ...	£ ...	£ ...	£ ...	£ ...	7,986,075	33,275 6 3	33,275	40.40		
£2500 to £5000.....	613	3.11	1,532,500	576,213	1,105,727	388,612	...	...	...	2,108,713	9386 10 6½	9386	11.40		
£5000 to £15,000.....	376	1.90	940,000	940,000	1,105,727	388,612	...	...	...	2,985,727	15,723 5 10½	15,723	19.09		
£15,000 to £30,000.....	79	.40	197,500	197,500	79,000	210,000	83,605	...	...	1,573,612	9622 13 10	9622	11.68		
£30,000 to £50,000.....	14	.08	35,000	35,000	140,000	90,000	120,000	78,841	...	503,605	3431 1 8	3431	4.17		
£50,000 to £80,000.....	6	.03	15,000	15,000	60,000	105,000	140,000	210,000	...	378,841	2911 0 2½	2911	3.53		
£80,000 and over.....	7	.03	17,500	17,500	70,000	105,000	140,000	210,000	337,522	897,522	8018 9 2	8018	9.73		
Total £2500 and over	1095	100.00	2,737,500	1,781,213	2,165,727	793,612	343,605	288,841	337,522	8,448,020	49,093 1 3	49,091	59.60		
Grand Total Unimproved Value.	19,730	100.00	10,723,575	1,781,213	2,165,727	793,612	343,605	288,841	337,522	16,434,095	...	...	...	...
Ditto per cent. to Total .....	...	...	65.25	10.84	13.18	4.83	2.09	1.76	2.05	100.00	...	...	...	...
Gross Tax .....	...	...	44,681	9277	13,536	5787	2863	2708	3516	...	82,368 7 6	82,366	100.00		

INCOME TAX, 1911-12,—INDIVIDUAL DIVISION.

TABLE showing approximately distribution of Taxpayers, Gross Income, Abatements, Taxable Income, and Tax under Business and Property respectively, and also against the various Classes of Income.

Incomes.	Taxpayers.			Estimated Gross Income.		Abatement.		Estimated Taxable Income.			Nominal Tax Rate per £ taxable.		Estimated Tax under—			Rate of Tax per £1.	
	Business and Property combined.	Property only.	Total No.	Per Cent.	Amount.	Per Cent.	Total Amount.	Per Taxpayer.	Estimated Taxable Income.		Business.	Pro- perty.	Business Division.	Property Division.	Total.*		
									Business Pro- portion.	Property Pro- portion.							Total.
Under £100	1858	108	1966	9.69	£ 174,711	4.72	£ 137,620	£ 70	£ 34,865	£ 2226	£ 37,091	d. 4	d. 12	£ 581	£ 111	£ 692	d. .95
£100 to £125...	6523	175	6698	33.00	733,110	19.82	430,660	{ 70 { 65.25 60 }	292,583	9867	302,450	4	"	4876	493	5369	1.76
£125 " £150...	4187	137	4324	21.31	587,035	15.87	216,200	50	355,965	14,870	370,835	4½	"	6303	744	7047	2.88
£150 " £250...	4225	309	4534	22.34	828,721	22.38	181,360	40	589,203	58,158	647,361	4½	"	11,661	2908	14,569	4.22
£250 " £350...	1082	128	1210	5.96	340,882	9.21	36,300	30	261,804	26,180	304,582	5½	"	6000	2139	8139	5.73
£350 " £400...	289	30	319	1.57	116,266	3.15	6380	20	94,454	15,432	109,886	5½	"	2263	772	3035	6.27
£400 " £700...	677	106	783	3.86	375,878	10.17	...	...	314,502	61,376	375,878	6.7	"	7868	3069	10,937	6.99
£700 " £900...	132	30	162	.80	118,211	3.19	...	...	92,082	26,129	118,211	6.7	"	2474	1306	3780	7.68
£900 " £1000...	46	9	55	.27	46,081	1.24	...	...	36,123	9958	46,081	6.7. 8.	"	985	498	1483	7.72
£1000 " £1500...	104	15	129	.63	132,415	3.58	...	...	70,819	61,596	132,415	6.7. 8. 10. 12.	"	2210	3080	5290	9.59
£1500 " £2000...	43	10	53	.26	76,712	2.07	...	...	42,229	34,483	76,712	{ 6.7. 8. to 12. 14. 16. }	"	1672	1724	3396	10.62
£2000 and over ...	53	11	64	.31	170,186	4.60	...	...	92,637	77,549	170,186	{ 12. 14. 16. }	"	4869	3878	8747	12.33
	19,219	1078	20,297	100.00	3,700,208	100.00	1,008,520	...	2,277,266	414,422	2,691,688	5.45	12	51,762	20,722	72,484	4.70

* Estimated Tax on dividends, &c., of Companies (£71,286) is not included.

GOVERNMENT STORES.

RETURN showing the Nature and Value of Stores (except Railway Stores) supplied to the State Government Departments during the Year ending 30th June, 1912.

CLASS.	Charitable.	C.D. Hospital, Launceston.	Insane.	Penal.	Lands, Works, and Mines.	Printing.	Police and Sundry Departments.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Provisions	1902 2 9	17 13 5	5974 18 7	1431 8 9	...	...	...	9326 3 6
Fuel and Light	573 0 9	9 4 9	1857 10 5	445 14 11	175 11 1	795 14 8	3856 16 7	
Stationery and Stores	1053 8 4	2 7 11	4624 1 2	1272 1 11	4069 2 2	6366 14 10	17,686 18 4	
TOTAL	3528 11 10	29 6 1	12,456 10 2	3149 5 7	4244 13 3	7162 9 6	30,849 18 5	

HUGH HULL, Inspector of Stores.

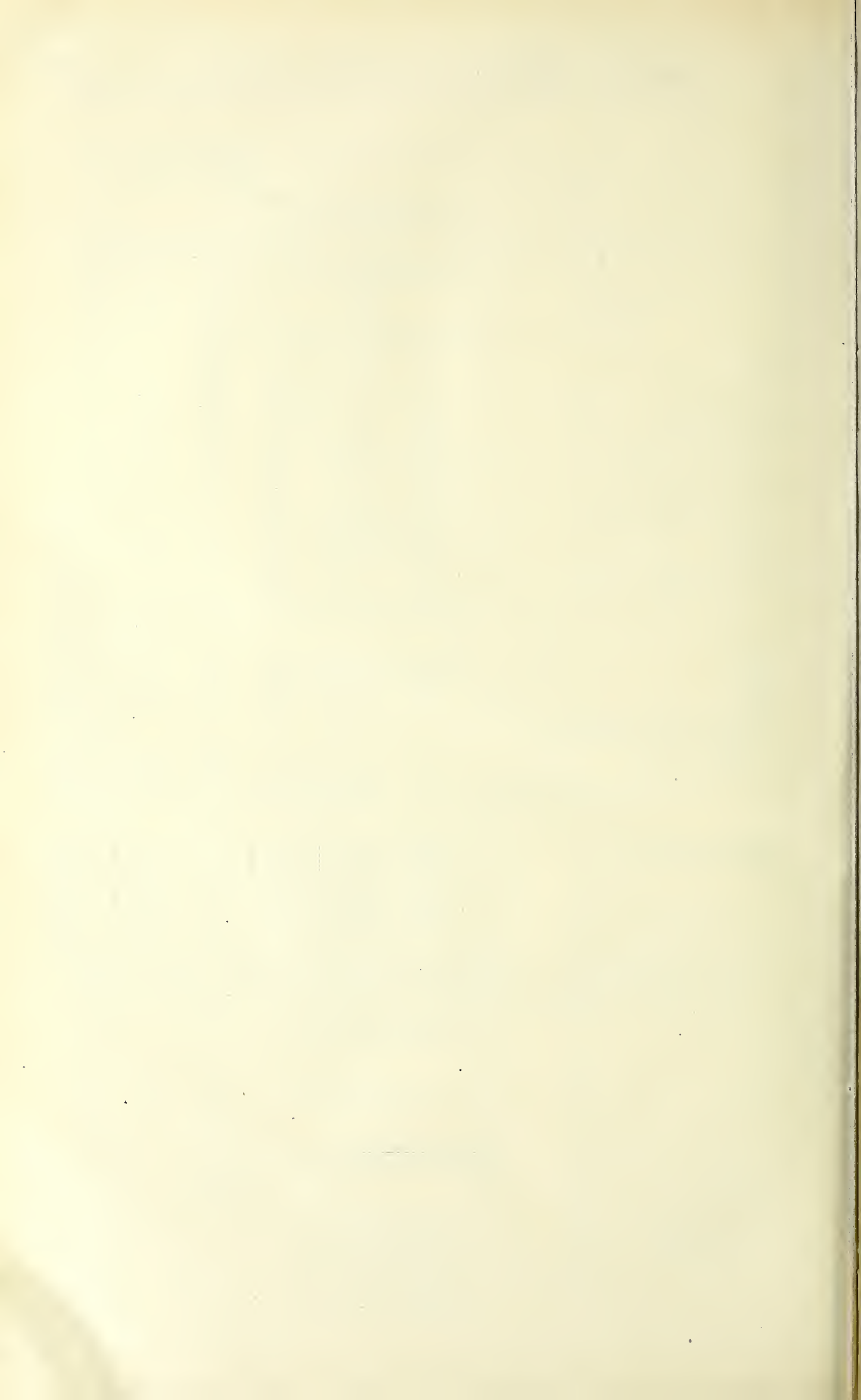
CUSTOMS AND EXCISE REVENUE.

STATEMENT showing the Net Customs and Excise Revenue collected by the Commonwealth under the several Classes of Goods credited to the State of Tasmania, in the Years 1907, 1908, and 1909.

Class of Goods. ^a	Net Amount.			Per Capita.		
	1907.	1908.	1909.	1907.	1908.	1909.
CUSTOMS REVENUE—	£	£	£	s. d.	s. d.	s. d.
Stimulants	71,802	70,451	66,513	8 1	7 9	7 3
Narcotics	45,325	47,209	46,827	5 1	5 2	5 1
Sugar and Molasses	3152	2753	13,478	0 4	0 4	1 6
Agricultural Produce and Groceries	25,314	28,419	29,800	2 11	3 2	3 3
Apparel and Attire*	70,659	70,202	59,687	7 11	7 9	6 6
Metals and Machinery	33,687	30,323	25,657	3 10	3 4	2 9
Oils, Paints, and Varnishes	5289	7236	6210	0 7	0 9	0 8
Earthenware and Glassware	8364	8510	7766	0 11	0 11	0 10
Drugs and Chemicals	2571	2662	2443	0 3	0 4	0 3
Wood, Wicker, and Cane	6200	9711	7125	0 9	1 1	0 9
Jewellery and Fancy Goods	8893	9128	9183	1 0	1 0	1 0
Leather and Rubber	6489	8135	7456	0 9	0 11	0 10
Paper and Stationery	6123	5923	6246	0 8	0 8	0 8
Vehicles	5767	7412	3741	0 8	0 10	0 5
Musical Instruments	2186	2320	1872	0 3	0 3	0 3
Miscellaneous Duties	3816	5676	6508	0 4	0 7	0 8
Miscellaneous Customs Revenue	1784	1176	8918	0 2	0 1	0 1
Adjustment of Duties on Ships' Stores, &c.	Dr. 153	8	3273	..	..	0 4
Total Customs Revenue..	307,268	317,254	304,677	34 6	34 11	33 1
EXCISE—						
Beer	19,657	20,317	18,971	2 3	2 4	2 1
Spirits	4274	3900	3723	0 6	0 5	0 5
Starch	946	909	655	0 1	0 1	..
Sugar	28,761	36,700	30,373	3 3	4 0	3 4
Tobacco, Cigars, &c.	7884	18,074	17,329	0 11	2 0	1 11
Miscellaneous Excise Revenue	150	125	150	..	..	..
Adjustment of Duties on Ships' Stores	Dr. 10	Dr. 1	..	..	..	..
Total Excise Revenue	71,652	80,024	71,201	8 0	8 10	7 9
TOTAL CUSTOMS AND EXCISE REVENUE	378,900	397,278	375,878	42 6	43 9	40 10
SUMMARY.						
Net Collections in Tasmania ^b	240,646	244,876	233,655	27 0	27 0	25 5
Interstate Credits ^c	158,742	183,245	170,449	17 9	20 2	18 6
	399,388	428,121	404,104	44 9	47 2	43 11
Less Interstate Debits ^d	20,458	30,843	28,226	2 3	3 5	3 1
Total Net Revenue Credited to Tasmania ...	378,930	397,278	375,878	42 6	43 9	40 10

^a The classification of goods in this table differs somewhat from that shown in preceding tables. ^b Excluding drawbacks and repayments. ^c Amounts credited to Tasmania on account of goods transferred from other Commonwealth States. ^d Amounts debited to Tasmania on account of goods transferred to other States.

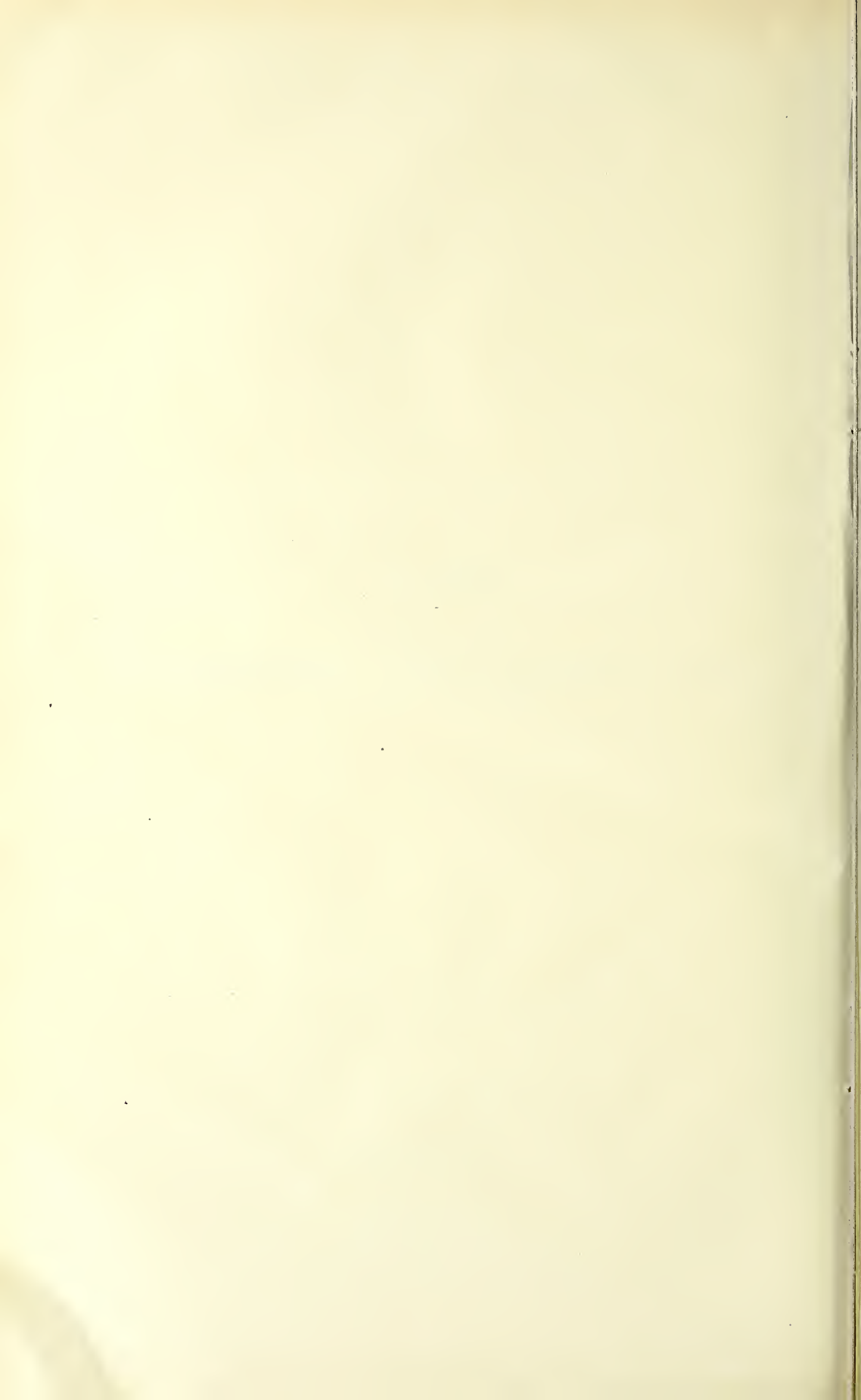
[Compiled by Government Statistician from trade statistics prepared by Commonwealth Bureau of Census and Statistics.]



PART VI.
FINANCE.

**SECTION II.—RELATING TO GOVERNMENT—COMMONWEALTH, STATE,
LOCAL, AND IMPERIAL.**

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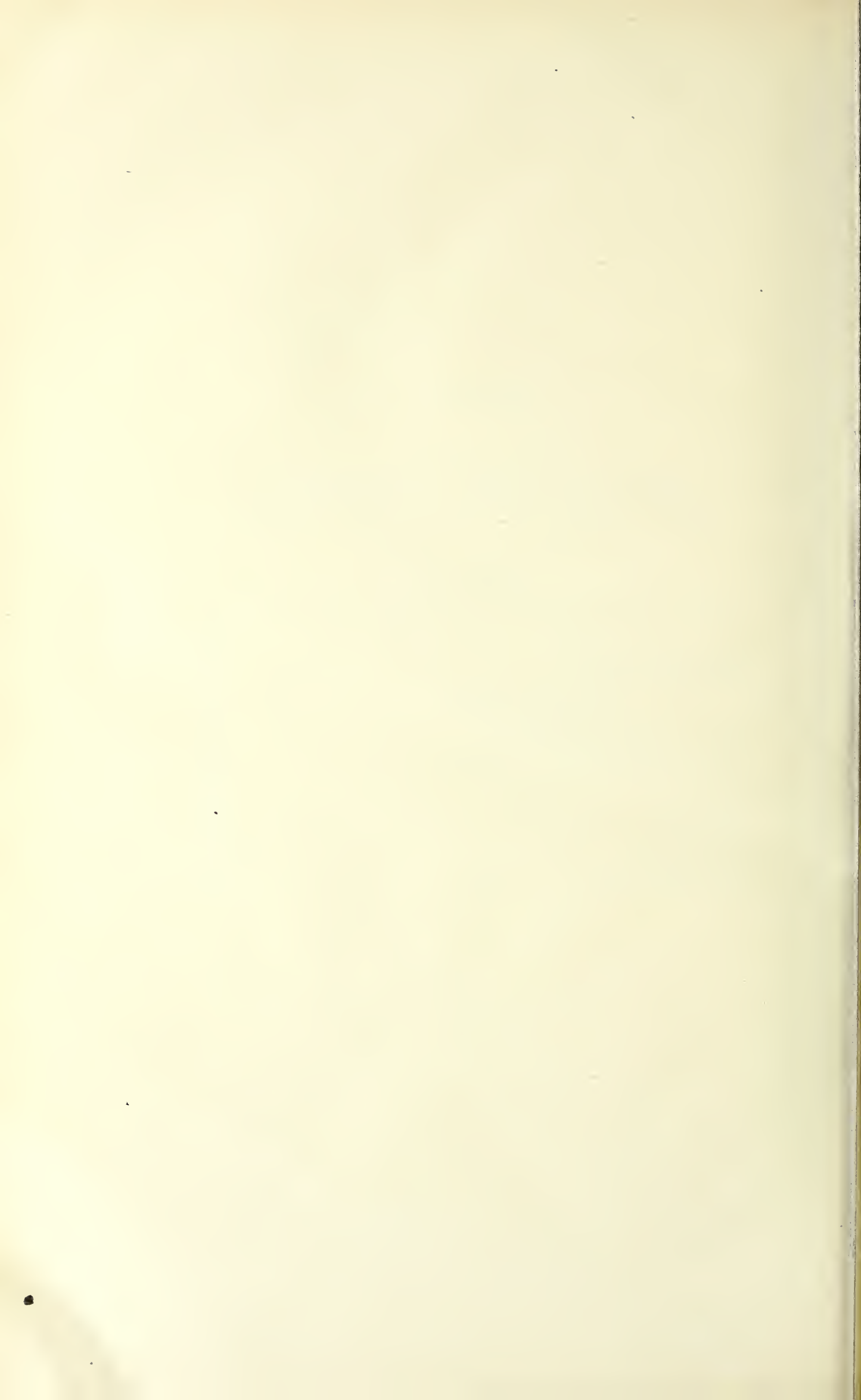
PART VI.

FINANCE.

SECTION II.—RELATING TO GOVERNMENT— COMMONWEALTH, STATE, LOCAL, AND IMPERIAL.

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MUNICIPAL STATISTICS.

GENERAL.

Municipality.	Area.	Population, 3 April, 1911.	Inhabited Dwellings.	Length of Roads and Streets.		
				Macadam- ised.	Other.	Total.
	Acres.	No.	No.	Miles.	Miles.	Miles.
NORTH-WESTERN DIVISION—						
Circular Head	1,164,000	4278	847	98	205	303
Deloraine	797,000	5793	1147	220	115	335
Devonport	27,300	4870	964	56	36	92
Emu Bay	133,500	4515	894	72	48	120
Kentish	289,000	5584	1107	210	184	394
Latrobe	134,700	3516	696	97	99	196
Leven	120,000	5463	1083	88	100	188
Longford	254,720	4163	824	160	70	230
Penguin	121,000	2634	522	100	130	230
Westbury	230,500	3983	789	320	70	390
Table Cape	216,000	4804	951	144	200	344
King Island	272,000	768	152	14	168	182
Total N.W. Division	3,759,720	50,371	9976	1579	1425	3004
NORTH-EASTERN DIVISION—						
Beaconsfield	137,000	4566	904	100	100	200
Evandale	327,800	1957	387	120	113	233
Fingal	660,100	3689	730	400	300	700
George Town	153,000	1042	206	56	120	176
Launceston	5700	20,838	4165	42	..	42
Lillydale	213,000	2798	554	112	448	560
Portland	389,000	1953	387	235	..	235
Ringarooma	404,000	4575	906	255	153	408
Scottsdale	259,000	2597	514	31	120	151
St. Leonards	141,500	2618	518	84	50	134
Flinders Island	521,000	617	122	..	21	21
Total N.E. Division	3,211,100	47,250	9393	1435	1425	2860
MIDLAND DIVISION—						
Bothwell	634,000	1360	269	190	160	350
Campbell Town	348,000	1529	303	52	172	224
Green Ponds	110,500	1125	223	50	30	80
Hamilton	1,434,000	2140	424	225	148	373
Oatlands	376,000	3111	616	215	155	370
Ross	312,000	706	140	100	20	120
Total Midland Division	3,214,500	9971	1975	832	685	1517
SOUTHERN AND SOUTH-EASTERN DIVISION—						
Brighton	115,000	1947	385	50	43	93
Bruni	90,000	648	108	82	43	125
Clarence	70,500	2489	493	49	91	140
Esperance	1,431,000	3851	762	91	30	121
Glamorgan	394,000	712	141	80	21	101
Glenorchy	28,000	3393	672	64	38	102
Hobart	2680	27,709	5406	50	..	50
Huon	196,000	2629	718	145	106	251
Kingborough	68,000	1884	373	134	65	199
New Norfolk	327,000	6138	1216	..	214	214
New Town	5800	3382	670	21	3	24
Port Cygnet	84,000	3498	693	115	290	405
Queenborough	9900	3598	712	13	..	13
Richmond	144,000	1803	357	191	22	213
Sorell	180,800	2065	409	200	40	240
Spring Bay	283,000	752	149	100	150	250
Tasman	124,000	1174	232	57	54	111
Total S. and S.E. Division	3,561,680	68,672	13,596	1442	1210	2652
WESTERN DIVISION—						
Gormanston	713,000	2013	398	16	156	172
Queenstown	38,000	3834	759	15	1	16
Strahan	940,000	1013	100	50	29	79
Zeehan	769,000	5736	1136	55	10	65
Waratah	571,000	2351	465	37	83	120
Total W. Division	3,031,000	14,947	2958	173	279	452
Grand Total	16,778,000	191,211	37,898	461	5024	5485

MUNICIPAL FINANCE, 1911.

Municipality.	Annual Value of Property.	Receipts.							Expenditure.										
		From Rates.							From other Sources.			Total.	Expenditure.						
		From Rates.							Licences.	Government Grants.	Other.		Works, Services, &c.	Interest on Loans, &c.	Redemption Sinking Funds, &c.	Salaries and Office Expenses.	Other.	Total Expenditure.	
		General.	Water.	Light.	Road.	Sanitary.	Other.	Total Rates.*											
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
N.W. Division—																			
Circular Head	34,500	113	..	42	1398	221	186	1960	204	1037	250	3451	36	3050	36	30	459	99	3674
Deloraine	40,879	103	263	322	1955	80	42	2765	126	262	1288	4411	514	2524	514	..	1373	88	4499
Devonport	33,600	242	1809	279	1629	136	47	4142	113	3412	6483	14,150	2358	8443	2358	670	465	518	12,454
Emu Bay	35,512	440	576	192	1643	768	192	3811	44	2526	2040	8421	1356	4977	1356	..	646	772	7751
Kentish	31,196	..	..	15	1500	..	..	1515	246	1358	710	3829	13	3343	13	35	455	..	3846
Latrobe	22,443	46	800	74	1212	378	32	2542	148	1326	222	4238	456	1914	456	16	539	1293	4218
Leven	39,286	..	566	126	1947	234	42	2915	218	595	5332	9060	343	..	343	..	350	8447	9140
Longford	49,383	139	..	105	2031	50	223	2560	289	598	941	4388	207	..	207	..	1014	263	4712
Penguin	20,231	..	103	..	890	..	..	993	16	325	320	1654	126	..	126	52	224	1574	1976
Westbury	39,510	164	322	..	1966	..	163	2615	225	605	178	3623	139	..	139	30	718	..	4410
Table Cape	31,127	192	..	..	1439	154	43	1828	196	1441	1031	4496	71	3432	71	14	658	138	4313
King Island	15,266	910	..	..	..	..	..	910	22	200	366	1498	..	734	..	..	160	30	924
Total N.W. Division	392,933	2361	4439	1155	17,610	2021	970	28,556	1847	13,685	19,161	63,249	5619	35,168	5619	847	7061	13,222	61,917
N.E. Division—																			
Beaconsfield	23,546	128	..	..	1058	421	213	1820	165	1400	525	3710	31	2931	31	7	580	174	3723
Evandale	31,892	262	..	..	915	24	..	1201	12	..	192	1405	..	945	..	..	478	..	1423
Fingal	25,913	..	83	..	1131	..	..	1214	290	3099	210	4813	70	3979	..	..	567	699	5315
George Town	7166	106	..	..	320	..	15	441	52	279	78	850	..	385	..	..	214	166	765
Launceston	172,953	14,983	6048	2738	..	1383	282	25,440	389	150	34,717	60,696	16,367	68,986	16,367	2287	6992	1396	96,028+
Lilydale	14,543	121	..	..	727	..	..	848	136	262	52	1298	262	1199	262	..	..	..	1461
Portland	10,764	137	..	..	548	..	60	745	78	664	117	1604	..	1683	..	..	300	..	1983
Ringarooma	31,800	238	..	..	1426	872	..	2536	52	1439	684	4711	..	1514	..	..	557	2812	4883
Scottsdale	18,831	230	369	26	880	306	37	1838	109	242	375	2564	116	1915	116	35	325	253	2644
St. Leonards	21,367	85	..	..	1018	69	..	1172	117	320	29	1638	58	810	58	..	290	45	1203
Flinders Island	4886	106	..	..	64	..	..	170	21	..	15	206	..	53	..	..	140	..	193
Total N.E. Division	363,661	16,386	6500	2764	8087	3081	607	37,425	1421	7855	36,794	83,495	16,904	84,400	16,904	2329	10,443	5545	119,621

MUNICIPAL FINANCE.

*GENERAL Summary of Receipts and Expenditure of all Municipalities
(51) for the Year 1911.*

RECEIPTS.		£	£
From Rates—General		42,734	
Water		35,383	
Light		5331	
Road		48,270	
Sanitary		14,137	
Other		4378	
Total Rates .....	..		150,233
From Licences .....	..		6352
From Government .....	..		35,215
From other sources .....	..		88,365
TOTAL RECEIPTS .....	..		280,165
EXPENDITURE.			
Works, Services, &c. ....	..		181,059
Interest on Loans .....	..		38,183
Redemption Sinking Funds, &c. ....	..		4252
Salaries and Office Expenses ..	..		35,498
Other Expenditure .....	..		48,342
TOTAL EXPENDITURE .....	..		307,334

MARINE BOARDS AND HARBOUR TRUSTS, 1911.

Name of Board or Trust.	Receipts from—				Expenditure.			Balance.	
	Taxes, Dues, &c.	Government Grants, &c.	Other Sources.	Total.	Interest on Loans, &c.	Other.	Total.	From last Year.	To next Year.
	£	£	£	£	£	£	£	£	£
Marine Board—									
Hobart	17,905	...	912	18,817	5141	12,680	17,821	792	1787
Launceston	17,697	...	3400	21,097	1914	19,526	21,440	4373	4716
Circular Head	2607	...	...	2607	615	2040	2655	3433	3385
Burnie and Table Cape	4638	...	485	5123	500	1588	2088	11,501	14,536
Leven	8	...	...	8	12	...	12	12	8
Mersey	6212	...	75	6287	1900	2670	4570	9594	11,311
Strahan	4336	...	66	4402	1831	2763	4594	790	598
Harbour Trust									
Smithton	346	...	...	346	...	386	386	128	88
Leven (General Account) ...	587	...	35	622	866	191	1057	1056	621
Leven Loan Account .....	...	3000	...	3000	6	2784	2790	—147	63
	54,336	3000	4973	62,309	12,785	44,628	57,412	22,786	27,682

LIGHTHOUSES.

ACCOUNT of Receipts and Expenditure for Year 1911.

Lights.	Receipts.				Expenditure.				Balance.	
	Taxes, Dues, &c.	Government Grants, &c.	Other Sources.	Total.	Interest on Loans, &c.	Salaries and Office Expenses.	Other.	Total.	From last Year.	To next Year.
	£	£	£	£	£	£	£	£	£	£
Derwent	}	}	}	}	...	355	127	482	}	}
Bruni .....					...	401	167	568
Low Head .....					...	585	262	847
Tamar .....					...	203	128	331
Swan Island .....					...	394	191	585
Goose Island .....					...	357	212	569
Kent Group .....					...	476	266	742
Cape Wickham .....					...	391	194	585
Currie Harbour .....					...	417	183	600
Table Cape .....					...	374	201	575
Emu Bay .....					...	57	39	96
Mersey Bluff .....					...	315	158	473
Eddystone Point .....					...	360	331	691
Maatsukyer Island .....					...	420	259	679
Macquarie .....					...	306	188	494
Cape Sorell .....					...	371	251	622
Tasman Island .....	...	...	...	...	872	446	267	1585
One Tree Point	}	}	}	}	...	5	32	37	}	}
Wynyard .....					...	31	31	62
Butts Rock .....					...	45	34	79
Ulverstone .....					...	57	32	89
Stanley .....					...	35	41	76
General Account	7677	2642	48	10,367	...	123	127	250	1227	477
Total	7677	2642	48	10,367	872	6524	3721	11,117	1227	477

MARINE BOARDS AND HARBOUR TRUSTS.

Years 1900, and 1901 to 1911 inclusive.

	No. of Marine Boards.	Receipts.						Expenditure.
		Wharfage.	Pilotage.	Harbour Dues.	Government.*	Other Receipts.	Total.	
		£	£	£	£	£	£	£
1900.....	7	19,468	1450	4868	34,700	4682	65,268	63,927
1901.....	7	18,208	1707	5228	61,800	9600	96,543	95,579
1902.....	7	19,908	2375	6150	44,534	5294	78,261	76,598
1903.....	7	24,363	2126	6462	4539	3876†	41,366	40,545
1904.....	7	27,724	2174	6316	1500	4380	42,094	46,475
1905.....	7	28,422	1906	7484	5844	13,427†	57,083	51,077
1906.....	7	32,037	2198	6513	3500	16,304†	60,552	51,665
1907.....	7	33,296	2572	6731	6070	16,331†	58,930	67,858
1908.....	7	36,021	3051	7498	...	13,929	60,499	56,572
		Taxes, Rents, &c.						
1909.....	7		45,930		7571	10,943	64,444	70,770
1910.....	9		47,261		4400	10,403	62,064	57,949
1911.....	9		54,336		3000	4973	62,309	57,413

* Including Loans.

† Less cross entries.

‡ Including Debentures issued.

LIGHTHOUSES.

Years 1900 and 1901 to 1911 inclusive.

	No. of Lighthouses.	Receipts.					Expenditure.
		Receipts from Light Dues & other sources.	Contributions of other Governments.	Advances by Treasury.	Other Receipts.	Total.	
		£	£	£	£	£	£
1900.....	16	6195	1239	585	150	8169	8410
1901.....	17	6595	2570	...	206	9371	9378
1902.....	17	7396	2808	...	164	10,368	10,461
1903.....	17	7315	3928	...	204	11,447	11,270
1904.....	17	7634	1482	1300	303	10,719	11,129
1905.....	18	6677	2627	16,500	129	25,933	26,134
1906.....	21	7003	4133	4402	949	16,493	16,717
1907.....	22	7788	2708	...	231	10,727	12,413
1908.....	22	8576	3680	...	55	12,311	12,686
1909.....	23	7606	2627	...	46	10,279	11,857
1910.....	23	7577	2790	...	76	10,443	10,945
1911.....	22	7677	2642	...	48	10,367	11,117

WATER TRUSTS.*

RETURN showing Receipts and Expenditure of Water Trusts in Tasmania for the period ending 1911.

Name of Trust.	Receipts.			Expenditure.				Balance.	
	Rates.	Other Sources.	Total.	Interest on Loans, &c.	Salaries and Office Expenses.	Other.	Total.	From last Year.	To next Year.
	£	£	£	£	£	£	£	£	£
Campbell Town	126	4	130	...	79	77	156	21	— 5
Macquarie	47	...	47	...	17	2	19	13	41
Clyde .....	...	...	215	...	14	...	14	28	14
Evandale	215	...	352	85	76	25	186	9	38
Longford	349	3	...	135	103	103	341	13	24
Perth	160	...	160	95	30	7	132	22	50
Mount Cameron	*1366	2	1368	...	561	425	986†	— 1632	— 1250
Total	2263	9	2272	315	880	639	1834	—1526	—1088

* Exclusive of a number of Water Trusts incorporated in the newly organised Municipalities.

† Not including cost of renewals and repairs (9 Edw. VII. No. 51) £4010.

CEMETERY TRUSTS.

	Receipts.		Expenditure.			Balance.	
	Other Sources.	Total.	Salaries and Office Expenses.	Other.	Total.	From Last Year.	To Next Year.
	£	£	£	£	£	£	£
Alford	6	6	7	...	7	21	20
Beaconsfield	71	71	78	3	81	10	...
Bridport .....	...	...	...	...	...	1	1
Braunholtz (Derby)	31	31	2	1	3	4	32
Carnarvon	1	1	1	...	1	5	5
Coppington	1	1	1	...	1	1	1
Emu Bay	23	23	35	...	35	24	12
Fingal	2	2	1	2	2	1	...
Frankford .....	...	...	...	...	...	1	1
Gormanston	15	15	...	8	8	27	34
Glenora	2	2	...	2	2	2	2
Hobart	481	481	195	337	532	127	76
Lefroy	6	6	3	2	5	3	4
Long Bay	6	6	2	...	2	62	66
Moorina	4	4	...	...	...	4	8
Montagu .....	...	...	...	...	...	1	1
New Norfolk	61	61	18	26	44	66	83
Penguin	37	37	...	28	28	45	54
Premaydena	2	2	...	1	1	1	2
Stanley	31	31	...	16	16	130	145
St. Marys	6	6	3	13	16	14	4
St. Helens	8	8	...	5	5	45	48
Strahan	27	27	5	24	29	9	7
Surges Bay .....	...	...	...	...	...	...	...
Ulverstone	17	17	8	7	15	6	8
Upper Piper	9	9	5	8	13	27	23
Winkleigh	7	7	2	1	3	6	10
Waratah	10	10	4	...	4	13	19
Wilnot .....	...	...	...	...	...	...	...
Wynyard	20	20	5	12	17	59	62
Zeehan	34	34	12	19	31	7	10
Total	918	918	387	515	902	722	738

LOCAL BODIES' LOANS.

MUNICIPAL LOANS.

Year 1911.

	Loans Raised.						Current Loans from other Sources raised within the Commonwealth.	Interest, Annual Liability.	Total Sinking Fund at end of Year.	Loans Matured during Year.	
	During Year 1911.			Total Current at end of Year 1911.						Redeemed.	Renewed.
	From General Government.	From other Sources.	Total.	From General Government.	From other Sources.	Total.					
	£	£	£	£	£	£	£	£	£	£	£
N.W. DIVISION—											
Circular Head .....	...	700	700	...	800	800	...	60	30	...	...
Deloraine .....	...	...	...	10,250	...	10,250	...	514	568	...	...
Devonport	3000	...	3000	48,100	800	48,900	...	2445	7341	...	...
Emu Bay .....	...	...	...	27,000	...	27,000	...	1352	...	...	...
Kentish .....	...	150	150	...	200	200	...	8	74	...	...
Leven .....	...	...	...	17,050	...	17,050	...	850	491	...	...
Latrobe .....	...	...	...	8600	...	8600	...	454	2306	...	...
Longford .....	...	...	...	...	...	...	...	...	...	...	...
Penguin .....	...	...	...	2000	100	2100	...	105	53	...	...
Westbury .....	...	...	...	4650	320	4970	...	247	599	...	...
Table Cape .....	...	700	700	...	1100	1100	...	49	14	...	...
King Island .....	...	...	...	...	...	...	...	...	...	...	...
N.E. DIVISION—											
Beaconsfield .....	...	...	...	150	...	150	...	7	23	...	...
Evandale .....	...	...	...	...	...	...	...	...	...	...	...
Fingal .....	...	...	...	1200	...	1200	...	70	85	...	...
George Town .....	...	...	...	...	...	...	...	...	...	...	...
Launceston .....	...	38,356	38,356	37,338	394,781	432,119	282,119	16,367	88,714	32,359	70,715
Lilydale .....	...	...	...	...	...	...	...	...	...	...	...
Portland .....	...	...	...	...	...	...	...	...	...	...	...
Ringarooma .....	...	...	...	...	...	...	...	...	...	...	...
Scottsdale .....	...	...	...	3000	...	3000	...	150	137	...	...
St. Leonards	1100	...	1100	700	...	700	...	95	...	...	...
Flinders Island .....	...	...	...	...	...	...	...	...	...	...	...
MIDLAND DIVISION—											
Bothwell .....	...	...	...	2400	...	2400	...	120	248	...	...
Campbell Town .....	...	...	...	3400	...	3400	...	170	75	...	...
Green Ponds .....	...	...	...	...	...	...	...	...	...	...	...
Hamilton	50	...	50	50	...	50	...	...	...	...	...
Oatlands .....	...	...	...	...	...	...	...	...	...	...	...
Ross .....	...	...	...	2400	...	2400	...	120	240	...	...
S. & S.E. DIVISION—											
Brighton .....	...	...	...	...	...	...	...	...	...	...	...
Bruni .....	...	...	...	...	...	...	...	...	...	...	...
Clarence .....	...	...	...	...	...	...	...	...	...	...	...
Esperance .....	...	...	...	...	...	...	...	...	...	...	...
Glamorgan .....	...	...	...	1000	...	1000	...	55	70	...	...
Glenorby	5500	...	5500	24,625	...	24,625	...	1106	642	...	...
Hobart	525	13,000	13,525	46,960	231,500	278,460	...	12,620	8957	...	...
Huon	2500	...	2500	...	...	...	...	132	...	...	...
Kingborough .....	...	...	...	...	...	...	...	...	...	...	...
New Norfolk	1000	...	1000	...	...	...	...	52	...	...	...
New Town	165	...	165	2834	700	3534	...	...	285	...	...
Port Cygnet .....	...	...	...	...	...	...	...	...	...	...	...
Queenborough	3200	...	3200	3200	5875	9075	...	293	301	1200	...
Richmond .....	...	...	...	536	...	536	...	...	28	...	...
Sorell .....	...	...	...	...	...	...	...	...	...	...	...
Spring Bay .....	...	...	...	...	...	...	...	...	...	...	...
Tasman .....	...	...	...	...	...	...	...	...	...	...	...
WESTERN DIVISION—											
Gormanston .....	...	...	...	6750	...	6750	...	337	810	...	...
Queenstown .....	...	100	100	9200	...	9200	...	460	1069	...	...
Strahan .....	...	...	...	1750	...	1750	...	...	252	...	...
Zeehan .....	...	...	...	17,500	...	17,500	...	700	2077	...	...
Waratah .....	...	...	...	...	...	...	...	...	...	...	...
	17,040	53,006	70,046	282,643	636,176	918,819	282,119	38,938	115,489	33,559	70,715

LOCAL BODIES' LOANS—*continued.*

	Loans raised.						Current Loans from other Sources raised within the Commonwealth.	Interest, Annual Liability	Total Sinking Fund at end of year.	Loans maturing during Year.	
	During Year 1911.			Total Current at end of Year 1911.						Redeemed.	Renewed.
	From General Government.	From other Sources.	Total.	From General Government.	From other Sources.	Total.					
	£	£	£	£	£	£				£	£

MARINE BOARD LOANS.

Hobart .....	...	...	...	21,639	...	21,639	...	5141	6053	3000	...
Launceston .....	...	3400	3400	12,500	28,400	40,900	...	1914	2643	...	...
Mersey .....	...	...	...	38,000	...	38,000	...	1900	6164	...	...
Table Cape .....	...	...	...	10,000	...	10,000	...	500	1288	...	...
Strahan .....	...	...	...	54,038	...	54,038	...	1830	678	4000	...
Leven Harbour Trust	3000	...	3000	22,500	...	22,500	...	866	...	...	...
	3000	3400	6400	158,677	28,400	187,077	...	12,151	16,826	7000	...

OTHER TRUSTS.

Metropolitan Drainage Board	4000	...	4000	210,000	...	210,000	...	...	7863	...	...
Cemetery Trusts .....	...	...	...	511	...	511	...	...	...	...	...
Road Trusts .....	...	...	...	400	800	1200	...	...	1022	...	...
	4000	...	4000	210,911	800	211,711	...	...	8885	...	...

WATER TRUST.

Evandale .....	...	...	...	1700	...	1700	...	85	353	...	...
Perth .....	...	...	...	1900	...	1900	...	95	137	...	...
	...	...	...	3600	...	3600	...	180	490	...	...
Total Local Bodies Loans	24,040	56,406	80,446	655,831	665,376	1,321,207	28,249	51,269	141,690	40,559	70,715

TAXATION*

Years 1900, 1902-3, and 1905-6 to 1911-12.

AMOUNT.

	1900.	1902.	1903.	1905-6	1906-7	1907-8	1908-9	1909-10.	1910-11.	1911-12.
	£	£	£	£	£	£	£	£	£	£
Commonwealth Government	...	337,941	366,898	326,395	343,455	409,404	374,058	391,216	...	...
General Government	644,510	105,401	150,091	248,799	276,441	265,656	250,835	303,390	284,965	340,434
Local Government	83,557 ^a	88,467 ^a	90,581 ^a	103,218 ^a	116,613 ^a	125,553 ^a	199,585 ^b	234,684 ^b	210,740 ^b	220,861 ^c
TOTAL	728,067	531,809	607,570	678,412	736,509	800,613	824,478	929,290	...	...

PER HEAD.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Commonwealth Government	...	1 18 6	2 1 4	1 16 6	1 18 6	2 5 8	2 0 3	2 1 10	...	...
General Government	3 14 7	0 12 0	0 16 11	1 7 8	1 11 0	1 9 5	1 7 0	1 12 6	1 9 5	1 15 2
Local Government	0 9 8	0 10 1	0 10 2	0 11 6	0 13 1	0 13 9	1 1 5	1 5 1	1 1 9	1 2 10
TOTAL	4 4 3	3 0 7	3 8 5	3 15 8	4 2 7	4 8 6	4 8 8	4 19 5	...	...

^a Exclusive of gas, water, and light rates.^b Including all rates, licences, and dues.^c Not now directly determinable.

IMPERIAL PENSIONS.

SUMMARY of Payments for the Year 1911.

1911.	Army.	Navy.	Admiralty.	India.	Civil.	Total Monthly Payments.	Commission Paid by Imperial Government
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	521 12 0	127 19 0	46 7 6	1167 17 3	59 15 8	1923 11 5	55 18 4
February ...	59 1 4	24 0 0	9 2 6	448 12 7	...	540 16 5	16 4 7
March	76 15 6	24 0 0	...	404 8 9	...	505 4 3	15 3 2
April	502 10 6	145 16 0	50 18 9	1049 5 6	59 15 8	1808 6 5	52 9 2
May	73 10 0	24 0 0	...	437 13 3	...	535 3 3	16 1 1
June	44 8 10	4 0 0	...	519 16 10	...	568 5 8	17 1 0
July	668 7 1	110 19 9	50 18 9	1155 11 7	59 15 8	2045 12 10	59 11 6
August	62 3 6	4 0 0	3 8 0	439 1 0	...	508 12 6	15 5 3
September ...	55 13 6	4 0 0	...	878 8 4	...	938 1 10	28 3 0
October	548 17 10	107 3 11	54 6 9	1251 17 5	59 15 8	2022 1 7	58 17 5
November ...	57 18 6	4 0 0	...	542 12 9	...	604 11 3	18 2 10
December ...	54 10 0	4 0 0	...	445 2 4	...	503 12 4	15 2 3
Total ...	2725 8 7	583 18 8	215 2 3	8740 7 7	239 2 8	12,503 19 9	367 19 7

FRANK LOVETT, Paymaster Imperial Pensions.

PART VII.
ACCUMULATION.

B48009

PART VII.

ACCUMULATION.

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COURSE OF EXCHANGE, &c.

RETURN showing the Rates of Exchange with London and Australasia, and the Rate of Discount and Interest, in the Year 1911.

EXCHANGE ON LONDON, at 60 days' sight.		
1 January to 31 December	Buy Mercantile Bills at— From 1 to 1½ per cent. discount.	Sell Bank Bills at— ½ discount to ¾ discount.
EXCHANGE ON THE OTHER STATES. At sight or on demand.		
	Purchasing Rate. ¼ per cent. discount.	Selling Rate. ¼ per cent. premium.
Victoria	¼ " "	¾ " "
Sydney	½ " "	½ " "
Other New South Wales towns..	½ " "	½ " "
South Australia	1-1½ " "	1-1½ " "
Western Australia	¾-1 " "	¾-1 " "
Northern portion of Queensland	1 " "	1 " "
Rockhampton and Towns south of Rockhampton	½ " "	½ " "
New Zealand	1 " "	1 " "
Papua	1 " "	1 " "

RATES OF DISCOUNT.

Bills having a currency of 95 days and under	5½ to 6½ per cent
" " beyond 95 days	6½ per cent.

INTEREST ALLOWED ON FIXED DEPOSITS.

1 January to 31 December—6 months, 1½ per cent. per annum; 12 months, 3 per cent. per annum; 24 months, 3½ per cent. per annum.

[The information for this Return was furnished by the Manager of the Union Bank of Australia Limited.]

RATES of Discount and Bank Interest allowed for Period 1870 to 1911 inclusive.

PERIOD.	Rates of Discount per cent per annum for Bills.				Per-centage Interest allowed on fixed deposits.		
	Under 65 days.	65-95	95-125	125 & over.	3 Mos.	6 Mos.	12 Mos. & over.
1870 to } Mean Rates	7·4	7·5	8·4	8·8	3·1	4·1	5·1
1880 }							
1881, 1 January to 12 January ...	7	7	8	8	2	3	4
" 13 January to 31 December...	6	6	7	7	2	3	4
" 29 January to 14 December...	6	6	7	7	2	2½	3
" 15 December to 31 December	6	6	7	7	2	3	4
1882, 1 January to 15 August	6	6	7	7	2	3	4
" 16 August to 31 December ...	6	6	7	7	3	4	5
1883, 1 January to 31 December...	7	7	8	8	4	5	6
1884, 1 January to 9 July	7	7	8	8	4	5	6
" 9 July to 26 July	7	7	8	8	3½	4½	5½
" 26 July to 31 December	7	7	8	8	3	4	5
1885, 1 January to 31 December...	7	7	8	8	3	4	5
1886, 1 January to 5 July	7	7	8	8	3	4	5
" 1 January to 30 June	7½	7½	8½	8½	4	5	6
" 30 June to 31 December	7½	7½	8½	8½	...	...	...
1887, 1 January to 30 September...	7½	7½	8½	8½	...	...	...
" 30 September to 31 December	7	7	8	8	...	...	...
" 1 January to 17 January .....	...	...	...	...	4	5	6
" 17 January to 12 August .....	...	...	...	...	3	4	5
" 12 August to 31 December .....	...	...	...	...	2	3	4
1888, 1 January to 24 October	7	7	8	8	2	3	4
" 24 October to 31 December...	8	8	9	9	3	4	5
1889, 1 January to 31 December...	7½	7½	8½	8½	3	4	5
1890, 1 January to 31 December...	7	7	8	8	3	4	5
1891, 1 January to 31 December...	7½	7½	8	8	3	4	5
1892, 1 January to 20 September...	8	8	8½	8½	3	4	5
" 20 September to 31 December	8	8	8½	8½	2½	3½	4½
1893, 1 January to 6 March					2½	3½	4½
" 6 March to 8 June	7½	7½	8	8	2	3	4
" 8 June to 17 August					2½	3½	4½
" 17 August to 31 December ...					3	4	5
1894, 1 January to 6 March					2½	3½	4½
" 6 March to 7 April	7½	7½	8	8	2	3	4½
" 7 April to 6 August					Nil.	2	3
" 6 August to 15 October					Nil.	1½	3
" 16 October to 31 December...					Nil.	1½	3
1895, 1 January to 31 December .	...	7	7½ & 8	7½ & 8	Nil.	1½	3
1896, 1 January to 31 August	7	7	7½ & 8	7½ & 8	Nil.	1	2½
" 1 September to 31 December	6 to 7	6 to 7	7 & 7½	7 & 7½	Nil.	1	2½
1897, 1 January to 31 December .	6 to 7½	6 to 7½	7½ to 8	7½ to 8	Nil.	1	2½
1898, 1 January to 31 December .	7 to 7½	7 to 7½	7 to 7½	7 to 7½	Nil.	1	2½
1899, 1 January to 31 December .	6	6	7	7	Nil.	1	2½
1900, 1 January to 31 December .	6 to 7	6 to 7	7 to 8	7 to 8	Nil.	1	2½
1901, 1 January to 31 December .	6 to 7	6 to 7	7 to 8	7 to 8	Nil.	1½	3
1902, 1 January to 31 December .	6	6	6½	6½	Nil.	1½	3
1903, 1 January to 31 December .	6	6	7	7	Nil.	2	3½
1904, 1 January to 31 December .	6	6	6½	6½	Nil.	2	3 to 3½
1905, 1 January to 31 December .	6	6	6½	6½	Nil.	½ to 2	3
1906, 1 January to 31 December .	6	6	6½	6½	Nil.	1½	3
1907, 1 January to 31 December .	6	6	6½	6½	Nil.	1½	3 to 3
1908, 1 January to 31 December .	6	6	6½	6½	Nil.	1½	3 to 3
1909, 1 January to 31 December .	6	6	6½	6½	Nil.	1½	3 to 3½
1910, 1 January to 31 December .	6	6	6½	6½	Nil.	1½	3 to 3½
1911, 1 January to 31 December .	5½ to 6½	5½-6½	6½	6½	Nil.	1½	3 to 3½

[Compiled by Government Statistician from Returns furnished.]

BANKS. (ORDINARY.)
RETURN showing Assets and Liabilities of the several Banks for the Year 1911.

BANKS.	LIABILITIES.				ASSETS				
	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	TOTALS.	Specie and Bullion.	Landed Property.	Balances due from other Banks, &c.	Debts due to Banks.
	£	£	£	£	£	£	£	£	£
Bank of New South Wales .....	..	92	182	5369 ^a 2635 ^b	8278	5434	2499	13,758	5,910
Bank of Australasia	6160	3998	595	446,499 ^a 327,826 ^b	785,078	186,447	2493	..	402,069
Commercial Bank of Tasmania Limited ..	17,424	..	..	745,351 ^a 947,779 ^b	1,710,554	261,910	51,168	88,418	1,583,060
National Bank of Tasmania Limited ..	14,820	10,534	..	291,686 ^a 283,380 ^b	600,429	89,368	28,725	37,961	620,344
Union Bank of Australia Limited	3568	810	..	256,636 ^a 428,108 ^b	689,122	166,717	20,000	96	262,025
Commercial Bank of Australia Limited ..	1419	854	..	40,653 ^a 68,290 ^b	111,216	33,639	11,750	..	132,845
TOTALS—BANKS.									
Year 1880	122,442	5442	14,672	2,122,091	2,264,647	483,435	40,857	1,690,696	..
" 1881	139,458	4926	11,271	2,600,112	2,755,767	516,515	44,663	356,746	1,798,102
" 1882	162,165	46,047	24,710	2,864,297	3,097,319	505,836	53,233	217,465	2,213,394
" 1883	162,889	35,803	20,398	3,735,242	4,777,464	569,620	56,212	333,863	2,645,079
" 1884	151,299	19,042	16,354	4,022,168	4,208,863	584,155	64,859	634,143	2,717,754
" 1885	153,622	16,040	4542	3,614,632	3,814,632	578,255	74,557	318,215	2,782,299
" 1886	149,512	40,673	7590	4,127,946	4,315,721	666,119	90,386	686,054	2,885,190
" 1887	149,939	46,667	18,450	3,832,137	4,047,193	635,239	98,042	291,112	3,025,400
" 1888	153,944	63,909	35,794	3,564,716	3,818,363	593,405	105,041	183,778	2,998,441
" 1889	168,759	87,545	16,292	3,958,848	4,221,404	588,074	111,750	414,475	3,342,892
" 1890	150,549	74,440	19,397	4,158,708	4,412,094	670,074	110,706	237,621	3,775,147
" 1891	160,894	77,018	99,798	4,073,631	4,411,341	681,227	97,740	134,457	3,843,291
" 1892	124,085	23,460	44,518	3,776,573	3,968,636	682,245	96,235	30,339	3,353,958
" 1893	104,894	19,295	5797	3,552,953	3,682,939	671,696	113,917	73,694	2,495,397
" 1894	92,712	15,936	..	3,242,041	3,350,689	764,260	115,263	98,764	2,300,710
" 1895	95,545	11,617	1159	3,201,277	3,369,598	759,888	114,614	71,692	2,300,667
" 1896	103,271	11,108	2998	3,083,056	3,200,433	781,521	114,869	50,105	2,287,834
" 1897	106,817	10,312	16,516	2,969,299	3,102,944	781,280	123,165	30,649	2,392,007
" 1898	120,177	12,405	38,909	2,941,308	3,112,799	645,437	126,355	124,807	2,418,894
" 1899	137,822	13,661	4798	3,016,060	3,172,281	613,608	118,296	249,490	2,393,878
" 1900	148,099	19,125	..	3,114,476	3,361,700	578,617	122,250	119,722	2,461,322
" 1901	149,380	16,836	1551	3,187,836	3,355,599	629,117	118,819	322,622	2,368,496
" 1902	160,379	26,657	..	3,457,678	3,644,714	758,300	114,078	180,693	2,534,818
" 1903	161,154	29,698	..	3,634,798	3,825,650	746,465	108,356	49,895	2,672,001
" 1904	146,538	18,344	4,127	3,521,467	3,700,476	709,368	104,329	156,616	2,593,758
" 1905	145,001	12,271	18,178	3,884,149	4,059,599	751,253	100,932	261,633	2,605,966
" 1906	151,775	13,282	233	3,775,630	3,920,920	733,817	102,976	144,212	2,847,604
" 1907	159,056	17,377	..	3,696,108	3,872,541	712,523	96,432	3,061,552	..
" 1908	158,278	12,120	6966	3,619,070	3,796,434	704,801	115,231	450,152	2,523,496
" 1909	156,454	14,722	239	3,536,384	3,707,779	718,314	113,592	505,165	2,562,023
" 1910	164,997	17,244	269	3,534,577	3,717,087	743,515	115,935	140,233	3,006,253
" 1911	43,391	16,288	777	3,844,221	3,904,677	..	..	..	..

RETURN showing Assets and Liabilities of all Banks in Tasmania for the Year stated.

TOTALS—BANKS.	Notes in Circulation.	Bills in Circulation.	Balances due to other Banks.	Deposits.	TOTALS.	Specie and Bullion.	Landed Property.	Balances due from other Banks, &c.	Debts due to Banks.	Australian Notes.	TOTALS.
	£	£	£	£	£	£	£	£	£	£	£
Year 1880	122,442	5442	14,672	2,122,091	2,264,647	483,435	40,857	1,690,696	..	..	2,214,908
" 1881	139,458	4926	11,271	2,600,112	2,755,767	516,515	44,663	356,746	1,798,102	..	2,716,026
" 1882	162,165	46,047	24,710	2,864,297	3,097,319	505,836	53,233	217,465	2,213,394	..	2,989,928
" 1883	162,889	35,803	20,398	3,735,242	4,777,464	569,620	56,212	333,863	2,645,079	..	3,512,618
" 1884	151,299	19,042	16,354	4,022,168	4,208,863	584,155	64,859	634,143	2,717,754	..	3,986,376
" 1885	153,622	16,040	4542	3,614,632	3,814,632	578,255	74,557	318,215	2,782,299	..	3,754,226
" 1886	149,512	40,673	7590	4,127,946	4,315,721	666,119	90,386	686,054	2,885,190	..	4,239,885
" 1887	149,939	46,667	18,450	3,832,137	4,047,193	635,239	98,042	291,112	3,025,400	..	4,080,673
" 1888	153,944	63,909	35,794	3,564,716	3,818,363	593,405	105,041	183,778	2,998,441	..	3,922,499
" 1889	168,759	87,545	16,292	3,958,848	4,221,404	588,074	111,750	414,475	3,342,892	..	4,462,522
" 1890	150,549	74,440	19,397	4,158,708	4,412,094	670,074	110,706	237,621	3,775,147	..	4,711,548
" 1891	160,894	77,018	99,798	4,073,631	4,411,341	681,227	97,740	134,457	3,843,291	..	4,745,562
" 1892	124,085	23,460	44,518	3,776,573	3,968,636	682,245	96,235	30,339	3,353,958	..	4,161,759
" 1893	104,894	19,295	5797	3,552,953	3,682,939	671,696	113,917	73,694	2,495,397	..	3,826,498
" 1894	92,712	15,936	..	3,242,041	3,350,689	764,260	115,263	98,764	2,300,710	..	3,416,061
" 1895	95,545	11,617	1159	3,201,277	3,369,598	759,888	114,614	71,692	2,300,667	..	3,358,894
" 1896	103,271	11,108	2998	3,083,056	3,200,433	781,521	114,869	50,105	2,287,834	..	3,246,904
" 1897	106,817	10,312	16,516	2,969,299	3,102,944	781,280	123,165	30,649	2,392,007	..	3,234,329
" 1898	120,177	12,405	38,909	2,941,308	3,112,799	645,437	126,355	124,807	2,418,894	..	3,327,101
" 1899	137,822	13,661	4798	3,016,060	3,172,281	613,608	118,296	249,490	2,393,878	..	3,315,493
" 1900	148,099	19,125	..	3,114,476	3,361,700	578,617	122,250	119,722	2,461,322	..	3,375,272
" 1901	149,380	16,836	1551	3,187,836	3,355,599	629,117	118,819	322,622	2,368,496	..	3,281,911
" 1902	160,379	26,657	..	3,457,678	3,644,714	758,300	114,078	180,693	2,534,818	..	3,439,054
" 1903	161,154	29,698	..	3,634,798	3,825,650	746,465	108,356	49,895	2,672,001	..	3,587,889
" 1904	146,538	18,344	4,127	3,521,467	3,700,476	709,368	104,329	156,616	2,593,758	..	3,576,717
" 1905	145,001	12,271	18,178	3,884,149	4,059,599	751,253	100,932	261,633	2,605,966	..	3,564,071
" 1906	151,775	13,282	233	3,775,630	3,920,920	733,817	102,976	144,212	2,847,604	..	3,718,883
" 1907	159,056	17,377	..	3,696,108	3,872,541	712,523	96,432	3,061,552	..	..	3,848,609
" 1908	158,278	12,120	6966	3,619,070	3,796,434	704,801	115,231	450,152	2,523,496	..	3,870,507
" 1909	156,454	14,722	239	3,536,384	3,707,779	718,314	113,592	505,165	2,562,023	..	3,793,680
" 1910	164,997	17,244	269	3,534,577	3,717,087	743,515	115,935	140,233	3,006,253	4467	3,903,561
" 1911	43,391	16,288	777	3,844,221	3,904,677	..	..	..	..	207,964	4,213,900

^a Bearing interest. ^b Not bearing interest.

[Compiled by Government Statistician from Returns published in the Gazette.]

SAVINGS BANKS—YEAR ENDED 28TH FEBRUARY, 1912.

Heading.	Savings Banks.			Total.
	State.	Other.		
		Hobart.	Launceston.	
Number of Branches open at end of year	143	...	...	143
Deposits during year--				
Number	55,100	50,931	...	106,031
Amount	£ 475,971 13s.	385,687	289,973	1,151,631 13s.
Withdrawals during year—				
Number	28,859	36,145	...	65,004
Amount	£ 408,696 0s. 11d.	343,894	245,946	998,536 0s. 11d.
Amount at Credit of Depositors at end of year*	£ 787,101 0s. 5d.	629,603	517,384	1,934,088 0s. 5d.
Number of Accounts open at end of year	26,817	19,356	20,932	67,105
Interest allotted for the year	£ 20,262 17s. 5d.	21,024	16,651	57,937 17s. 5d.
Liabilities at end of year—				
Amount due to Depositors* ..	£ 787,101 0s. 5d.	629,603	517,384	1,934,088 0s. 5d.
Other	£ 6589 14s. 10d.	77,530	53,741	137,860 14s. 10d.
Total Liabilities	£ 793,690 15s. 3d.	707,133	571,125	2,071,948 15s. 3d.
Assets at end of year—				
State Government Securities	£ 762,461 8s. 11d.	338,000	134,500	1,234,961 8s. 11d.
Municipal Securities .....	£ ...	...	12,100	12,100
Landed and House Property	£ ...	1000	...	1000
Loans on Mortgage	£ ...	312,286	...	312,286
Accrued Interest, Dividends, and Rents	£ ...	5698	6230	11,928
Cash at Credit of Trust Account on Deposit .....	£ ...	...	...	...
In hand and on Current Account	£ 23,040 3s. 8d.	49,893	15,325	88,258 3s. 8d.
All other Assets	£ 996 17s. 1d.	256	6500	27752 17s. 1d.
Fixed Deposit .....	£ ...	...	...	...
Other Investments	£ 7192 5s. 7d.	...	396,470	4,036,628 5s. 7d.
Total Assets	£ 793,690 15s. 3d.	707,133	571,125	2,071,948 15s. 3d.
PROFIT AND LOSS ACCOUNT.				
Dr.				
Interest allotted to Depositors	£ 20,262 17s. 5d.	21,024	16,651	57,937 17s. 5d.
Amount transferred to Consolidated Revenue	£ 4782 18s. 11d.	...	...	4782 18s. 11d.
Amount carried to Reserves .....	£ ...	...	1600	1600
Expenses of Management	£ 3244 17s. 3d.	2795	1994	8033 17s. 3d.
All other Expenses	£ ...	147	90	237
Balance Forward	£ 2414 9s. 8d.	16,865	14,941	34,220 9s. 8d.
Total	£ 30,705 2s. 3d.	40,831	35,276	106,812 3s. 3d.
Cr.				
Balance brought forward	£ 4782 18s. 11d.	16,497	14,704	35,983 18s. 11d.
Interest, Dividends, and Rents	£ 25,864 6s. 9d.	24,327	20,572	70,763 6s. 9d.
All other Receipts	£ 57 17s. 7d.	7	...	64 17s. 7d.
Total	£ 30,705 3s. 3d.	40,831	35,276	106,812 3s. 3d.

* The amounts to the credit of Depositors in the joint stock companies' Savings Banks do not appear to include interest on deposits. The interest is included in the State Savings Bank with the difference (+ or -) of "Inward Transfers" received for previous year and due for current year (in 1911 = £640.)

[Compiled by Government Statistician from Returns furnished by the responsible Officers of the several Savings Banks.]

SAVINGS BANK.—1897-8 to 1911-12.

DATE.	NUMBER OF ACCOUNTS.			AMOUNT TO CREDIT OF DEPOSITORS.			AVERAGE AMOUNT OF DEPOSITORS' BALANCES.					
	Hobart. ^a	Launceston ^a	Post Office ^b	TOTAL.	Hobart. ^a	Launceston. ^a	Post Office. ^b	TOTAL.	Hobart. ^a	Launceston. ^a	Post Office. ^b	All.
1897-8	12,883	12,472	9,163	34,518	£ 342,025	£ 233,873	£ 155,750	£ 731,648	£ 26 10 11	£ 18 14 0	£ 16 19 11	£ s. d. 21 5 8
1898-9	13,079	12,933	10,607	36,619	355,363	245,784	186,978	788,125	27 3 5	19 0 1	17 12 7	21 10 5
1899-1900	13,653	13,560	12,710	39,923	390,783	275,903	248,376	915,062	28 13 2	20 6 11	19 10 10	22 18 5
1900-1901	14,307	14,194	14,008	42,509	412,945	301,849	294,303	1,009,097	28 18 4	21 5 3	21 0 2	23 14 9
1901-2	14,729	14,917	14,881	44,527	442,036	316,424	333,576	1,092,036	30 0 3	21 4 2	22 8 4	24 5 6
1902-3	15,047	15,668	15,736	46,451	466,139	349,522	378,237	1,193,898	30 19 7	22 6 2	24 0 9	25 14 0
1903-4	15,491	16,254	16,159	47,904	483,925	364,222	401,253	1,249,400	31 4 10	22 8 2	24 16 7	26 1 8
1904-5	15,913	16,860	16,665	49,438	484,501	366,572	412,611	1,263,684	30 8 11	21 14 9	24 15 1	25 11 0
1905-6	16,217	17,469	17,045	50,731	495,327	382,084	455,380	1,332,791	30 10 1	21 11 8	26 14 4	26 5 6
1906-7	16,704	18,108	19,250	53,828	527,770	403,254	557,032	1,488,056	32 0 10	22 5 5	28 19 9	27 12 6
1907-8	16,818	18,716	20,084	54,618	543,920	424,925	592,106	1,560,951	38 3 4	22 13 11	29 9 7	28 11 7
1908-9	17,326	19,328	21,491	58,145	553,414	437,457	615,045	1,605,919	31 18 10	22 12 8	28 12 5	27 12 4
1909-10	17,780	19,883	22,983	60,646	559,376	450,788	642,802	1,652,966	31 9 3	22 13 8	27 19 5	27 5 2
1910-11	18,502	20,409	24,403 ^c	63,314	587,811	473,358	698,922 ^c	1,760,091	31 15 5	23 3 10	28 12 4 ^c	27 15 11
1911-12	19,356	20,932	26,817 ^c	67,105	629,603	517,384	787,101 ^c	1,934,088 ^c	32 10 6	24 4 3	28 16 5 ^c	28 10 4

^a Financial year ends on the last day of February.^b Financial year ends on 31st December.^c Financial year 30th June, 1910-11, and onwards^d Does not include the whole of the interest on deposits. The State Savings Bank includes interest, the joint stock banks do not.

[Compiled by Government Statistician from Returns published and furnished by the responsible Officers of the several Savings Banks.]

INTESTATE ESTATES.

RETURN of the Intestate Estates dealt with by the Curator during the Year ending the 31st day of December, 1911, and of the Amounts received and paid; also of unclaimed moneys paid into Consolidated Revenue.

Sex of Intestate.	Number.	Receipts.	Payments.	Balance in respect of Estates.
		£ s. d.	£ s. d.	£ s. d.
Males	66	5189 8 1	4124 13 11	1631 7 7
Females	22	1987 17 9	2312 19 11	169 10 4
TOTALS	88	7177 5 10	6437 13 10	1800 17 11

Unclaimed moneys paid into Consolidated Revenue by Curator during the year, £580 4s.

HECTOR ROSS, *Curator of Intestate Estates.*

INTESTATE ESTATES, 1897 to 1911.

Year.	Number.	Receipts.	Payments.	Balance in respect of Estates.
		£	£	£
1897.....	50	13,404	12,880	523
1898.....	54	8667	8493	174
1899.....	60	5463	4857	606
1900.....	78	9366	8201	1165
1901.....	85	10,205	9125	1079
1902.....	95	16,938	16,408	529
1903.....	105	14,702	14,075	627
1904.....	73	6150	3797	2352
1905.....	68	4170	3716	459
1906.....	67	5172	3635	2754
1907.....	70	7575	6742	3022
1908.....	98	11,601	10,744	757
1909.....	95	8535	7061	3124
1910.....	100	9318	8879	3111
1911.....	88	7177	6438	1801

PROPERTY VALUATION, 1898 to 1911.

Year.	Municipalities, Hobart and Launceston.	Rural Municipalities and Town Boards.	Police Districts.	TOTALS. (Annual Value.)
	£	£	£	£
1898.....	300,983	369,539	316,715	987,237
1899.....	304,193	493,332	196,969	994,494
1900.....	300,035	537,045	257,053	1,088,133
1901.....	302,247	534,893	175,827	1,012,967
1902.....	305,401	531,281	186,523	1,023,205
1903.....	312,000	575,347	204,276	1,091,623
1904.....	327,383	483,736	295,989	1,107,108
1905.....	339,642	593,741	204,715	1,137,098
1906.....	345,000	647,961	172,820	1,169,981
1907.....	359,534	613,492	227,811	1,200,837
1908.....	*	*	*	1,246,076
1909.....	*	*	*	1,311,351
1910.....	*	*	*	1,459,917
1911.....	*	*	*	...

* Owing to the reorganisation of Municipal, Police, Road, and other Districts, the annual value for all districts since year 1908 is based on returns furnished by Commissioner of Taxes.

[Compiled by Government Statistician from Statements based upon the Municipal and Police Valuation Rolls up to year 1907.]

PROBATES AND LETTERS OF ADMINISTRATION.

RETURN of the Number of Probates and Letters of Administration granted by the Supreme Court of Tasmania, and the Amount of Property sworn under the same, during the Year 1911.

Probates and Letters of Administration.	Number of Estates.	Value of Estates.
Particulars for year ended 31st Dec. 1911—		£
Probates granted	335	555,634
Letters of Administration granted	64	41,236
Total	399	596,870

PHILIP S. SEAGER, *Registrar.*

PROBATES AND LETTERS OF ADMINISTRATION

1897 to 1911.

PROBATES.			LETTERS OF ADMINISTRATION.	
Year.	Number.	Property sworn under—	Number.	Property sworn under—
		£		£
1897	181	337,643	52	40,242
1898 ..	138	187,192	58	54,234
1899 .	141	494,557	51	61,842
1900 ..	210	309,886	73	96,350
1901	177	378,480	52	23,677
1902	177	224,867	53	74,541
1903	186	210,037	70	43,130
1904	230	*868,988	65	36,266
1905	233	447,941	37	56,255
1906	291	823,007	52	39,215
1907	322	754,637	92	86,590
1908	288	858,297	58	165,332
1909	278	615,153	83	108,858
1910	302	712,824	73	84,615
1911	335	555,634	41	41,236

*Under the Deceased Persons Estate Duties Act, 1904, passed on 22 October, 1904, Real Estate Property became subject to Probate Duty.

REGISTRY OF DEEDS.

RETURN of Transactions registered at the Registry of Deeds during the Year 1911.

	Number.	Value.
		£
Conveyances	872	608,784
Settlements	1	...
Mortgages	723	461,635
Transfers of Mortgages	124	70,850
Judgments	15	1513
Receipts, Reconveyances, Surrenders, and Certificates of Satisfaction	619	394,141
Leases	7	80
Assignments of Leases	2	...
Extension of Lease	1	...
Surrender of Lease	1	...
Appointments of New Trustees	25	...
Orders of Supreme Court	18	...
Powers of Attorney	144	...
Deposits of Deeds	38	...
Wills	148	...
Letters of Administration	20	...
Office Copies	10	...
Agreements	9	...
Searches	1101	...
Grants	5	...
Enlargement of Term	55	...
Proclamations	40	...
Deed of Partition	7	...
Deed of Confirmation	11	...
Disclaimer by Trustee	4	...
Declaration of Trust	1	...
Extension of Mortgage	27	...

PHILIP S. SEAGER, *Registrar of Deeds.*

MORTGAGES REGISTERED.—1897 to 1911.

YEAR	UNDER OLD SYSTEM.		UNDER "REAL PRO- PERTY ACT."		TOTAL.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£		£		£
1897	339	204,643	617	211,831	956	416,474
1898	446	293,222	694	261,326	1140	554,548
1899	463	256,360	742	294,496	1205	550,856
1900	482	256,360	793	250,630	1275	506,990
1901	559	277,392	919	319,579	1478	596,971
1902	538	382,473	940	395,215	1478	777,688
1903	748	469,972	1069	535,083	1817	1,005,055
1904	672	348,810	1173	493,940	1845	842,750
1905	593	307,330	991	363,566	1584	700,896
1906	750	555,416	1324	549,712	2074	1,105,128
1907	777	539,029	1482	596,109	2259	1,135,137
1908	801	540,602	1565	649,249	2366	1,189,851
1909	847	621,075	1619	636,529	2466	1,257,604
1910	835	637,255	1553	706,164	2388	1,343,419
1911	847	532,485	1558	616,767	2405	1,149,252

[Compiled by Government Statistician from Returns furnished by Registrar of Deeds and Recorder of Titles.]

BILLS OF SALE.

RETURN showing the Number of Bills of Sale and Renewals of Bills of Sale registered during the Year 1911, and the Amount secured.

Deed.	Number.	Amount secured.	
		£	s. d.
Bills of Sale	117	29,391	3 11
Renewals	186	53,097	4 11
Settlements, &c.....	2		*
TOTAL	255	£82,488	8 10

* Value of Settlements not determined.

PHILIP S. SEAGER, *Registrar.*

BILLS OF SALE.—1897 to 1911.

Year.	Bills of Sale.	Renewals.	Amount secured.
			£
1897.....	102	142	70,232
1898.....	101	114	170,236
1899.....	126	120	74,529
1900.....	119	113	139,821
1901.....	111	110	62,113
1902.....	91	115	158,147
1903.....	148	107	66,544
1904.....	157	135	117,625
1905.....	144	138	67,506
1906.....	114	131	99,162
1907.....	119	145	75,800
1908.....	106	132	80,968
1909.....	129	134	89,306
1910.....	124	117	67,727
1911.....	117	136	82,488

[Compiled by Government Statistician from Returns furnished by Registrar

LANDS' TITLES OFFICE.

RETURN of Transactions registered at the Lands' Titles Office during the Year ending 31st Dec., 1911.

DESCRIPTION OF TRANSACTION.	NUMBER.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
			A.	R.	P.	A.	R.	P.
		£	158	2	7	1655	0	5
Applications for Certificates of Title and Grants	58	83,285						
Grants registered under "Real Property Act, No. 2" (in duplicate)	646	42,489	741	3	2	42,991	3	18
Transfers	1615	462,508	1371	1	19	112,523	3	37
Mortgages registered	1414	571,768	1620	1	19	144,829	2	28
Mortgages transferred	144	44,999	86	0	35	19,435	1	34
Mortgages extended	27		
Mortgages discharged (partially).....	168	24,117	143	3	28	17,757	2	17
Mortgages discharged	965	292,185	970	3	38	86,894	2	14
Leases	55	6384	46	3	24	5684	1	30
Leases transferred	21		
Leases surrendered	25		
Encumbrances	8		
Encumbrances discharged.....	3		
Entry of death of Annuitant or Life Tenant	2		
Applications on death of Deceased Proprietor.....	185	107,812	281	3	21	15,638	2	22
Transmissions by death or bankruptcy	199		
Entry of Writs of <i>Fi. Fa.</i>	1		
Warrants of Execution	25		
Caveats.....	83		
Entries of Marriage of Proprietor	19		
Powers of Attorney	102		
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Certificates of Title (in duplicate)	1711		
Ditto by endorsement (in duplicate)	432		
Provisional Certificates	4		
Proclamations	141		
Transfer of Easement	5		
Certified Copy of Notification (Commonwealth Proclamation)	5		
TOTAL	8110	1,635,547	5421	3	33	447,411	1	5

Number of Memorials registered, 14,257. Number of Searches made (exclusive of those for Government Departments), 914.
Number of Commissioners' Meetings held, 51. Number of Applications dealt with by Commissioners, 271.

JAMES WHYTE, *Recorder of Titles.*

LANDS' TITLES OFFICE, 1898 TO 1911.

RETURN of Transactions registered at the Lands' Titles Office.

YEAR.	NUMBER.	VALUE.	AREA.	
			Town & Suburbs.	Country.
		£	ACRES.	ACRES.
1898.....	4237	758,623	4817	281,494
1899.....	4570	985,512	4738	239,739
1900.....	5015	816,362	5641	183,561
1901.....	5354	907,343	4501	283,581
1902.....	6176	1,217,700	4880	340,852
1903.....	6703	1,601,345	6648	372,156
1904.....	6372	1,195,273	5059	436,965
1905.....	6053	1,128,359	5804	294,757
1906.....	7127	1,506,695	5340	413,678
1907.....	7941	1,665,942	6891	461,150
1908.....	8215	1,729,220	5924	373,916
1909.....	6818	1,659,223	7406	398,838
1910.....	7770	1,611,329	6148	410,618
1911.....	8110	1,635,547	5421	447,411

* Exclusive of Memorials registered and Searches made.

PART VIII.

LAW, CRIME, AND PROTECTION.

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PART VIII.

LAW, CRIME, AND PROTECTION.

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LITIGATION—SUPREME COURT.

RETURN relative to the Number of Civil Cases tried, &c., before the Supreme Court of Tasmania in its ordinary Jurisdiction, during the Year 1911.

Writs issued.			Causes entered for trial.	Causes tried.	Number of Verdicts returned.		Amount awarded by Jury.	Non-suits.	Cases withdrawn, &c.
Summons.	Ejectment.	Total Writs.			For Plaintiff.	For Defendant.			
81	5	86	13	10	6	3	£ s. d. 1198 15 1	1	3

HECTOR ROSS, *Clerk of Court.*

LITIGATION.—SUPREME COURT AND COURTS OF REQUESTS.

DECENNIAL RETURN.

Years.	SUPREME COURT.								COURTS OF REQUESTS, &C.												
	Ordinary Jurisdiction.			Under "Small Debts Act."					Sum- monses issued.	Cases tried. *	Amount of Claims sued for.		Amount of Verdicts obtained.								
	Writs of Sum- monses issued.	Civil Causes tried.	Amount awarded by Jury.	Sum- monses issued.	Causes tried. *	Amount of		Amount of													
						Claims sued for.	Verdicts obtained.	Claims sued for.			Verdicts obtained.										
			£	s.	d.			£	s.	d.			£	s.	d.						
1902	128	7	1856	15	7	503	314	16,772	19	6	7208	1	0	8739	3395	43,388	0	5	19,086	18	8
1903	113	6	1674	14	6	267	153	12,862	12	5	5406	12	8	7970	2841	39,630	0	6	17,229	16	3
1904	176	13	623	0	0	435	283	20,923	19	6	10,578	0	6	10,180	3535	48,665	16	5	19,246	18	7
1905	122	12	97	12	9	535	237	21,152	9	7	9185	5	10	11,675	3452	49,639	19	1	25,105	18	2
1906	103	9	944	4	9	427	170	17,992	9	11	5127	14	3	12,303	3673	53,106	8	6	22,095	3	8
1907	99	7	191	0	0	405	186	17,772	11	4	7046	19	5	11,494	3568	51,238	1	7	19,574	2	3
1908	110	11	4251	13	3	309	174	13,188	4	10	6180	14	7	13,364	4120	65,251	16	3	25,717	1	11
1909	01	4	1000	0	0	495	253	14,893	0	1	7486	13	0	13,809	4868	69,136	10	7	30,854	17	10½
1910	56	6	4975	0	0	403	204	15,285	0	0	6904	0	0	13,516	3620	53,632	0	0	29,199	0	0
1911	81	10	1198	15	1	179	100	15,287	0	0	6611	0	0	12,435	5189	69,022	0	0	33,601	0	0

* Including Judgments entered up.

Queenstown	10	536	5	233	2	32	2	70	1	50	2	114	1	69	3	183	3	194	...	...
Richmond* .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ringarooma	7	292	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133	...	...
Ross* .....	...	185	...	93	...	55	...	38	...	...	...	...	...	...	...	...	...	61	...	...
Scottsdale	1	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sorell .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spring Bay*	2	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Strahan	9	404	2	32	...	32	...	...	...	...	...	37	1	31	2	68	4	142	1	31
Table Cape .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tasman .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Waratah	11	89	1	40	...	32	...	...	...	...	...	...	...	...	...	...	...	109	...	...
Westbury	2	134	1	64	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zeehan	579	4349	14	157	8	110	...	42	...	5	331	2020	70	554	401	2574	82	1094	96	864
TOTAL	4586	36,446	141	3491	105	2464	21	424	15	328	1680	13,159	345	2473	2025	15,632	1390	13,237	343	2695

* No Court. * Not stated. † Not yet tried. ‡ Withdrawn.

LITIGATION.—RETURN FOR THE YEAR 1911.—LOCAL COURTS ACT JURISDICTION.

COURTS of Requests and Courts of General Sessions (not exceeding £30 j).

	Number and Amount of Plaints filed during the Year.		Number and Amount of Cases actually tried during the Year.		Result of Trial.				Number and Amount of Judgments entered up during current Year without trials, as follows :—				Warrants of Execution issued.		Judgment Summons issued.	
	No.	Amount.	No.	Amount.	Verdicts for Plaintiff.	Verdicts for Defendant.	Nonsuits, &c.	In relation to Plaints filed during current Year.	In relation to Plaints filed during previous Year.	Total.	No.	Amount.	No.	Amount.	No.	Amount.
Beaconsfield	214	£ 82	2	£ 13	2	...	...	£ 118	27	£ 99	59	£ 217	36	£ 197	18	£ 109
Bothwell	25	83	1	2	1	...	...	8	...	...	2	8	...	...	1	9
Brighton	32	150	7	36	3	1	...	50	4	43	11	93	10	94	6	33
Campbell Town	43	201	2	12	2	...	...	51	...	...	15	51	13	69	1	13
Circular Head	311	1513	1	1	1	...	...	342	53	189	133	531	88	893	70	607
Clarence	21	79	...	...	...	...	...	39	4	13	14	52	2	16	4	8
Deloraine	203	724	5	10	3	...	...	269	8	34	52	303	58	337	14	118
Devonport	572	1197	175	737	141	1	33	737	63	220	204	957	178	978	46	89
Emu Bay	22	175	...	...	...	...	...	46	1	2	9	48	...	...	...	...
Esperance	75	431	2	5	1	...	...	418	...	...	73	418	28	129	...	...
Evandale	4	15	...	...	...	...	...	6	...	236	1	6	1	8	1	3
Fingal	147	625	4	16	3	...	1	164	26	...	61	400	41	251	12	86
Flinders	14	69	14	29	14	...	...	4	...	...	1	...	...	...	...	...
George Town	15	37	2	5	2	...	...	13	1	2	3	6	2	6	1	2
Glamorgan	14	53	1	1	1	...	...	35	2	4	4	17	3	14	1	1
Glenorchy	41	278	8	29	8	...	...	35	3	8	13	43	5	32	9	43
Gormanston* .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Green Ponds	10	41	1	3	1	...	...	...	...	...	...	...	...	...	...	...
Hamilton	21	117	2	15	2	...	...	25	...	70	9	95	9	72	...	...
Hobart	3113	11,352	50	221	31	16	3	3998	181	908	1006	4906	793	4050	257	1190
Huon	115	527	7	36	6	...	1	100	11	59	27	159	24	124	4	79
Kenish	31	180	1	3	3	...	...	88	...	...	12	90	9	58	2	49
Kingborough	20	93	3	17	3	...	...	23	3	24	8	47	8	50	3	17
King Island	7	49	2	19	1	...	...	5	...	...	5	5	...	...	...	...
Latrobe	307	1443	9	34	5	2	2	382	30	100	95	482	44	380	64	258
Leven (Ulverstone)* .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lilydale	55	321	5	48	5	...	...	273	...	...	...	273	4	16	4	27
Longford	228	2176	34	237	32	2	...	456	15	194	65	650	...	...	22	197
New Norfolk	97	390	6	56	2	2	...	119	7	32	27	151	18	112	18	87
New Town	27	133	...	...	...	...	...	...	...	...	...	...	4	16	3	10
Oatlands	77	373	2	...	...	1	...	80	4	14	6	94	14	62	5	29

BANKRUPTCY—GENERAL RETURN.

	Particulars.
Number of Sequestrations—	
Voluntary	17
Compulsory	2
Total	19
According to Bankrupts' Schedules—	
Assets	£ 5654
Liabilities	£ 7066
Total Deficiencies	£ 1412
Compositions—	
Number	8
Amount of Liabilities on which Compositions were accepted	£ 4230
Amount accepted as Composition	£ 1471
Gross Amounts realised on Bankrupt Estates during Year	£ ...

TRADE OR OCCUPATION OF BANKRUPTS.

	No.		No.
Commercial Class—		Industrial Class—	
Pastrycook	1	Engineer	1
Contractor	1	Labourers	3
Accountant	1	Sawmillers	2
Clerk	1	Picture Frame Makers	1
Licenced Victualler.....	5	Tailor	1
Transport and Communication		Primary Producers—	
Class:—		Nurseryman	1
Master Mariner	1		

INQUESTS.

Number of Inquests touching the Cause of Death of any Person held in the Year 1911-12, and the Total Amount of the Costs, including Fees, Allowances, and Expenses.

MUNICIPALITY OR DISTRICT.	NUMBER OF INQUESTS.										FINDING OF THE JURY.										TOTAL COSTS.												
											VIOLENT DEATH.					NATURAL DEATH.																	
	Infants 7 Years and under.		Children under 16 and above 7 Years.		Adults 16 Years and under 60 Years.		Above 60, Aged and Infirm.		TOTAL.		Murder.		Manslaughter.		Justifiable Homicide.		Suicide or Self Murder.		Accidental Death.			Injuries, Causes unknown.		Found Dead.		Excessive Drinking.		Disease aggravated by Neglect.		From Want, Cold, Exposure, &c.		Other Causes.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	£	s. d.
Hobart, including New Town, Queenborough, Clarence, Kingborough, and Glenorchy	3	5	2	...	12	3	7	1	24	3	...	...	...	1	...	...	...	5	...	7	2	...	...	1	...	...	...	...	...	...	6	107	8 6
New Norfolk, Hamilton, Bothwell, Brighton, and Green Ponds	3	2	...	...	3	1	...	1	6	4	...	...	...	...	1	...	...	1	...	3	1	...	...	...	...	...	...	...	...	...	3	40	1 6
Franklin	1	2	...	...	1	...	...	...	2	3	...	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	2	31	17 0	
Sorell, Richmond, Spring Bay, and Carnarvon .....	...	...	...	...	1	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	1	...	17	7 0
Campbell Town, Ross, Oatlands, and Glamorgan .....	...	...	1	...	1	...	...	1	2	1	...	...	...	...	...	...	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	12	16 0
Launceston, Selby, George Town, Ringarooma, Fingal, and Portland	8	2	6	1	16	4	1	1	31	8	2	...	...	...	4	...	...	...	14	2	...	...	...	5	...	...	...	...	...	6	84	3 6	
Deloraine, Westbury, Evan- dale, and Longford	4	1	...	...	3	1	4	1	11	3	...	...	...	...	...	1	...	...	3	...	...	...	2	...	...	...	...	...	...	6	52	15 6	
Macquarie	2	2	...	...	6	2	...	...	8	3	...	...	...	...	...	...	...	...	7	1	...	...	...	...	...	...	...	...	...	2	54	1 0	
Mersey, Latrobe, Emu Bay, and Russell.....	5	5	2	1	17	...	3	1	27	7	...	...	...	...	3	...	...	...	14	3	...	...	...	...	...	...	...	...	...	4	134	3 7	
TOTALS	26	18	11	5	60	11	15	6	112	40	2	1	...	1	...	...	13	2	50	12	...	...	8	...	...	...	...	...	...	38	24	534	13 7

J. E. C. LORD, Commissioner of Police.

INQUESTS.—DECENNIAL RETURN.

YEAR.	TOTAL NO.	CAUSES OF DEATH.					
		Intemperance.	Murder, Man-slaughter, &c.	Suicide.	Accident.	Want, cold, exposure, neglect, &c.	Other or unspecified causes.
1902.....	96	1	1	11	37	—	46
1903.....	140	3	5	18	55	5	59
1904.....	109	1	1	13	39	2	53
1905-6 *	131	1	2	14	56	2	56
1906-7*.....	136	—	—	13	62	4	57
1907-8*	166	—	3	21	73	3	66
1908-9*	175	5	2	13	70	—	85
1909-10*	206	2	1	15	88	4	96
1910-11	162	—	—	12	64	3	83
1911-12	152	—	4	15	62	—	71

* Year ended 30th June.

COMMITMENTS.

RETURN showing the Number, Sex, and Civil Condition of all Persons committed for Trial during the Year 1911, and how they were dealt with, classified according to the nature of the Offences committed by such Persons.

MONTH.	Number of Persons committed.	Sex.		Civil Condition.				How dealt with.					Offences.						
		Males.	Females.	Always Free.	Free by Servitude.	Holding Conditional Pardons.	Prisoners under Sentence.	Not disposed of.	Escaped.	Not further prosecuted.	Tried and convicted.	Tried and acquitted.	Accessories and Abettors of Offences.	Offences against the Person.	Malicious Injuries to Property.	Larceny and similar Offences.	Forgery and cognate Offences.	Offences relating to Coin.	All other Offences.
January	6	6	...	6	...	...	...	...	...	1	5	...	...	2	...	3	1	...	...
February	2	2	...	2	...	...	...	...	...	2	6	...	...	2	...	5	...	...	1
March	5	4	1	5	...	...	...	...	...	2	2	1	...	2	1	2	...	...	...
April	4	4	...	4	...	...	...	...	...	1	1	2	...	3	...	...	1	...	...
May	5	5	...	5	...	...	...	...	...	1	3	1	...	2	...	2	1	...	...
June	3	1	2	3	...	...	...	...	...	...	3	...	...	...	...	3	...	...	...
July	4	3	1	4	...	...	...	...	...	...	2	2	...	2	...	2	...	...	...
August	10	9	1	10	...	...	...	...	...	1	8	1	...	...	...	9	1	...	...
September	2	2	...	2	...	...	...	...	...	...	1	1	...	...	...	...	1	...	1
October	2	2	...	2	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...
November	3	3	...	3	...	...	...	...	...	1	1	1	...	2	...	1	...	...	...
December	5	3	2	5	...	...	...	2	...	1	2	...	...	3	...	2	...	...	...
	57	50	7	57	...	...	...	2	...	10	34	11	...	20	1	29	5	...	2
	57	57		57				57					57						

EXECUTIONS, 1910.

Nil.

HECTOR ROSS, Sheriff.

DIVORCES, JUDICIAL SEPARATIONS, AND DECREES OF NULLITY OF MARRIAGE GRANTED, YEAR 1911.

Divorces—Decrees <i>Nisi</i> Granted.	Judicial Separations Granted.	Decrees of Nullity of Marriage Granted.	Total.
No. 4	No. 1	No. 1	No. 6

DIVORCES.—CHARACTER OF PETITIONS.

Ordinary.	<i>In Forma Pauperis.</i>	Total.
No. 6	No. ...	No. 6

GROUND ON WHICH DIVORCES WERE GRANTED.

Adultery	1
Adultery and Desertion	2

PETITIONS FOR RESTITUTION OF CONJUGAL RIGHTS.

Nil.

DIVORCES.—SEXES OF PETITIONERS.

Petitioner.	Divorce.	Judicial Separation.	Nullity of Marriage.	Total.
	No.	No.	No.	No.
Husband	2	...	1	3
Wife	1	1	...	2

DIVORCES.—DECENNIAL RETURN.

Year.	Number of Petitions filed.	Number of Decrees granted.	Number of Protection Orders.
1902	10	3	—
1903	3	3	—
1904	9	2	1
1905	9	2	—
1906	11	5	—
1907	5	8	—
1908	13	7	—
1909	13	13	—
1910	6	6	—
1911	6	6	—

CRIMINAL AND LEGAL.

HIGHER Courts (Judges' Courts), Year 1911.

Offences.	Distinct Persons Charged.			How dealt with.					
				Convicted.			Discharged or Case withdrawn.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
<i>I.—Offences against the Person.</i>									
Rape	1	..	1	1	..	1	..	..	..
Other Offences against Females ..	7	..	7	3	..	3	4	..	4
Unnatural Offences	1	..	1	..	..	..	1	..	1
Bigamy	2	..	2	1	..	1	1	..	1
Assault, common	1	..	1	1	..	1	..	..	..
Assault, aggravated	2	..	2	1	..	1	1	..	1
Total	14	..	14	7	..	7	7	..	7
<i>II.—Offences against Property.</i>									
Housebreaking	6	..	6	5	..	5	1	..	1
Robbery and Stealing from the Person ..	1	..	1	..	..	..	1	..	1
Horse-stealing	3	..	3	3	..	3	..	..	..
Larceny, Other	14	2	16	13	1	14	1	1	2
Receiving	2	1	3	2	..	2	..	1	1
Fraud and False retences	2	..	2	2	..	2	..	..	..
Malicious Damage	1	..	1	..	..	..	1	..	1
Other Offences against Property	1	..	1	..	..	..	1	..	1
Total	30	3	33	25	1	26	5	2	7
<i>III.—Forgery and Offences against the Currency.</i>									
Forgery and Uttering Forged Instruments	5	1	6	5	..	5	..	1	1
Total	5	1	6	5	..	5	..	1	1
<i>IV.—Offences not included in Preceding Classes.</i>									
Perjury and Subornation	1	1	2	..	..	..	1	1	2
Total	1	1	2	..	..	..	1	1	2
Grand Total	50	5	55	37	1	38	13	4	17

CRIMINAL AND LEGAL.—MAGISTRATES' COURTS.—CASES TRIED.—YEAR 1911.

Offences.	* Cases brought before Magistrates.						Result of Trial.					
	By Arrest.			By Summons.			Conviction.			Discharge or With-drawal.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
I.—OFFENCES AGAINST THE PERSON.												
Rape	2	...	2	...	...	...	...	...	...	...	...	...
Other Offences against Females	11	...	11	...	...	...	...	...	...	...	...	...
Unnatural Offences	1	...	1	...	...	...	...	...	...	...	...	...
Abortion and Attempts to Procure ...	...	...	...	...	...	...	...	...	...	...	...	...
Bigamy .....	...	...	...	...	...	...	...	...	...	...	...	...
Suicide, Attempted	1	...	1	...	...	...	...	...	...	...	...	...
Assault, Aggravated	5	...	5	...	...	...	...	...	...	...	...	...
Assault, Common	11	...	11	...	...	...	...	...	...	...	...	...
Other Offences against the Person ...	47	3	50	16	1	17	53	3	56	9	1	10
Total	78	3	81	134	22	156	141	17	158	53	8	61
II.—OFFENCES AGAINST PROPERTY.												
Burglary .....	...	...	...	...	...	...	...	...	...	...	...	...
Housebreaking	5	...	5	...	...	...	...	...	...	...	...	...
Robbery and Stealing from the Person ..	8	...	8	...	...	...	...	...	...	...	...	...
Horse-stealing	4	...	4	...	...	...	...	...	...	...	...	...
Cattle-stealing	2	...	2	...	...	...	...	...	...	...	...	...
Sheep-stealing	2	...	2	...	...	...	...	...	...	...	...	...
Embezzlement and Stealing by Servants	6	...	6	...	...	...	...	...	...	...	...	...
Larceny, Other	199	23	222	89	10	99	204	24	228	62	1	63
Unlawfully using Horses or Cattle .....	...	...	...	11	5	16	11	5	16	...	...	...
Unlawfully Branding .....	...	...	...	...	...	...	...	...	...	...	...	...
Receiving	4	...	4	...	...	...	...	...	...	...	...	...
Fraud and False Pretences	26	6	32	3	...	3	...	...	...	...	...	...
Arson .....	...	...	...	...	...	...	...	...	...	...	...	...
Malicious Damage	8	2	10	20	...	20	26	1	27	1	1	2
Other Offences against Property	17	2	19	86	5	91	76	5	81	26	2	28
Total	281	33	314	213	22	235	358	41	399	97	10	107
III.—FORGERY AND OFFENCES AGAINST THE CURRENCY.												
Forgery and Uttering Forged Instruments	6	...	6	1	...	1	...	...	...	...	...	...
Offences in relation to the Currency	2	...	2	...	...	...	...	...	...	...	...	...
Total	8	...	8	1	...	1	1	...	1	2	...	2
IV.—OFFENCES AGAINST GOOD ORDER.												
Drunkenness	273	36	309	29	4	33	297	38	335	5	2	7
Drunkenness and Disorderly Conduct ..	325	41	366	39	4	43	357	43	400	7	2	9
Drunkenness, Habitual	1	...	1	3	1	4	4	1	5	...	...	...

Obscene, Threatening, or Abusive Language.....	135	19	154	243	47	290	378	66	444	346	63	409	32	3	35	...	...	...	...	...	378	66	444
Vagrancy.....	54	28	82	5	...	6	59	29	88	51	25	76	8	4	12	...	...	...	...	...	59	29	88
Begging.....	2	...	2	...	...	...	2	...	2	2	...	2	...	...	...	...	...	...	...	2	...	2	
Indecent, Riotous, or Offensive Conduct.....	138	27	165	202	18	220	340	45	385	306	42	348	34	3	37	...	...	...	...	...	340	45	385
Other Offences against Good Order.....	51	1	52	1051	81	1132	1102	82	1184	987	75	1062	115	7	122	...	...	...	...	...	1102	82	1184
Total.....	979	152	1131	1572	156	1728	2551	308	2859	2350	287	2637	201	21	222	...	...	...	...	...	2551	308	2859
V.—OFFENCES NOT INCLUDED IN PRECEDING CLASSES.																							
Conspiracy.....	2	...	2	1	1	2	3	1	4	1	1	2	...	...	...	2	...	...	...	...	3	1	4
Perjury and Subornation.....	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Offences against Gambling Suppression Laws.....	1	...	1	10	...	10	11	...	11	7	...	7	3	...	3	1	...	...	...	...	...	...	11
Offences against Liquor Laws.....	23	1	24	434	16	450	457	17	474	400	14	414	57	3	60	...	...	...	...	...	457	17	474
Offences against Factory Laws.....	...	...	...	27	2	29	27	2	29	18	2	20	9	...	9	...	...	...	...	...	27	2	29
Offences against Masters and Servants Laws.....	...	...	...	59	15	74	59	15	74	51	8	59	8	7	15	...	...	...	...	...	59	15	74
Offences against Education Laws.....	...	...	...	204	15	219	204	15	219	182	12	194	22	3	25	...	...	...	...	...	204	15	219
Offences against Neglected Children Laws.....	4	4	8	20	6	26	24	10	34	20	8	28	4	2	6	...	...	...	...	...	24	10	34
Desertion of Wives or Children.....	6	...	6	111	2	113	117	2	119	80	1	81	37	1	38	...	...	...	...	...	117	2	119
Offences against Navigation and Shipping Laws.....	17	...	17	7	...	7	24	...	24	23	...	23	1	...	1	...	...	...	...	24	...	...	24
Offences against Revenue Laws *.....	3	...	3	871	190	1061	874	190	1064	766	175	941	108	15	123	...	...	...	...	...	874	190	1064*
Other Offences.....	11	1	12	818	60	878	829	61	890	736	56	792	93	5	98	...	...	...	...	...	829	61	890
Total.....	67	6	73	2562	308	2870	2629	314	2943	2284	277	2561	342	36	378	3	1	4	...	...	2629	314	2943
Grand Total.....	1413	194	1607	4482	508	4990	5895	702	6597	5134	322	5756	695	75	770	66	5	71	...	...	5895	702	6597†

* The 1064 Cases under this heading are practically all Cases for non-payment of Rates, and the cause of the decrease is owing to Launceston not now summing defaulters before proceedings to restrain³⁰ being taken.
† Not including 41 Cases of Lunacy.

CRIMINAL AND LEGAL—MAGISTRATES

Offences.	AUSTRALASIA.															
	Commonwealth.		New Zealand.		England and Wales.		Scotland.		Ireland.		Austria-Hungary.		France.		Germany.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
I. Offences against the Person.																
Rape .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Offences against Females	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Unnatural Offence	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Abortion and Attempts to Procure .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bigamy	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..
Suicide, Attempted	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Assault, Aggravated	4	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..
Assault, Common	37	4	..	..	5	1	..	..	1	..	..	..	..	..	..	..
Other Offences against the Person	34	3	..	..	2	..	..	..	..	..	..	..	..	..	1	..
Total	87	9	1	..	8	1	1	..	1	..	..	..	..	..	1	..
II.—Offences against Property.																
Housebreaking	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Robbery and Stealing from the Person .. .. .	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..
Horse-stealing	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cattle-stealing	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sheep-stealing	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Embezzlement and Stealing by Servants	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Larceny, Other	180	29	7	..	11	..	..	..	2	..	..	..	..	..	..	..
Unlawfully Using Horses and Cattle .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Unlawfully Branding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Receiving	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fraud and False Pretences	19	6	..	..	2	..	1	..	..	..	..	..	..	..	..	..
Arson	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Malicious Damage	12	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Offences against Property	47	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	276	40	7	..	15	..	1	..	2	..	..	..	..	..	..	..
III.—Forgery and Offences against the Currency.																
Forgery and Uttering Forged Instruments	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Offences in Relation to the Currency	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
IV.—Offences against Good Order.																
Drunkenness	160	20	..	..	14	3	7	2	12	..	1	..	..	..	..	..
Drunkenness and Disorderly Conduct	192	28	..	..	13	1	2	..	2	..	..	..	1	..	..	..
Drunkenness, Habitual	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..
Obscene, Threatening, or Abusive Language	160	28	..	..	12	1	..	..	..	..	..	..	..	..	..	..
Vagrancy	33	19	..	..	2	4	1	..	5	..	..	..	..	..	..	..
Begging .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Indecent, Riotous, or Offensive Conduct	162	29	..	..	7	..	1	..	1	..	..	..	..	..	..	..
Other Offences against Good Order	314	27	1	..	13	1	4	..	4	2	..	..	..	..	..	..
Total	1022	151	..	..	61	10	16	2	25	2	1	..	1	..	..	..
V.—Offences not Included in Preceding Classes.																
Conspiracy	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Perjury and Subornation .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Offences against Gambling Suppression Laws	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Offences against Liquor Laws	131	7	..	..	6	..	1	..	3	..	..	..	..	..	1	..
Offences against Factory Laws	9	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..
Offences against Masters and Servants Laws	16	2	..	..	1	..	..	..	..	..	..	..	..	..	..	..
Offences against Education Laws	60	3	..	1	5	..	..	..	..	..	..	..	..	..	..	..
Offences against Neglected Children Laws	7	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Desertion of Wives or Children	31	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Offences against Navigation and Shipping Laws	2	..	..	..	2	..	..	..	1	..	1	..	..	..	1	..
Offences against Revenue Laws*	50	4	..	..	6	1	..	..	2	..	..	..	..	..	..	..
Other Offences	261	25	2	..	22	2	3	1	3	1	..	..	..	..	1	..
Total	572	46	2	1	43	3	4	1	9	1	1	..	..	..	3	..
Grand Total	1964	246	11	1	127	14	22	3	37	3	2	..	1	..	4	..

† The 1064 cases under this heading are practically all cases for non-payment of rates and the cause of the
‡ Not including 41

COURTS. BIRTHPLACES AND OFFENCES.

EUROPE.												ASIA.				AFRICA.				AMERICA.																				
Italy.		Norway.		Russia.		Spain.		Sweden.		Other European Countries.		India and Ceylon.		China.		Japan.		Other Asiatic Countries.		British South Africa.		Egypt.		Other African Countries.		Canada.		United States of America.		Other American Countries.		Polynesia.		At Sea.		Unspecified.		Total.		
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
..	2	..	2	..
..	4	..	12	..	
..	1	..	3	..		
..	2	..	
..	1	1	
..	5	..	11	1		
..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	74	14	118	19			
..	1	..	..	..	24	1	63	4				
..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	110	15	212	25			
..	
..	6	..	5	..		
..	1	..	4	..			
..	1	1	2	1			
..	2	..	2	..			
..	86	4	288	33			
..	11	5	11	5				
..	
..	4	..	6	1			
..	7	..	29	6				
..	
..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	..	28	2				
..	55	5	103	7					
..	2	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	190	15	494	55			
..	2	..	7	..			
..	2	..	
..	
..	..	1	..	..	..	..	1	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	165	15	302	40			
..	2	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	147	16	364	45				
..	2	1	4	1					
..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	200	37	378	66				
..																									

decrease is owing to Launceston not now summoning defaulters before proceedings to distrain being taken.
cases of Lunacy.

CRIMINAL AND LEGAL—MAGISTRATES'

Birthplace.			Under 6 years.		6 years and under 7.		7 years and under 8.		8 years and under 9.		9 years and under 10.		10 years and under 11.		11 years and under 12.		12 years and under 13.		13 years and under 14.		14 years and under 15.		15 years and under 16.		16 years and under 17.		17 years and under 18.		18 years and under 19.		19 years and under 20.	
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Australasia—																																
New South Wales	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Victoria	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Queensland	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Australia	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tasmania	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
New Zealand	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Europe																																
England	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wales	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Scotland	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ireland	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Austria-Hungary	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Denmark	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
France	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Holland	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Norway	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Russia	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sweden	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other European Countries	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Asia—																																
British India	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
America—																																
Canada	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
United States	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other American Countries	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Polynesia																																
Unspecified	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total			..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			3	3	1	1	1	2	3	11	13	11	14	20	13	4	35	23	3	4	35	23	3	4	35	23	3	4	35	23	3	4

COURTS.—AGES AND BIRTHPLACES.

20 years and under 21.		21 years and under 22.		22 years and under 23.		23 years and under 24.		24 years and under 25.		25 years and under 30.		30 years and under 35.		35 years and under 40.		40 years and under 45.		45 years and under 50.		50 years and under 55.		55 years and under 60.		60 years and under 65.		65 years and under 70.		70 years and under 75.		75 years and over.		Not stated.		Total.		
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.
..	1	2	1	4	2	15	..	14	1	23	1	15	2	15	2	4	1	..	1	1	..	1	..	21	4	25
..	1	..	1	..	2	1	..	..	..	..	2	..	..	..	2	..	2	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	102	11	113
..	2	..	..	..	..	..	..	..	3	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	6	2	9
49	4	44	19	43	3	48	2	44	2	228	15	210	21	177	31	187	19	169	23	143	23	59	18	34	5	19	4	6	..	1	101	2	1826	229	2055	
..	..	..	..	..	..	..	1	..	1	..	1	1	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	5	..	11	1	12	
..	..	..	2	..	..	..	1	..	17	..	7	..	13	1	11	1	22	1	13	..	11	1	6	1	2	..	2	2	3	7	8	..	120	14	134
..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	2	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	7	..	7	
..	2	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	7	..	..	2	1	..	..	..	4	..	1	1	2	2	22	3	25	
1	..	..	..	..	..	..	..	..	..	..	1	..	2	..	2	..	7	..	8	..	6	..	2	2	..	1	1	2	..	5	..	37	3	40	
..	..	..	..	..	..	..	1	..	3	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	
..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	5	
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	4	
..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	
..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	4	..	4
1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	1	
..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	7	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
..	
2	6	1	8	..	9	..	5	3	67	11	52	3	64	4	48	2	55	8	37	7	20	215	3	7	..	6	4	1	3	228	382	3689	433	4122		
55	4	56	20	57	3	60	3	59	7	348	32	249	26	246	41	272	25	276	34	216	31	100	22	0	11	28	4	19	7	8	13356	387	5895	702	6597	

CRIMINAL AND LEGAL.—MAGISTRATES' COURTS.—

[illegible]

† The 1064 cases under this heading are practically all cases for non-payment of rates, and the cause of the
‡ Not included eg 41

AGES AND OFFENCES, YEAR 1911.

20 years and under 21.		21 years and under 22.		22 years and under 23.		23 years and under 24.		24 years and under 25.		25 years and under 30.		30 years and under 35.		35 years and under 40.		40 years and under 45.		45 years and under 50.		50 years and under 55.		55 years and under 60.		60 years and under 65.		65 years and under 70.		70 years and under 75.		75 years and over.		Not stated.		Total.			
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	
..	1	1	..	2	1	1	..	1	2	..	2	..	2	..	2
..	1	1	1	5	..	12	..	12	..	12
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	3	..	3	..	3
..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	2	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	1	..	1	..	2
..	2	..	3	..	1	..	3	..	7	1	6	..	7	2	6	3	3	..	1	1	6	..	11	1	12	..	12
2	2	1	5	..	1	..	4	13	2	13	2	3	..	6	..	2	..	2	..	..	..	..	1	..	2	..	..	..	..	73	12	118	19	137	..	137
2	2	1	7	..	5	..	6	24	3	24	3	12	1	12	..	10	2	8	3	3	..	3	2	1	..	2	..	1	..	14	1	63	4	67	..	67	
2	2	1	7	..	5	..	6	24	3	24	3	12	1	12	..	10	2	8	3	3	..	3	2	1	..	2	..	1	..	102	13	212	25	237	..	237	
1	..	1	..	..	..	..	..	..	..	2	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	5	..	5	
1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	8	..	8	..	8
..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	4	..	4	..	4
1	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	1	3	..	3
8	1	10	1	8	..	4	2	24	5	20	2	11	1	10	..	1	3	..	3	9	1	2	1	..	..	..	..	..	..	1	..	7	..	7	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	5	11	5	16	..	16
..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	6	1	7	..	7
..	1	..	..	..	..	1	..	..	7	1	8	1	3	2	1	..	2	..	2	..	1	..	..	..	..	..	..	..	..	4	..	29	6	35	..	35
1	1	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	15	..	1	..	1	..	1
2	1	1	..	..	..	..	..	9	..	4	1	3	..	5	..	5	1	1	..	..	..	..	..	..	..	1	..	..	..	52	5	103	7	110	..	110
14	2	15	1	8	..	5	..	5	..	45	7	35	4	18	3	20	..	8	5	2	3	10	1	2	1	1	..	1	..	167	16	494	55	549	..	549	
..	..	..	..	..	..	..	..	2	..	2	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	7	..	7	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	2
..	..	..	..	..	..	..	..	2	..	2	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	9	..	9	..	9
1	..	2	..	6	..	4	1	1	..	28	5	27	5	32	7	43	1	38	2	41	3	12	3	16	..	3	2	4	6	4	2	33	2	302	40	342	
2	..	6	3	3	..	6	..	7	1	41	1	33	4	39	6	38	5	32	4	38	3	15	6	4	..	..	..	..	..	1	1	91	10	364	45	409
6	1	6	7	5	..	8	..	8	2	31	6	29	2	38	5	14	3	21	4	17	2	6	..	5	..	4	..	1	..	2	1	4	1	5	..	5	
..	2	1	1	2	1	6	2	4	10	2	6	2	10	2	4	2	1	2	2	2	1	..	1	1	3	9	2	59	29	88	..	88
9	1	7	7	6	1	12	1	7	1	40	6	29	4	21	2	11	4	13	1	8	1	3	1	1	1	..	2	..	..	134	14	340	45	385	..	385
6	12	1	6	..	3	..	14	..	61	..	35	..	25	6	28	3	44	5	28	11	14	3	11	4	3	1	6	..	2	1	735	46	1102	82	1184	..	1184
24	2	33	18	27	..	3	34	3	39	5	20	20	157	15	166	28	141	18	158	18	136	22	51	15	40	7	11	3	14	7	7	8	1159	103	2551	308	2859
..	1	1	..	1	1	3	1	4	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	6	..	11	..	11	..	11
4	2	..	5	..	2	..	1	24	..	28	..	20	..	15	1	22	..	19	1	9	3	1	1	3	..	1	..	..	..	299	10	457	17	474	..	474
2	..	..	2	..	3	..	..	2	7	2	9	3	2	..	..	1	..	2	2	..	2	..	..	..	..	1	1	..	..	27	5	59	15	74	..	74
..	1	..	..	..	..	..	..	..	3	7	1	11	2	18	..	19	..	10	1	9	..	7	..	3	..	..	..	..	..	117	11	204	15	219	..	219
..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18	3	24	10	34	..	34
..	1	..	..	6	..	1	..	2	..	6	..	6	..	6	..	1	..	2	..	..	..	..	..	..	..	..	..	..	..	85	1	117	2	119	..	119
2	..	..	1	..	..	1	..	3	..	2	..	1	..	1	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	10	..	21	..	24	..	24
2	..	..	..	..	..	..	..	9	..	9	..	5	..	6	..	9	..	7	..	1	..	1	..	..	..	..	..	..	..	826	190	874	190	1064	..	1064
5	2	..	7	..	5	..	5	21	..	28	2	43	8	48	4	47	8	34	1	19	1	9	2	7	..	2	..	1	3	522	32	829	61	890	..	890	
15	..	6	..	15	..	16	..	9	2	70	2	93	6	90	10	99	5	102	8	75	6	38	4	17	3	14	1	3	..	1	3	1927	255	2629	314	2913	
55	4	56	20	57	3	50	5	55	7	348	32	299	26	256	41	272	25	276	34	216	31	102	22	60	11	28	4	19	7	8	11	335	387	5895	702	6597	

decrease is owing to Launceston not now summoning defaulters before proceedings to distrain being taken.
cases of lunacy.

HIGHER COURTS.—BIRTHPLACES AND OFFENCES

Offences.	AUSTRALASIA.													
	Commonwealth.		New Zealand.		England and Wales.		Scotland.		Ireland.		Austria-Hungary.		France.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
I. Offences against the Person.														
Rape	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Offences against Females.. .. .	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Unnatural Offences	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Bigamy	1	..	..	..	..	..	1	..	..	..	..	..	..	..
Assault, Aggravated	2	..	..	..	..	..	..	..	..	..	..	..	..	..
Assault, Common	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	12	..	..	..	..	..	1	..	..	..	..	..	..	..
II.—Offences against Property.														
Housebreaking	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Robbery and Stealing from the Person	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Horse-stealing	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Larceny, Other	10	1	..	..	2	..	1	..	..	..	..	..	..	..
Receiving	2	..	..	..	..	..	..	..	..	..	..	..	..	..
Fraud and False Pretences	2	..	..	..	..	..	..	..	..	..	..	..	..	..
Malicious Damage	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Offences against Property .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	25	1	..	..	2	..	1	..	..	..	..	..	..	..
III.—Forgery and Offences against the Currency.														
Forgery and Uttering Forged Instruments	5	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	5	..	..	..	..	..	..	..	..	..	..	..	..	..
V.—Offences not Included in Preceding Classes.														
Perjury and Subornation .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Total .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Grand Total.. .. .	42	1	..	..	2	..	2	..	..	..	..	..	1	..

OF DISTINCT PERSONS CONVICTED, YEAR 1911.

EUROPE.												ASIA.				AFRICA.				AMERICA.																			
Italy.		Norway.		Russia.		Spain.		Sweden.		Other European Countries.		India and Ceylon.		China.		Japan.		Other Asiatic Countries.		British South Africa.		Egypt.		Other African Countries.		Canada.		United States of America.		Other American Countries.		Polynesia.		At Sea.		Unspecified.		Total.	
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Persons	
																																							1
																																							7
																																							1
																																							2
																																							2
																																							1
																																							14
																																							6
																																							1
																																							3
																																							14
																																							2
																																							1
																																							3
																																							16
																																							2
																																							1
																																							1
																																							33
																																							6
																																							6
																																							2
																																							2
																																							55

HIGHER COURTS.—AGES AND OFFENCES

Offences.	Under 6 years.		6 years and under 7.		7 years and under 8.		8 years and under 9.		9 years and under 10.		10 years and under 11.		11 years and under 12.		12 years and under 13.		13 years and under 14.		14 years and under 15.		15 years and under 16.		16 years and under 17.		17 years and under 18.		18 years and under 19.		19 years and under 20.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
I.—Offences against the Person.																														
Rape
Other Offences against Females
Unnatural Offences
Bigamy
Assault, Aggravated
Assault, Common
Total
II.—Offences against Property.																														
Housebreaking	1	1	1	..	..	..	..
Robbery and Stealing from the Person	1	..	..	..	..	..
Horse-stealing	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Larceny, Other	1	..	..	..	..	..	..	3	..	1	..	..	..
Receiving
Fraud and False Pretences	1	..	..
Malicious Damage	1	..	..
Other Offences against Property
Total	1	..	..	..	..	..	..	1	5	3	..	..	..	..	..
III.—Forgery and Offences against the Currency.																														
Forging and Uttering Forged Instruments	1	..	..	..	..	..	..	..	..
Total	1	..	..	..	..	..	..	..	..
V.—Offences not included in Preceding Classes.																														
Perjury and Subornation
Total
Grand Total	1	..	..	..	..	1	1	5	3	..	..	..	..	..	..

OF DISTINCT PERSONS CONVICTED, YEAR 1911.

20 years and under 21.		21 years and under 22.		22 years and under 23.		23 years and under 24.		24 years and under 25.		25 years and under 30.		30 years and under 35.		35 years and under 40.		40 years and under 45.		45 years and under 50.		50 years and under 55.		55 years and under 60.		60 years and under 65.		65 years and under 70.		70 years and under 75.		75 years and over.		Not stated.		Total.		
M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	M. F.	Total.	
..	1	..	1	..	2	..	1	1	1	..	1	7	1	7
..	1	..	1	1	..	1	2	1
..	1	..	1	1	1	14	..	14
1	1	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	6	
..	..	1	1	1	1	..	1	3	1
2	..	2	1	..	..	..	..	..	..	1	..	..	..	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	14	2	16
..	1	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2	
..	1	..	1	..	1	
3	..	4	..	2	..	..	..	..	..	2	..	1	..	2	..	4	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	30	3	33
1	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	5	1	6	
1	1	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	5	1	6	
..	1	..	..	..	..	..	..	..	..	..	1	1	1	2	
..	1	..	..	..	..	..	..	..	..	..	1	1	1	2	
4	..	4	..	2	..	..	..	..	..	7	..	5	..	4	..	6	..	2	..	..	..	1	..	1	..	..	1	..	..	..	3	4	50	5	55

HIGHER COURTS.—AGES AND BIRTHPLACES OF

Birthplace.				Under 6 years.		6 years and under 7.		7 years and under 8.		8 years and under 9.		9 years and under 10.		10 years and under 11.		11 years and under 12.		12 years and under 13.		13 years and under 14.		14 years and under 15.		15 years and under 16.		16 years and under 17.		17 years and under 18.		18 years and under 19.		19 years and under 20.		
				M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Australasia-																																		
Victoria
Queensland
South Australia
Tasmania	1	..	..	..	..	1	..	1	..	5	..	3	..	..
Europe-																																		
England
Scotland
Germany
Unspecified
Total	1	..	..	..	1	..	1	..	1	..	5	..	3	..	..

DISTINCT PERSONS CONVICTED, YEAR 1911.

20 years and under 21.		21 years and under 22.		22 years and under 23.		23 years and under 24.		24 years and under 25.		25 years and under 30.		30 years and under 35.		35 years and under 40.		40 years and under 45.		45 years and under 50.		50 years and under 55.		55 years and under 60.		60 years and under 65.		65 years and under 70.		70 years and under 75.		75 years and over.		Not stated.		Total.		
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.
..	..	1	..	..	..	..	..	2	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	3
..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	
4	..	2	..	1	..	..	..	3	..	4	..	4	..	6	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	37	1	38	
..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	2	..	2
..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	..	2	
..	1	..	1	
..	3	4	3	4	7	
4	..	4	..	2	..	..	..	7	..	5	..	4	..	6	..	2	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	3	4	50	5	55

I.—OFFENCES REPORTED, BUT NOT PROSECUTED.

RETURN, for the Year 1911, of Offences reported to the Police, but, from want of Evidence or from other Causes, not prosecuted.

Offences against the Person.	Offences against Property.	Other Offences.	Total Number of Offences.
20	336	35	391

[Compiled by Government Statistician from Returns furnished by the Superintendents of Police.]

II.—APPREHENSIONS AND SUMMONSES.

TABLE, for the Year 1911, showing the Number of Persons brought before the Magistrates' Courts by Arrest or Warrant, and of Persons summoned, and how their Cases were disposed of in the Magistrates' Courts.*

	NUMBER OF PERSONS			
	Apprehended or summoned.	Whose Cases were dismissed.	Summarily convicted.	Committed for Trial.
Offences against the Person.....	237	61	158	18
Offences against Property	549	107	399	43
Other Cases.....	5811	602	5199	10
Total Number of Persons apprehended or summoned, &c.	6597	770	5756	71

* Including cases heard *ex parte*.

CRIME.—QUINQUENNIAL RETURN.

COMPARATIVE Table showing the Number of Offences, Apprehensions, Convictions, and Acquittals for the last Five Years.

	1907.	1908.	1909.	1910.	1911.
I. The Number of offences reported to the Police:—					
1. Against the person	242	278	255	306	257
2. Against property	884	845	904	954	885
3. Others	4301	5165	4821	6234	5846
II. The Number of Persons brought before the Magistrates:—	5427	6288	5980	7494	6988
1. For offences against the person	192	249	207	267	237
2. For offences against property	490	596	544	600	549
3. Drunkenness	535	543	709	761	756
4. On other grounds	3696	4590	4076	5451	5055
III. The Number of Persons summarily convicted:—	4913	5978	5536	7079*	6597*
1. For offences against the person	117	146	132	166	158
2. For offences against property	357	430	414	443	399
3. Drunkenness	531	527	690	741	740
4. For other offences	3030	3675	3524	4900	4459
IV. The Number of Persons convicted in the Superior Courts:—	4035	4778	4760	6250	5756
1. For offences against the person	5	11	12	15	7
2. For offences against property	29	45	20	25	26
3. For other offences	5	7	12	8	5
	39	63	44	48	38
V. The Number of Persons discharged or acquitted:—					
1. In Magistrates' Courts †	878	1041	732	781	770
2. In Superior Courts.....	...	...	...	...	17

* Including charges of Lunacy, Neglected Children, and those Civil cases for non-payment of Rates and Taxes, which were previously omitted from this Return. (41 cases of lunacy for 1911 not included.)

† Including cases withdrawn.

ANALYSIS of Offences for which various Persons were apprehended or summoned.

DECADE 1902-1911.

	Numerical.					Per 1000 Persons.				
	Against the Person.	Against Property.	Drunkenness.	Other Offences.	All.	Against the Person.	Against Property.	Drunkenness.	Other Offences.	All.
1902	248	618	636	4669	6171	1.41	3.51	3.47	26.68	35.07
1903	284	553	526	4612	5975	1.37	2.66	2.53	22.19	28.75
1904	245	659	580	4095	5579	1.37	3.68	3.24	22.90	31.19
1905	229	754	539	3966	5488	1.28	4.20	3.01	22.13	30.62
1906	194	627	459	3692	4972	1.07	3.47	2.54	20.44	27.53
1907	192	490	535	3696	4913	1.07	2.73	2.98	20.63	27.40
1908	249	596	543	4590	5978	1.38	3.29	3.00	25.36	33.03
1909	207	544	709	4076	5536	1.12	2.95	3.85	22.14	30.06
1910*	267	600	761	5451	7079	1.38	3.12	3.95	28.33	36.78
1911	237	549	756	5055	6597	1.24	2.88	3.97	26.56	34.67
Mean of Decade	235	599	604	4390	5829	1.27	3.25	3.25	23.73	31.51
Per cent. to Total	3.59	8.32	11.46	76.63	100.00					

* Including cases of non-payment of Rates, Neglected Children, and Lunacy, which were previously omitted from this Return.

CRIME.—DECENNIAL RETURN.

Years.	Commitments.	Persons dealt with by Superior Courts.						Persons (not including Lunatics and Civil cases for non-payment of Rates) dealt with by Magistrates.	
		Number tried.				Convicted.	Executed		
		TOTAL.	Offences against—		Miscellaneous Offences.				
			Person.	Property.					
1902.....	65	42	15	13	14	28	—	6171	4949
1903.....	79	67	26	34	7	51	—	5975	4877
1904.....	51	45	10	5	30	26	—	5579	4515
1905.....	59	45	12	28	5	24	—	5488	4567
1906.....	55	47	14	29	4	32	—	4972	4161
1907.....	46	60	9	43	8	39	—	4913	4035
1908.....	63	41	11	25	5	29	—	5978	4778
1909.....	44	43	11	19	13	34	—	5586	4760
1910.....	48	43	11	20	12	24	—	7079*	6250*
1911.....	57	55	14	33	8	38	—	6597*	5756*

* Including cases of non-payment of Rates, Neglected Children, and Lunacy, which were previously omitted from this Return (cases of lunacy for 1911 not included).

[This and preceding Return compiled by Government Statistician from Returns furnished.

GAOLS*—GENERAL RETURN.

Heading.					Particulars.
					2
Number of gaols .. .. .	..	..	..	Cubic Feet	291,004
Capacity of cells .. .. .	..	..	..		260
Total number of cells .. .. .	..	..	..		260
Number of prisoners that can be accommodated in separate cells					364
Number that can be accommodated in wards (cells capable of receiving more than one prisoner)					60
Daily average number of prisoners .. .. .	..	..	..	M.	6
				F.	70
Number of prisoners at beginning of year .. .. .	..	..	..	M.	7
				F.	583
Number received during year .. .. .	..	..	..	M.	128
				F.	596
Number discharged during year .. .. .	..	..	..	M.	126
				F.	..
Number absconded during year and not retaken .. .. .	..	..	..	M.	..
				F.	..
Number executed during year .. .. .	..	..	..	M.	1
				F.	..
Number died during year .. .. .	..	..	..	M.	56
				F.	9
Number remaining at end of year					

* This Return is to include only prisoners under sentence.

POLICE*—YEAR 1911.

Designation.	Number of Police.			Expenditure during Current Year. (Group where particulars are not known.)
	Metropolitan.	Country.	Total.	
				£ s. d.
Commissioner of Police	1	..	1	} Salaries .. 31,293 0 4 } Allowances .. 3380 6 10 } Contingencies . 6761 4 4
Superintendents	2	3	5	
Inspectors	3	4	7	
Sub-Inspectors	2	2	4	
Sergeants	13	17	30	
Constables	62	123	185	
Black Trackers	Nil	Nil	Nil	
Total	83	149	232	£41,434 11 6

* With the exception of a few Mounted Troopers in the Country, the Police are not mounted.

DISTRIBUTION OF TASMANIAN POLICE FORCE, 30TH JUNE, 1912.

DISTRICT OR DIVISION.	SUB-DISTRICT.	ESTABLISHMENT.							Salaries and Pay.	Allowances.	TOTAL.	Contingencies and Salaries, Commissioner's Office.	
		Commissioner of Police.	Superintendents.	Inspectors.	Sub-Inspectors.	Sergeants.	Constables.	Paid Special Constables.					TOTAL.
Southern District (Hobart).....	Hobart	1	1	1	1	8	36	1	} 48	} £ s. d.	} £ s. d.	} £ s. d.	
	New Town .....	..	..	..	..	4	..	..			
	Queenborough .....	..	..	..	..	1	2	..	
	Glenorchy .....	..	..	..	..	1	1	..	
	Kingborough .....	..	..	..	..	..	2	1
No. 1 Division (New Norfolk)	Clarence	3	..	} 5	}	}	}	
	New Norfolk .....	..	..	..	..	1	3	..	
	Hamilton .....	..	..	..	..	..	4	..
	Bothwell .....	..	..	..	..	..	1	..
	Brighton .....	..	..	..	1	..	2	..		
No. 2 Division (Franklin)	Green Ponds	1	..	} 2	}	}	}	
	Great Lake .....	..	..	..	..	..	1	..
	Franklin .....	..	..	..	..	..	1	..
	Sorell .....	..	..	..	..	1	7	..	
	Richmond .....	..	1	..	..	..	2	..	
No. 3 Division (Sorell)	Spring Bay	2	..	} 2	}	}	}	
	Carnarvon .....	..	..	..	..	..	2	..
	Glamorgan .....	..	..	..	..	..	1	..
	Campbell Town .....	..	..	..	..	..	1	..
	Oatlands .....	..	..	..	..	..	2	..
No. 4 Division (Campbell Town)	Ross	5	..	} 5	}	}	}	
	Launceston .....	..	..	..	..	..	1	..
	Beaconsfield	1	2	1	5	25	..	..			
	Lillydale .....	..	..	..	1	3	..	..			
	St. Leonards .....	..	..	..	..	..	2	..
North-Eastern District (Launceston)	George Town	2	..	} 2	}	}	}	
	Flinders .....	..	..	..	..	..	2	..
	Ringarooma .....	..	..	..	..	1	1	..	
	Fingal .....	..	1	..	1	6	..	..			
	Portland .....	..	..	1	1	3	..	..			
No. 1 Division (Ringarooma)	Deloraine	2	..	} 4	}	}	}	
	Westbury	1	..	..	1	2	..	1			
	Evandale .....	..	..	..	1	4	1	1		
	Longford .....	..	..	..	1	2	..	..			
	Great Lake, N. ....	..	1	..	..	4	..	..			
Deloraine District.....	Mersey	1	} 5	}	}	}	
	Latrobe .....	..	1	..	2	11	..	..			
	Emu Bay .....	..	..	..	1	4	..	..			
	Russell .....	..	..	..	1	8	..	..			
	King Island .....	..	..	..	1	3	..	..			
Macquarie District	Macquarie	1	..	1	1	..	1	} 2	}	}	}	
	..	..	..	..	..	2	..	..			
	..	..	..	..	..	10	..	1
					
					
TOTALS		1	5	7	4	30	177	8	232				
										31,293 0 4	3380 6 10	34,673 7 2	£6761 4s. 4d.

POLICE, TERRITORIAL.—DECENNIAL RETURN.

YEAR.	TERRITORIAL.												Finance.					
	Commissioner of Police.	Inspector.	Relieving Superintendent.	Establishment.								Salaries and Pay only.		TOTAL (including allowances, rent, contingencies, &c.)				
				Superintendents.	Inspectors.	Sub-Inspectors.	Acting Sub-Inspectors.	Sergeants.	Acting Sergeants.	Constables.	Special Constables.					TOTAL.		
1902 ...	1	...	1	14	...	23	...	18	...	174	16	245	27,384	5	3	38,621	7	2
1903 ...	1	...	1	11	...	21	...	18	...	169	14	235	23,711	7	0	36,785	12	3
1904 ...	1	...	1	10	...	22	...	16	6	163	15	234	25,126	11	11	35,623	10	3
1905 ...	1	...	1	9	...	22	...	16	7	161	17	234	24,026	14	7	35,651	19	2
1906 ... *	1	...	1	10	...	21	...	15	7	159	17	229	23,303	10	10	34,147	8	4
1907 ... *	1	1	1	6	...	17	...	14	7	169	15	231	23,053	1	9	34,003	19	4
1908 ... *	1	...	...	6	8	8	...	19	...	171	13	226	28,424	6	5	36,483	18	6
1909-10 *	1	...	...	6	7	6	...	27	...	177	10	234	30,793	1	8	39,046	1	9
1910-11 *	1	...	...	5	10	3	...	25	...	180	10	234	31,282	2	3	39,733	17	3
1911-12	1	...	...	5	7	4	...	30	...	177	8	232	31,293	0	4	41,434	11	6

* For the 12 months ending 30th June.

[Compiled by Government Statistician from Returns furnished by the Commissioner of Police.]

AGES AND RELIGIONS OF PERSONS IN GAOL UNDER SENTENCE AT END OF YEAR 1911.

Religions.	Ages.																												Total.					
	Under 15 years.		15 years and under 20.		20 years and under 25.		25 years and under 30.		30 years and under 35.		35 years and under 40.		40 years and under 45.		45 years and under 50.		50 years and under 55.		55 years and under 60.		60 years and under 65.		65 years and under 70.		70 years and under 75.		75 years and over.		Not stated.		Total.			
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	
Christian—	1	1	9	..	8	1	5	..	2	1	2	1	2	..	2	..	2	2	..	1	8	42
Church of England	2	..	4	..	1	..	3	..	1	..	..	..	..	..	1	..	..	..	1	..	1	..	..	..	..	..	..	..	1	17		
Roman Catholic	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	
Methodist	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	
Presbyterian	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	
Baptist	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	
Mahomedan.....	1	1	
Total	3	1	13	..	11	1	9	..	3	1	7	1	2	1	4	..	2	2	1	..	..	1	..	..	2	..	..	..	56	9	65	

AGES AND EDUCATION OF PERSONS IN GAOL UNDER SENTENCE AT END OF YEAR 1911.

Education.	Ages.																																Total.		
	Under 15 years.		15 years and under 20.		20 years and under 25.		25 years and under 30.		30 years and under 35.		35 years and under 40.		40 years and under 45.		45 years and under 50.		50 years and under 55.		55 years and under 60.		60 years and under 65.		65 years and under 70.		70 years and under 75.		75 years and over.		Not stated.		Total.				
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.					
English Language—	1	1	9	..	10	1	7	..	3	1	5	1	2	1	4	..	2	1	1	..	..	..	..	1	..	..	..	..	..	52		
Read and Write.....	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	1	..	..	..	..	..	..	8		
Read only	1	..	4	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	3		
Cannot Read or Write.....	1	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	10		
Total	3	1	13	..	11	1	9	..	3	1	7	1	2	1	4	..	2	2	1	..	..	..	1	..	..	2	..	..	..	65		

GAOLS AND PENAL ESTABLISHMENTS.—EMPLOYMENT, PUNISHMENTS, &c.

RETURN showing the Employments of Prisoners, Punishments inflicted for Offences committed within the Prison, and the Number of Prisoners committed before, for the Year 1911.

Establishment.	Average Daily Number employed.								Punishments.						Number of Prisoners committed.							
	Hard Labour in Prison.		Hard Labour outside Prison.		Other Employments.		Not employed.		Irons.		Solitary Imprisonment.		Other Punishments.		First Offence.		Once before.		Twice before.		Three or more times.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Gaol, Hobart	34	4	10	—	1	—	5	—	1	—	18	1	—	116	6	32	1	25	4	126	39	
Ditto, Launceston	4	2	4	—	—	—	—	—	—	—	1	—	1	117	8	46	33	135	29	33	11	
TOTALS	38	6	14	—	1	—	5	—	1	—	19	1	2	233	14	78	34	160	33	159	50	

[Compiled by Government Statistician from Returns furnished by the Superintendents of the respective Establishments]

GAOLS AND PENAL ESTABLISHMENTS.

RETURN showing the Expenditure on Account of Gaols and Penal Establishments in Tasmania, together with the Amounts received for Labour of Inmates and from other Sources, during the Year 1911-12.*

Establishment.	Salaries and Allowances.	Other Expenses.	Gross Expenditure.	Cash Receipts from Labour of Inmates, Sale of Produce, &c.†	Net Expenditure.	Average Cost per Head for Half-year.	
						On Gross Expenditure.	On Net Expenditure.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
H.M. Gaol, Hobart	3012 15 8	1353 12 10	4366 8 6	890 4 9	3476 3 9	76 12 1	60 19 8
Ditto, Launceston	349 17 9	259 11 7	609 9 4	147 9 6	609 9 4	59 8 1	45 1 5
TOTAL	3362 13 5	1613 4 5	4975 17 10	1037 14 3	4085 13 1	136 0 2	106 1 1

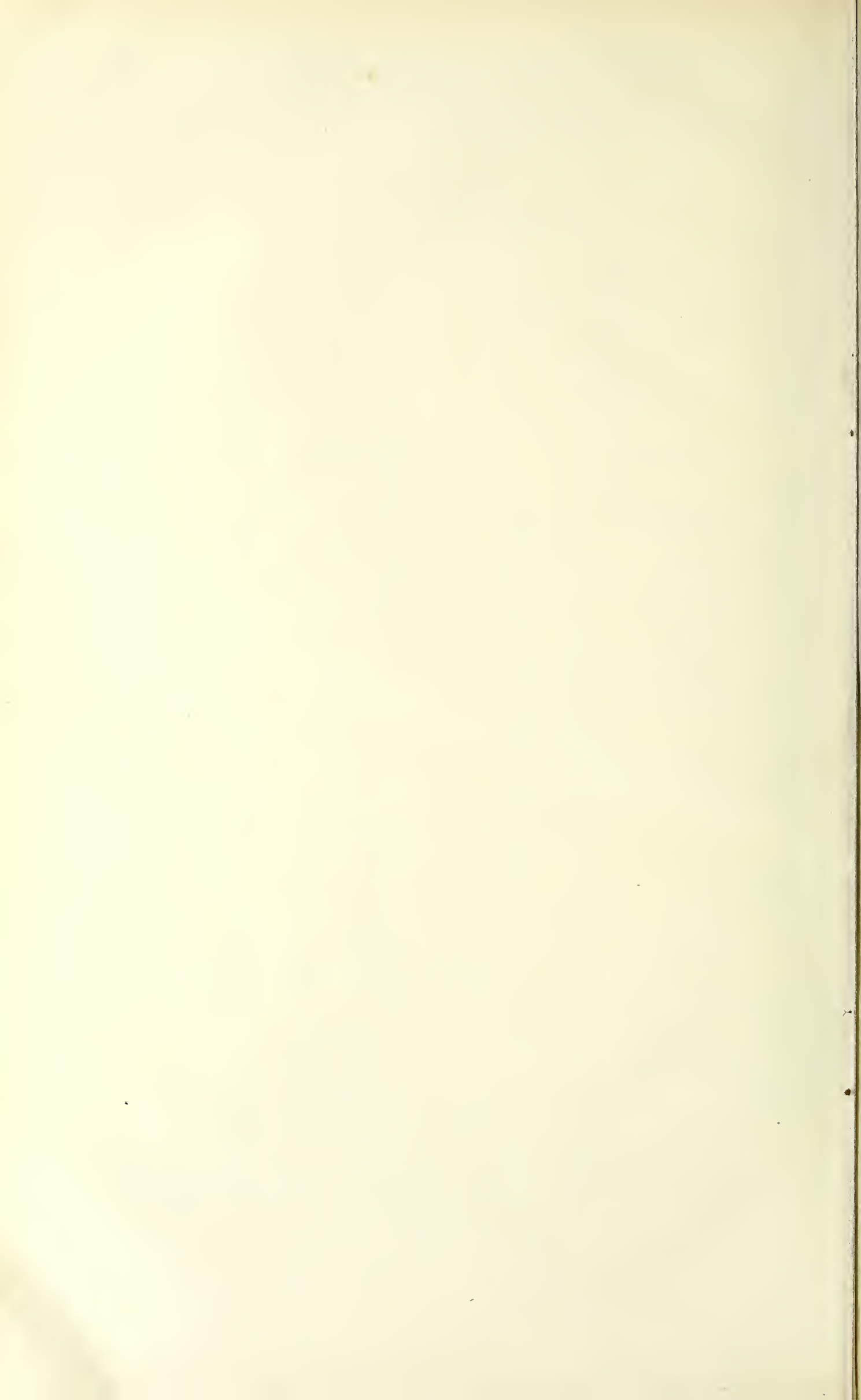
* For 12 months ended 30.6.10. † Not allowing for work performed for other departments (£51 9s. 7d.).
[Compiled by Government Statistician from Returns furnished by the Superintendents of the respective Establishments.]

GAOLS AND PENAL ESTABLISHMENTS.

Net Cost per Head per annum, 1902—1911-12.

	1902.	1903.	1904. For Half Year.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hobart	41 5 8	46 19 0	20 4 3	*44. 4 4	*49 12 5	*41 4 6	*47 1 0	*44 16 10	*53 5 1	*60 19 8
Launceston	27 3 1	29 13 9	16 1 7	28 0 0	52 19 8	45 8 2	44 7 5	41 16 10	45 1 5	45 1 5

* For year ending 30th June.
[Compiled by Government Statistician from Returns furnished by the Superintendents of the respective Establishments.]



PART IX

INTELLECTUAL, MORAL, AND SOCIAL PROVISION.

SECTION I.—EDUCATION, &c.

B48091

PART IX.

INTELLECTUAL, MORAL, AND SOCIAL
PROVISION.

SECTION I.—EDUCATION, &c.

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EDUCATION.

TREASURY EXPENDITURE in connection with Educational System of Tasmania, in respect of the Year 1911-12, made up to 31st August, 1912.

	£	s.	d.	£	s.	d.	Per cent. to Total
<i>Tasmanian University</i>	4500	0	0				
	<hr/>			4500	0	0	... 4.42
<i>Education Department—</i>							
Salaries of Staff for Administration and Inspection, etc.....	5812	0	0				
Public Schools generally.....	65,263	2	8				
Travelling Expenses, Forage Allowances, Inspectors, &c.	908	5	0				
Repairs to State Schools	3861	14	6				
Rents, Transfer Allowances, School Furniture, and Fittings, Requisites, &c.	2704	14	1				
School Cleaning and General Maintenance, half-year... ..	4189	2	2				
Expenditure, Boards of Advice	403	17	11				
Stationery and Stores	57	7	1				
Printing.....	333	8	4				
Free Railway Tickets	472	13	9				
Telephones, Telegrams, Postages, &c.	283	4	6				
Miscellaneous	516	11	2				
	<hr/>			84,806	1	2	... 83.38
<i>Technical Education</i>	1700	0	0				
School of Mines, Zeehan.....	700	0	0				
In aid of other Schools of Mines	235	19	3				
Education of Deaf Mutes and the Blind	412	1	4				
Miscellaneous	<hr/>			3048	0	7	... 3.00
Proportion of Interest properly chargeable to Education Department for year.....	...			9358	0	0	... 9.20
				<hr/>			
				£101,712	1	9	... 100.00
				<hr/>			

ROBT. M. JOHNSTON. *Government Statistician.*

RETURN showing Analysis of Expenditure in connection with the Education Department, for the Year 1911.

EXPENDITURE FOR THE YEAR ENDING DECEMBER 31, 1911.

<i>Primary Education.</i>		£	s.	d.	£	s.	d.
Salaries of Staff .....		..			2246	13	4
Salaries and Allowances to Teachers, Inspectors of Schools, Principals and Assistants Training College, and Board of Examiners under the Education Department:—							
Salaries and Allowances	66,529	11	3				
Rent of School Buildings	484	17	4				
School Furniture and Fittings	882	6	0				
School Books and Requisites	572	5	3				
Gas	91	7	11				
Water Supply	114	11	3				
Teachers' Removal Expenses	908	0	11				
Freights and Carriage	15	0	6				
Expenses of Examinations	1	9	0				
Advertising	40	10	9				
University and other Fees for Students in training	406	9	3				
Petty Cash	7	19	1				
Wages, &c., Cookery Schools, Hobart and Launceston	46	11	2				
Medical Examination of Teachers ..	7	17	6				
					70,108	17	2
Repairs and Improvements to State Schools	4459	6	5				
Boards of Advice—Postages and Sundries	35	2	0				
Stationery and Stores	91	16	1				
Travelling Expenses of Minister, Director, Inspectors, and Officers ..	988	1	11				
Printing ..	328	14	11				
Railway Tickets for Scholars and Teachers, and Conveyance of School Children	437	18	3				
Postages, Telegrams, and Telephones	303	6	1				
Allowances to Teachers for School Cleaning and Maintenance ..	2446	0	6				
Free Books, &c.	82	19	4				
Boards of Advice—Expenditure, &c.	426	2	0				
Fuel and Sanitation	1720	15	5				
					11,320	2	11
Total Expenditure on Primary Education .....	..				83,675	13	5
<i>Medical Branch.</i>							
Medical Inspection of School Children, including Salaries and Allowances to Doctors .....	..				640	19	7
<i>Education of the Blind, Deaf and Dumb.</i>							
School Fees paid to the Institution for the Blind for Tuition and Maintenance of Deaf Mutes and Blind .....	..				308	18	4
<i>Technical Education.</i>							
Hobart Technical School .....	..				1426	12	11
Launceston Technical School ..	..				1279	3	8
School of Mines, Zeehan .....	..				700	0	0
School of Mines, Beaconsfield ..	..				270	11	7
West Devonport Technical School ..	..				50	0	0
					3726	8	2
<i>Loan Expenditure.</i>							
					£88,351	19	6
Erection and Repairs to Buildings .....	..				£16,547	19	3
Total .....	..				£104,899	18	9

[Taken from Report of the Director of Education.]

RETURN of Schools in operation, 1st January, 1911, to 31st December, 1911.

District.	No. of Schools.	Aggregate Enrolment of Scholars during the year.			Average Daily Attendance.	District.	No. of Schools.	Aggregate Enrolment of Scholars during the year.			Average Daily Attendance.
		Males.	Females.	Total.				Males.	Females.	Total.	
Hobart.....	5	2108	1745	3853	1996·9	Leven	14	511	448	959	548·6
Launceston	5	1680	1466	3146	1681·7	Longford	11	366	362	728	416·3
Beaconsfield.....	11	493	433	926	606·1	Lilydale	10	295	251	546	289·7
Bothwell	2	79	55	134	73·2	New Norfolk	14	472	438	910	519·6
Brighton	9	207	177	384	221·4	New Town	1	240	242	482	206·9
Bruni	4	55	50	105	42·4	Oatlands	13	252	224	476	306·7
Campbell Town	5	127	129	256	147·1	Penguin	7	283	264	547	273·5
Clarence	7	198	180	378	206·2	Port Cygnet	10	178	192	370	196·8
Circular Head ...	13	474	440	914	518·1	Portland	7	181	184	365	206·2
Deloraine	18	564	523	1087	609·4	Queenborough	2	48	43	91	45·7
Devonport	7	524	520	1044	567·2	Queenstown	3	359	326	685	425·4
Emu Bay.....	7	455	393	848	419·6	Richmond.....	8	133	143	276	159·5
Evandale	7	157	140	297	174·1	Ringarooma.....	12	444	457	901	516·5
Esperance.....	11	387	383	770	452·2	Ross	2	59	51	110	66·2
Fingal	15	408	363	771	474·3	Scottsdale	7	256	227	483	250·2
Flinders	2	25	33	58	42·1	St. Leonards.....	8	148	130	278	167·4
George Town ...	3	93	79	172	110·7	Sorell	9	193	175	368	214·4
Glamorgan	2	38	31	69	44·6	Spring Bay	5	80	72	152	100·6
Glenorchy	5	287	250	537	288·9	Strahan.....	2	150	126	276	143·6
Gormanston	4	157	173	330	181·4	Table Cape	15	481	508	989	580·5
Green Ponds ...	6	89	92	181	92·6	Tasman Peninsula	7	143	129	272	147·8
Hamilton	8	151	154	305	200·1	Waratah	4	217	207	424	228·4
Huon.....	12	335	316	651	400·3	Westbury	15	333	366	699	414·7
Keutishbury ...	16	561	605	1166	692·3	Zeehan	8	651	600	1251	790·0
Kingborough ...	*12	277	271	548	300·9						
King Island	3	54	45	99	52·4		399	16,740	15,504	32,244	18,130·7
Latrobe	6	284	293	577	316·3						

* Including 6 Part-time Schools.

[Compiled from Reports of Director of Education.]

STATE SCHOOLS, SCHOLARS, AND TEACHERS.—DECENNIAL RETURN.

Year.	No. of Schools.	No. of Teachers.				No. of distinct Scholars on the Rolls during the Year.			Average No. of Scholars on the Rolls during the Year.			Average Daily Attendance.		
		Teachers and Assistant Teachers.		Pupil Teachers and Paid Monitors.										
		M.	F.	M.	F.	M.	F.	M. & F.	M.	F.	M.& F.	M.	F.	M. & F.
1900.....	327	195	341	16	60	12,814	11,343	24,157*	9970	8723	18,693	7522	6485	14,002
1901.....	338	209	361	16	74	13,093	11,449	24,542*	10,276	8960	19,236	7690	6569	14,255
1902.....	349	215	373	17	73	13,172	11,592	24,764	10,458	9098	19,553	7818	6723	14,547
1903.....	346	226	366	23	76	13,003	11,592	24,595	9883	8713	18,596	7445	6418	13,869
1904.....	358	224	370	25	68	12,805	11,277	24,082	†	†	†	†	†	14,321
1905.....	365	206	316	19	59	12,881	11,162	24,043	†	†	†	†	†	14,113
1906.....	352	186	290	6	64	13,009	11,212	24,221	†	†	†	†	†	13,721
1907.....	356	188	295	25	76	13,377	11,780	25,157	†	†	†	†	†	14,462
1908.....	362	186	314	132†		14,600	13,160	27,760	†	†	†	†	†	15,959
1909.....	371	197	343	16	164	15,371	14,035	29,406	†	†	†	†	†	17,394
1910.....	392	200	341	14	122	16,052	14,753	30,805	†	†	†	†	†	17,984
1911.....	399	192	321	...	137	16,740	15,504	32,244	†	†	†	†	†	18,130

* Gross aggregate enrolment of Scholars. † Not supplied. ‡ Males and females not shown separately.

[Compiled by the Government Statistician from official Returns.]

EDUCATION DEPARTMENT.

SUMMARY of Statistics of Department from 1901, in which year the School Fees were for the first time paid into the Treasury.

YEAR.	SCHOOLS.		SCHOLARS.		EXPENDITURE FROM CONSOLIDATED REVENUE ON PRIMARY EDUCATION.				SCHOOL FEES.								
	Number.	No. of Half-time Schools included in preceding Totals.	Gross Enrolment.	Average Number in Daily Attendance.	TOTAL AMOUNT EXPENDED ON PRIMARY EDU- CATION.	Amount per Scholar reckoned on—		TOTAL AMOUNT COLLECTED.	Amount per Head for Scholars (Gross Enrol- ment).	Amount per Head for Scholars in Daily Attendance.							
						(i) Gross Enrol- ment.	(ii) Average Daily Attendance.										
Open at any time during the Year.	Open at the end of the Year.			£	s.	d.	£	s.	d.	£	s.	d.					
1901.....	338	334	30	24,542	14,259	59,618	9	5	2	8	7	11,025	12	11	0	15	5
1902.....	349	338	32	24,764	14,541	60,571	11	10	2	8	11	12,411	5	8	0	10	0
1903.....	346	336	26	24,595	13,863	60,772	7	8	2	9	5	12,472	3	10	0	10	2
1904.....	356	352	32	24,082	14,321	62,442	8	2	2	11	10	12,424	7	5	0	10	4
1905.....	365	343	8	24,043	14,112	57,627	8	7	2	7	11	12,652	19	3	0	17	4
1906.....	352	340	6	24,221	13,729	*57,819	3	9	2	7	8	12,135	15	5	0	10	6
1907.....	354	350	2	25,157	14,464	61,217	0	1	2	8	7	9030	17	5	0	10	0
1908.....	363	362	2	27,760	15,952	65,064	19	3	2	6	11	5219	9	11	0	7	2
1909.....	380	371	2	29,406	17,391	72,964	7	5	2	9	7	...	...	...	0	3	9
1910.....	390	367	2	30,805	17,984	74,261	12	0	2	8	2	...	...	...	...	...	...
1911.....	399	381	2	32,244	18,130	83,675	13	5	2	11	10	...	...	...	...	...	...

* Including cost of Training College, which was established in this year.

PRIVATE Schools Return.

Locality.	Number of Schools.	Aggregate Enrolment.		
		Boys.	Girls.	Total.
Hobart and Suburbs	38	1298	1248	2546
Launceston and Suburbs	26	848	1037	1885
Country Towns and Districts	48	1122	1394	2516
TOTAL	112	3268	3679	6947

Taken from Report of the Director of Education.

SCHOLARSHIPS and School Exhibitions awarded, and in force on 31st December in each year.

YEAR.	AWARDED BY THE TASMANIAN COUNCIL OF EDUCATION. (SINCE 1891 THE UNIVERSITY OF TASMANIA.)									EDUCATION DEPARTMENT.			
	Degree of Associate of Arts.	Dry Scholarships		Minor Scholarships.		Tasmanian Scholar- ships.		Under 14 Exhibitions.		State School Exhibitions.			
	No. conferred.	Awarded.	In force at close of year.	Awarded.	In force at close of year.	Awarded.	In force at close of year.	Awarded.	In force at close of year.	Awarded		In force at close of year.	
1860...	4	...	...	...	...	...	...	2	2	3		3
1861...	8	...	...	...	...	...	...	2	4	4		6
1862...	5	...	...	...	...	2	...	2	6	4		8
1863...	3	...	...	...	...	1	2	2	7	6		8
1864...	6	...	...	...	...	...	3	2	7	4		11
1865...	15	...	...	...	...	1	4	2	8	5		10
1866...	7	...	...	...	...	1	4	2	7	4		13
1867...	10	...	...	...	...	1	3	2	8	6		17
1868...	5	...	...	...	...	1	3	2	8	6		20
1869...	8	...	...	...	...	1	4	2	8	6		17
1870...	5	...	...	...	...	...	4	2	8	6		23
1871...	11	...	...	...	...	1	3	2	8	6		24
1872 ^a ...	15	...	...	...	...	1	3	2	8	6		22
1873...	12	1	1	...	...	2	3	2	8	6		21
1874...	15	1	1	...	...	2	4	2	8	6		23
1875...	12	1	1	...	...	2	6	2	7	5		23
1876 ^b ...	15	1	1	...	...	2	8	2	7	Boys. 6 Girls. 1		Boys. 23 Girls. 1
1877...	17	1	1	...	...	2	8	2	8	6		22
1878...	17	1	1	1	...	2	8	2	8	6		3	
1879...	23	1	1	2	1	1	8	2	8	6		5	
1880...	18	1	1	2	3	2	7	2	8	6		4	
1881...	15	1	1	2	4	2	7	2	8	6		3	
1882...	13	1	1	2	4	3	7	5	9	6		3	
1883...	15	1	1	2	4	2	8	5	14	6		2	
1884...	10	1	1	2	4	2	9	5	17	6		4	
1885...	6	1	1	2	4	2	9	5	18	6		5	
1886...	12	1	1	2	4	1	9	5	20	6		1	
1887...	12	1	1	2	4	2	8	5	19	6		5	
1888...	12	1	1	2	4	2	8	5	18	6		4	
1889...	20	1	1	2	4	2	8	5	17	6		2	
1890...	9	1	1	...	1	2	8	5	18	6		2	
	University Scholarships.		W. R. Giblin Scholarship.		Senior Exhibition.		University Exhibitions.						
	Awarded.	In force.	Awarded.	In force.	Awarded.	In force.	Awarded.	In force.					
1891...	2	2	...	...	2	2	...	...	2	8	5	20
1892...	2	4	...	...	...	2	5	5	...	6	...	15
1893...	2	6	...	...	...	2	5	10	...	4	...	10
1894...	2	6	...	...	...	...	5	15	...	2	...	...
1895...	2	6	...	...	...	...	5	15	...	...	...	...
1896...	2	6	...	...	...	...	5	15	...	...	...	...
1897...	3 ^c	7	...	...	...	...	5	15	...	...	...	...
1898...	3 ^d	7 ^e	...	...	...	...	5	15	...	...	...	...
1899...	4 ^f	9	...	...	...	...	5	15	...	...	...	...
1900...	3	10	...	...	...	...	5	15	...	...	...	...
1901...	3	10	...	...	...	...	5	15	...	...	...	...
1902...	3	10	...	...	...	...	6 ^g	16	...	...	...	...
1903...	3	9	...	...	...	...	5	15	...	...	...	...
1904...	2	8	...	...	...	...	5	15	...	...	...	...
1905...	3	8	1	1 ^b	...	...	5	15	...	...	...	...
1906...	3	8	...	1 ^b	...	...	5	15	...	...	...	...
1907...	4	10	...	1 ^b	...	...	6 ^g	16	...	...	...	...
1908...	4	11	1	1 ^b	...	...	6 ^g	15 ^h	...	...	...	...
1909...	4	12	...	1 ^b	...	...	5	15	...	...	...	...
1910...	4	12	...	1 ^b	...	...	5	15	...	...	...	...
1911...	3	11	...	...	...	...	5	15	...	...	...	...

^a The Degree of A.A. was thrown open to Females this year.^b In 1876 the Board of Education provided Exhibitions for Girls.^c Owing to one Scholarship being divided between two Candidates bracketed equal.^d Owing to award of one Scholarship of £50 and two of £25 each.^e Owing to half Scholarship being resigned and granted to Candidate holding other half.^f Four Scholarships^g Owing to one Exhibition having been divided between two Candidates bracketed equal.^h Awarded triennially.ⁱ One (1907) Exhibition vacated and unclaimed.^k None awarded.

[Compiled in the Office of the Government Statistician from official records.]

JAMES H. R. CRUICKSHANK, *University Registrar.*

UNIVERSITY OF TASMANIA, 1911.

EXAMINATIONS, APRIL, 1911, TO MARCH, 1912.

Examination.	Subject Examinations.				Candidates Examined.			
	Credits.	Passes.	Failures.	Total.	Passed Exam.	Passed in one or more Subjects.	Passed in no Subject.	Total.
<i>Public.</i>								
Junior, Dec., 1911	370	1337	876	2583	162	179	26	367
Senior, Dec., 1911.....	138	537	257	932	54	76	7	137
Special Senior, April, 1911, to March, 1912 .....	...	42	12	54	...	25	6	31

DEGREES CONFERRED, 1911.

	M.A.		B.A.		LL.D.		LL.M.		LL.B.		M.D.		M.R.		M.Sc.		B.Sc.		Mus. Bac.		B.M.E.		M.C.E.		Total.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
During the Year—																										
Conferred by Examination.....	1	1	6	3	...	...	1	...	5	...	...	...	...	...	1	...	2	...	...	...	...	...	...	16	4
Admitted <i>ad eundem</i> .....	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Honorary Degree* .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	1	1	7	3	...	...	1	...	5	...	...	...	...	...	1	...	2	...	...	...	...	...	...	17	4
Total from Foundation of University to end of Year (including above)—																										
Conferred by Examination	11	15	33	33	...	...	4	...	49	...	...	...	...	...	7	1	21	4	...	...	2	...	...	127	53
Admitted <i>ad eundem</i>	68	...	44	1	2	...	1	...	8	...	5	...	13	1	2	...	1	...	1	...	1	...	146	2
Honorary Degree * .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	79	15	77	34	2	...	5	...	57	...	5	...	13	1	7	1	23	4	1	...	3	...	1	...	273	55

* University is not empowered to confer Honorary Degrees.

SCHOLARSHIPS AND BURSARIES GRANTED.

Classification.	Name of Scholarship or Exhibition.	Value per Annum.	Period for which Tenable.	Method or Award.
<i>Scholarships.</i>				
Tenable at University. Paid out of University Funds.	"University Scholarships." (Four.) "1st Literary." "2nd Literary." "1st Science." "2nd Science."	Each "1st," £25. Each "2nd," £15. Boarding or travelling allowances, if needed.	3 years. 3 years.	Awarded annually to candidates under 19, on results of Senior Public Examination for certain specified groups of subjects.
<i>Scholarship.</i>				
Tenable at University. Paid out of Trust Fund raised by subscription.	"W. R. Giblin Scholarship." (One.)	£15.	3 years.	Awarded every third year to one candidate under 19, on result of Senior Public Examination for certain specified subjects.
<i>Exhibitions.</i>				
Tenable at Secondary Schools. Paid out of University Funds.	"University Exhibitions." (Five.)	Each £20.	3 years.	Awarded annually to candidates under 15, on result of Junior Public Examination (whole examination).

GENERAL RETURN, 1911.

Name of University.—University of Tasmania.
Date of foundation.—1st January, 1890.
Number of Professors.—Four.
Number of Independent Lecturers.—Four.
Number of Assistant Lecturers and Demonstrators.—Three.
Matriculated Students attending Lectures in Faculties.—
Arts—Male, 12, Female, 32. Law—Male, 14. Science—
Male, 15; Female, 2. Total, 75.

Non-matriculated Students attending Lectures.—Male, 19;
Female, 30.
Receipts.—Government Aid—Statutory Endowment, £4000;
Special Parliamentary Vote, £500. Lecture and Examination Fees, £1234; other, £1196. Total, £6930.
Disbursements.—Salaries—Teaching, £3396; other, £1369.
Laboratory and Research Expenditure, £452; Scholarships, Bursaries, &c., £675; Building and Grounds and General Maintenance, £611; other £427. Total, £6930.

JAMES H. R. CRUICKSHANK, *University Registrar.*

STATE SCHOLARSHIPS GRANTED.

Classification.	Name.	Value per Annum.	Period for which Tenable.	No. awarded during Year.	No. held in Year.	Method of Award.
<i>Scholarship.</i> Tenable at Secondary Schools. Paid out of Government Grant and Income from Property vested in Board by Special Act.	"State School Scholarships."	£15. Boarding allowance of £25 per annum is also paid in some cases.	3 years.	10	19	Examination. (Open to all children under 13 years, in State.)

TECHNICAL SCHOOLS AND SCHOOLS OF MINES, 1911.

	Hobart Technical School.	Launceston Technical School.	School of Mines, Zeehan.	School of Mines, Beaconsfield.	Total.
Number of Distinct Teachers—					
Males	10	7	4	5	26
Females	3	2	...	1	6
Number of Classes held	14	17	12	11	54
Students enrolled at Classes—					
Males	227	207	96	48	578
Females	108	100	7	40	255
Average attendance at Classes—					
Males	28·5	*5	28	*7	68·5
Females	15·8	*2	2	*6	25·8
Receipts—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Government Aid	850 0 0	850 0 0	700 0 0	275 0 0	2675 0 0
Fees	334 16 4	167 14 6	164 15 6	...	667 6 4
Other Sources	7 14 10	...	29 9 0	...	37 3 10
Total.....	£ 1192 11 2	1017 14 6	894 4 6	275 0 0	3379 10 2
Expenditure—					
Salaries	936 3 4	800 0 0	667 8 1	247 0 0	2650 11 5
Equipment	162 6 6	107 9 8	117 4 4	...	387 0 6
Maintenance	171 1 0	95 10 1	84 7 5	28 0 0	378 18 6
Buildings	130 3 6	10 16 1	23 14 5	...	164 14 0
Total.....	£ 1399 14 4	1013 15 10	892 14 3	275 0 0	3581 4 5
Average Cost per Student enrolled at Classes	4 3 7	3 6 1	8 13 4	3 2 6	4 6 0

* Sexes estimated.

PRINCIPAL GRAMMAR SCHOOLS AND COLLEGES, 1911.

Name of Institution.	Year founded.	Religious Denomination.	Teachers.		Accommodation—Students.	Total Students—On Roll December Quarter.				Average Daily Attendance.	Bursaries and Scholarships.		Endowments and Grants-in-Aid.			
			Per- manent.	Visiting.		Under 5 years.	5 years and under 13.	13 years and upwards.	TOTAL.		No.	Amount.		No.	From Government.	From other sources.
The Hutchins School, Hobart	1846	Ch. of England	4	1	150	...	30	50	80	65	4	48 0	...			
Ladies' Grammar School, ditto	1895	Ditto	6	3	100	4	37	24	65	58	...	...	...
The Collegiate School, ditto	1892	Ditto	11	8	150	2	78	54	134	119	...	...	...
Church of England Grammar School, Launceston	1846	Ditto	8	...	170	...	27	127	154	139	3	38 0	1000			
Clifton School, New Norfolk	1892	Ditto	2	1	20	...	6	6	12	10	...	...	...
Wahronga, Hobart	1904	Protestant	6	2	60	1	14	20	35	34	...	...	...
Ladies' College, Launceston	1887	Methodist	4	3	100	...	33	32	65	53	1	21 5	...			
St. Mary's College, Hobart	1886	Roman Catholic	5*	...	100	4	49	17	70	54*	...	...	...
Presentation Convent, Launceston	1873	Ditto	5*	...	100*	2	63	20	85	58*	41	15 0	...			
St. Virgil's College, Hobart	1911	Ditto	5	4	220	...	112	63	175	101	2	30 0	...			
Convent of Mercy, Deloraine	1895	Ditto	5	...	200	...	83	33	118	85	...	...	...
Friends' High School, Hobart	1887	Society of Friends	10	4	250	3	129	88	220	196	2	16 0	...			
Franklin House School, ditto	1906	Undenominational	3	2	60	...	33	17	50	43	...	...	...
Heazelwood School, ditto	1911	Ditto	4	2	80	...	10	14	24	24	...	...	...
Girls' High School, ditto	1892	Ditto	12	6	150	2	61	60	123	109	1	24 0	...			
Leslie House School, New Town	1900	Ditto	7	3	160	1	46	36	83	81	...	...	...
High School, Launceston	1884	Ditto	3	...	200	...	16	36	52	49	3	36 0	...			
Broadland House School, ditto	...	Ditto	6	4	110	...	28	50	78	68*	...	...	...
Scotch College, ditto	1901	Ditto	3	...	80	...	18	35	53	51	...	...	...
Queen's College, Hobart	1893	Ditto	5	2	200	...	49	74	123	101	...	...	...
TOTAL	...	...	114	45	2660	21	922	856	1799	1489	17	228 5	1000	

* Estimated.
[Compiled by Government Statistician from Returns furnished by the Heads of the various Establishments.]

PRINCIPAL GRAMMAR SCHOOLS AND COLLEGES.
RETURN giving Students' Ages and Average Attendance for Four Quarters of 1910.

Name of Institution.	1st Quarter.						2nd Quarter.						3rd Quarter.						4th Quarter.					
	Males.			Females.			Males.			Females.			Males.			Females.			Males.			Females.		
	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.	Under 6 years.	6 and under 13.	13 years and over.
	19	479	388	30	495	326	19	477	402	33	504	331	18	482	414	28	494	338	19	474	411	28	531	342
Hutchins School, Hobart.....	..	31	50	..	..	..	..	29	50	..	..	..	..	28	53	..	..	..	..	28	52	..	..	..
Church Grammar School, Launceston..	..	29	107	..	..	..	..	40	109	..	..	..	..	27	109	..	..	..	..	29	106	..	..	..
Queen's College, Hobart.....	4	10	75	2	20	16	4	9	80	2	22	17	..	41	80	2	18	18	..	40	73	3	21	19
St. Mary's College, Hobart.....	..	12	36	..	..	..	..	10	39	..	..	..	..	8	43	..	..	..	5	9	42	3	..	..
Launceston High School, .....	..	11	..	..	20	17	..	10	..	1	25	..	..	1	..	..	28	20	..	11	..	1	29	19
Ladies' Grammar School, Hobart .....	..	..	..	1	14	37	..	..	..	1	15	19	..	..	..	..	13	37	..	..	..	..	13	36
Launceston Ladies' College .....	..	42	41	2	34	42	..	43	43	2	33	43	..	..	42	..	40	37	..	43	53	..	47	37
Friends' High School, Hobart	10	208	21	8	231	23	9	203	22	10	223	21	9	216	24	9	217	22	8	199	21	10	245	24
Presentation Convent, Launceston.....	..	..	..	..	26	33	..	..	..	13	28	36	..	..	..	..	56	38	..	..	..	13	56	59
Broadland House School .....	..	..	..	14	56	62	..	..	..	13	56	61	..	..	..	..	30	28	..	..	..	13	33	29
Collegiate School, Hobart .....	..	27	16	..	28	22	..	26	20	..	29	24	..	25	21	..	30	28	..	26	21	..	6	2
Convent of Mercy, Deloraine .....	..	..	..	..	5	3	..	..	..	..	6	2	..	..	..	..	5	3	..	..	..	..	5	5
Girls' High School, Devonport .....	..	..	..	..	5	4	..	3	..	..	7	5	..	3	..	..	7	3	..	2	..	..	5	23
Clifton School	2	40	27	1	20	19	2	39	25	1	19	21	2	38	26	1	20	20	2	40	27	1	18	38
Leslie House School, Hobart	2	1	..	2	36	48	2	6	..	3	41	46	2	8	..	1	39	48	3	8	13	..	38	50
Girls' High School, Hobart	1	5	..	..	..	..	..	2	..	..	..	..	..	31	13	..	..	..	..	30	13	..	..	..
Franklin House School, Hobart.....	2	31	12	..	..	..	2	28	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL.....	19	479	388	30	495	326	19	477	402	33	504	331	18	482	414	28	494	338	19	474	411	28	531	342

PRIVATE SCHOOLS—GENERAL RETURN.

Classification.	Undenominational.	Church of England.	Roman Catholic.	Presbyterian.	Congregational.	Methodist.	Society of Friends.	Protestant.	Total.
<i>Ordinary.</i>									
Number of Schools	26	32	28	2	2	4	...	...	94
Teachers—									
Males	7	4	2	...	...	...	...	...	13
Females	41	46	81	5	3	6	...	...	182
Gross Enrolment during Year—									
Males	355	351	1588	15	12	31	...	...	2352
Females	478	546	1737	35	23	46	...	...	2865
Average Daily Attendance—									
Males	234·37	363·17	1011·14	12·31	10·00	22·20	...	...	1643·19
Females	352·94	513·32	935·64	30·03	19·86	31·42	...	...	1883·21
<i>Grammar Schools and Colleges.</i>									
Number of Schools	*9	5	4	...	...	1	1	...	20
Teachers—									
Males	24	15	6	...	...	2	5	...	52
Females	47	28	11	...	...	10	6	...	102
Gross Enrolment during Year—									
Males	368	243	271	...	...	3	121	...	1006
Females	284	216	217	...	...	98	100	...	915
Average Daily Attendance—									
Males	291·41	228·77	175·5	...	...	2·61	114	...	812·29
Females	215·13	174·04	122·2	...	...	70·02	90	...	671·39
<i>Schools at Reformatories, Charitable Institutions, Orphanages, &c., privately conducted.</i>									
Number of Schools †	2	...	1	...	...	...	...	1	4
Teachers—									
Males .....	...	...	...	...	...	...	...	1	1
Females	2	...	2	...	...	...	...	2	6
Gross Enrolment during Year—									
Males .....	...	...	...	...	...	...	...	43	43
Females	†82	...	42	...	...	...	...	...	124
Average Daily Attendance—									
Males .....	...	...	...	...	...	...	...	32	32
Females	66	...	38	...	...	...	...	...	104

* Includes 1 School, "Protestant." † Does not include the Institute for Blind, Deaf, and Dumb. ‡ Estimated.
[Compiled from Returns furnished by the Heads of the Schools.]

INDUSTRIAL SCHOOLS UNDER BENEVOLENT INSTITUTIONS.

NUMBER of Children maintained, 1911-12.

ESTABLISHMENT.	Remaining from previous Year.		Admitted.		Discharged.		Died.		Remaining at end of Year.		Average Daily Number during Year.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Boys' Home, Hobart (Protestant) ...	30	...	13	...	9	...	...	...	34	...	32	...
St. Joseph's Orphanage, Hobart (R.C.)	...	29	...	20	...	7	...	...	...	42	...	38
Girls' Industrial School, Hobart (Undenom.) .....	...	39	...	7	...	5	...	...	...	41	...	37
Girls' Industrial School, Launceston (Undenom.) .....	...	28	...	8	...	6	...	...	...	30	...	29
TOTALS	30	96	13	35	9	18	...	...	34	113	32	104

[Compiled by Government Statistician from Returns furnished by the Superintendents of the respective Establishments.]

INDUSTRIAL SCHOOLS UNDER BENEVOLENT INSTITUTIONS.

RECEIPTS and Expenditure, 1911-12.

ESTABLISHMENT.	RECEIPTS.				EXPENDITURE.	Balance from last Year.	Balance at end of the Year.	Proportion per cent. which Private Subscriptions bore to Government Grant.
	From Private Subscriptions.	From Government.	From other Sources.*	TOTAL.				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Boys' Home, Hobart	291 6 9	414 12 4	388 17 0	1094 16 1	982 7 6	116 7 3	112 8 7	70·25
St. Joseph's Orphanage, ditto..	185 4 8	166 8 10	229 5 6	580 19 0	499 15 6	55 14 5	81 3 6	111·30
Girls' Industrial School, ditto..	190 7 9	251 18 4	366 12 6	808 18 7	692 0 8	15 10 6	116 17 11	75·52
Ditto, Launceston	†22 6 0	446 13 8	781 16 11	1250 16 7	525 19 5	115 15 6	724 17 2	4·99
TOTAL	689 5 2	1279 13 2	1766 11 11	3735 10 3	2700 3 1	303 7 8	1035 7 2	53·88

* Including balance from previous year. † Excluding legacy of £300.

[Compiled by Government Statistician from Returns furnished by the Superintendents of the respective Establishments.]

TRAINING SCHOOLS, 1911-12.

Training School for Boys, New Town.

Number of Wards or Rooms (exclusive of Offices)	60
Aggregate capacity in cubic feet	33,420
Number of inmates the Wards or Rooms are capable of containing	60†
Number of inmates—	
<i>a.</i> At beginning of year	17
<i>b.</i> Admitted during year	42
<i>c.</i> Discharged and licensed	40
<i>d.</i> Absconded	9
<i>e.</i> Died	—
<i>f.</i> Remaining at end of year	10
<i>g.</i> Average number during year	13·75
Number of cases of sickness during year	—
Education of inmates on 30th June, 1912—	
Unable to read	2
Able to read only	—
Able to read and write	8
Of superior education	—
Ages of inmates on 30th June, 1912—	
Under 7 years	—
Under 9 years	—
Under 11 years	1
Under 13 years	4
13 years and over	5
Receipts—	
Government Aid	498
Other sources (earnings of Establishment, &c.)	69
<i>Total Receipts</i>	£567
Expenditure—	
Salaries and Allowances	185
Provisions	72
Repairs to Buildings	—
Farm Expenses	92
Miscellaneous	50
Clothing, Bedding, Stores, and Stationery	45
Fuel and Light	21
Rent allowance to Overseer	30
<i>Total Expenditure</i>	£498
Cost of each inmate per year on Gross Expenditure*	£36 4 4
" " on Net Expenditure*	31 4 0

* Estimated on basis of daily average.

PUBLIC LIBRARIES.

NAME OF LIBRARY.	Number of Books contained therein.	Value of Library Contents.	Cost of Buildings.	Receipts.			Expenditure.		
				From Government.	From Other Sources.	Total Receipts.	Books, &c.	Maintenance.	Total Expenditure.
	No.	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bagdad	708	115	105	...	4 18 0	4 18 0	4 4 4	1 13 6	5 17 10
Bellerive	1600	150	600	6 13 9	39 17 1	46 10 10	15 17 0	65 15 11	81 12 11
Bothwell	2922	450	700	4 5 3	33 19 10	38 5 1	7 14 9	5 6 10	13 1 7
Burnie	2300	250	600	19 2 0	71 19 0	91 1 0	17 0 0	75 0 0	92 0 0
Bushy Park (Club) ...	1500	100	800	9 7 7	23 9 5	32 17 0	9 6 2	13 10 10	22 17 0
Campbell Town	5400	300	d	11 18 9	38 17 5	50 16 2	30 7 3	44 2 6	74 9 9
Deloraine	3831	620	d	19 2 0	69 3 0	88 5 0	33 19 0	45 19 0	79 18 0
Devonport	3500	500	a	19 19 6	61 17 1	81 16 7	38 7 1	63 10 2	101 17 3
Esperance (Club)	2767	250	120	...	16 15 1	16 15 1	8 19 11	1 0 0	9 19 11
Evandale	4564	306	400	8 11 8	18 0 0	26 11 8	10 14 0	14 5 10	24 19 10
Franklin (Mechanics Institute) (e)	e	e	e	e	e	e	e	e	e
Forth	1020	d	270	...	10 5 9	10 5 9	7 7 3	1 18 6	9 5 9
Green Ponds	1100	100	600	2 7 9	16 2 8	18 10 5	6 11 9	15 0 6	21 12 3
Launceston	26,283	1800	10,000	150 0 0	658 0 0	808 0 0	200 0 0	601 0 0	801 0 0
Latrobe	3000	200	250	7 1 8	19 7 3	26 8 11	9 11 3	13 4 1	22 15 4
Longford	3492	350	800	19 2 0	53 14 2	72 16 2	33 9 6	40 16 7	74 6 1
New Norfolk	3600	250	1100	15 15 2	67 18 9	83 13 11	24 15 1	43 2 6	67 17 7
Oatlands	1760	200	220	14 6 3	40 0 0	54 6 3	41 0 0	8 0 0	49 0 0
Penguin	1175	100	d	7 7 0	12 9 2	19 16 2	9 13 6	10 2 8	19 16 2
Queenstown	482	100	100	10 4 11	50 0 0	60 4 11	19 6 9	33 16 1	53 2 10
Richmond	2000	50	150	4 5 11	9 6 0	13 11 11	13 11 11	0 10 0	14 1 11
Ross	2512	300	1000	17 3 10	44 19 0	62 2 10	23 12 5	26 7 0	59 19 5
Ringarooma	1017	50	b	6 4 2	23 4 9	29 8 11	8 10 0	5 9 0	13 19 0
Scottsdale	3000	200	900	17 1 1	183 16 5	200 17 6	47 8 0	124 10 6	171 18 6
Sorell	1800	110	715	10 3 11	33 5 5	43 9 4	10 0 0	13 0 0	23 0 0
St. Helens	640	60	a	...	4 0 0	4 0 0	...	4 0 0	4 0 0
Tasmanian Public Library	19,000	c 7600	8000	300 0 0	513 17 3	813 17 3	173 9 5	701 1 6	874 10 11
Westbury	2000	70	250	5 5 1	63 10 7	68 15 8	22 13 1	41 8 3	64 1 4
Wynyard	1404	100	50	5 5 1	53 19 0	59 4 1	11 19 3	56 19 3	68 18 6
Waratah	2405	100	230	19 2 0	29 17 10	48 19 10	24 1 11	33 5 9	57 7 8
Woodbridge	1617	250	650	6 4 2	12 18 0	19 2 2	21 0 0	3 17 0	24 17 0
Total receiving Government Aid	103,264	14,606	28,115	716 0 6	2243 9 1	2959 9 7	873 19 1	2099 1 9	2973 0 10
Total not receiving Government Aid	5135	425	495	...	35 18 10	35 18 10	20 11 6	8 12 0	29 3 6
Grand Totals	108,399	15,031	28,610	716 0 6	2279 7 11	2995 8 5	894 10 7	2107 13 9	3002 4 4

* Building rented.

b Part of building only used for Library.

c Includes £3600 value furniture and fittings.

d Not stated.

e Closed.

TASMANIAN MUSEUM AND BOTANICAL GARDENS.

RECEIPTS and Expenditure for the Year 1911-12.

	£	s.	d.	£	s.	d.
RECEIPTS—						
Museum—						
Grant in aid	500	0	0			
Donations, &c.....	169	17	3			
				669	17	3
Botanical Gardens—						
Grant in aid	800	0	0			
Sale of Plants &c. (Rent, £3)	69	7	1			
				869	7	1
By Bank Balance, Cr. 30.6.11 .....			...	5	15	0
				£1544	19	4
EXPENDITURE—	£	s.	d.	£	s.	d.
Museum—						
Salaries and Wages	289	5	10			
Sundries	380	11	5			
				669	17	3
Botanical Gardens —						
Salaries and Wages	679	14	4			
Sundries	178	15	4			
				858	9	8
Balance on hand and at bank.....			...	16	12	5
				£1544	19	4

A. H. CLARKE, *Acting Secretary.*

ROYAL SOCIETY OF TASMANIA.

RECEIPTS and Expenditure for the Year 1911.

	£	s.	d.	£	s.	d.
RECEIPTS—						
Royal Society—						
Balance from 1910 .....	...				
Subscriptions (96 at 30s., 22 at 20s.)	165	19	9			
Sundries.....	1	19	0			
				167	18	9
Balance (debit).....			...	16	16	8
Total .....			...	£184	15	5
EXPENDITURE—						
Royal Society—						
Salaries	56	0	0			
Papers and Proceedings	89	13	7			
Miscellaneous	39	1	10			
Total .....			...	£184	15	5

[Prepared from records supplied by Secretary, Royal Society.]

MUSEUMS AND ART GALLERIES.

Institutions.	Total Number of Visitors.		Average Attendance.		Cost of Construction of Buildings.	Receipts from Government during Year.	Total Expenditure.
	Week Days.	Sundays.	Week Days.	Sundays.			
	No.	No.	No.	No.	£	£	£ s. d.
Hobart*	60,000	...†	200	...†	9500	500	669 17 3
Launceston....	33,000	16,000	90	300	6000	150	393 19 11
Total ..	93,000	16,000	290	300	15,500	650	£1063 17 2

* Estimated.

† Closed.

HOSPITALS, AND HOSPITALS FOR INSANE.

RETURN relative to Hospitals, and Hospitals for Insane, in Tasmania, showing the Number of Wards or Rooms, with their Capacity, the Number of Patients treated, and Persons maintained, in the Year 1911.

ESTABLISHMENTS.	ACCOMMODATION.			NUMBERS.												Cases of Sickness treated.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	No. of Wards or Rooms.	Aggregate Capacity of Wards or Rooms in cubic feet.	No. of Beds.		Admitted during Year.				Discharged.				Died.	Remaining at end of Year.	Daily Average during Year.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
			For Males.	For Females.	Cured or relieved.		Incurable.		At their own request or on other grounds.		Chargeable to State Government.				Chargeable to Imperial Government.			TOTAL.	In-Patients.		Out-Patients.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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Hospitals—General Cases—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													</

^a Not stated. ^b Unimproved. ^c Also 3 infants. ^d Estimated.
[Compiled by Government Statistician from Returns furnished.]

HOSPITALS.—AGES AND BIRTH-PLACES OF INMATES.

RETURN showing the Ages and Birth-places of Inmates, for the Year 1911.

ESTABLISHMENT.	AGES.										BIRTH-PLACES OF INMATES.																					
	Under 10.		10 and under 15.		15 and under 25.		25 and under 35.		35 and under 45.		45 and under 55.		55 and under 65.		65 and upwards.		Average Age of all Inmates.		Tasmania.		England and Wales.		Ireland.		Scotland.		Other British Possessions.		Foreign Countries.		Birth-places, or elsewhere, not stated.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M. & F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Hospitals.—General Cases—																																
General Hospital, Hobart	265	181	83	50	205	204	198	163	138	95	156	55	89	42	74	51	28	1085	782	74	22	23	12	12	1	6	2	8	2	5	3	7
Ditto, Launceston	170	123	20	22	236	224	250	155	166	104	102	129	86	142	51	51	33*	1008	857	42	54	11	12	8	12	3	3	6	5	1	1	
Homeopathic Hospital, Hobart	10	5	4	17	14	8	23	9	19	9	9	19	9	6	9	7	31	66	84	8	12	...	...	...	...	...	...	...	...	...	...
Ditto, Launceston	14	7	3	2	11	18	2	10	4	5	5	4	5	3	5	3	32	45	39	3	7	...	...	...	...	...	...	...	...	...	...
Campbell Town Benevolent Hospital .....	...	...	3	3	1	...	6	...	5	1	1	...	...	...	...	...	43	10	18	4	...	...	...	...	...	...	...	...	...	...	...
Mt. Bischoff Provident Hospital, Waratah ..	2	1	4	3	1	21	13	12	15	4	2	6	1	2	1	1	...	29	41	34	6	3	...	...	...	...	...	...	...	...	...	...
Beaconsfield Cottage Hospital	15	5	5	3	12	5	12	14	5	6	3	4	4	...	6	1	23	51	37	7	1	...	...	...	...	...	...	...	...	...	...	...
Devon Cottage Hospital	62	53	29	24	36	70	33	33	18	30	18	26	26	8	18	7	26	213	247	21	2	3	2	...	...	...	...	...	...	...	...	...
Queenstown Cottage Hospital	19	...	9	7	29	16	16	32	13	9	...	...	...	2	4	...	25	94	63	4	4	...	...	...	...	...	...	...	...	...	...	...
Strahan Cottage Hospital .....	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tullah Cottage Hospital .....	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	31	129	63	11	2	5	...	...	...	...	...	...	...	...	...	...
Zeelan Cottage Hospital	18	10	4	3	44	19	26	17	21	8	22	7	15	1	4	1	24	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
Hospitals for Contagious Diseases—																																
Hospital for Contagious Diseases, Hobart .....	...	...	...	...	...	3	...	2	...	...	...	...	...	...	...	...	20	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Ditto, Launceston .....	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hospitals for Women—																																
Alexandra Hospital, Hobart	219	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Queen Victoria Hospital, Launceston .....	...	...	...	...	...	100	...	102	...	42	...	...	...	...	...	...	30	...	234	...	8	...	...	...	...	...	...	...	...	...	...	...
Sanatoria—																																
The Consumptives' Sanatorium, New Town ...	32	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	26	...	...	...	...	...	...	...	...	...	...	...	...
Hospitals for Insane—																																
Hospital for Insane, New Norfolk .....	...	...	3	1	1	16	23	53	76	58	82	89	43	37	37	31	46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Hospitals.....	34	246	577	392	165	118	628	717	612	624	459	379	416	337	294	242	135	2785	2490	180	115	49	28	30	17	13	19	26	11	31	16	520

* Estimated. † Not stated.

[Compiled by Government Statistician from Returns furnished by the Superintendents of the various Institutions.]

HOSPITALS AND HOSPITALS FOR INSANE.—RECEIPTS AND EXPENDITURE.

RETURN of the Receipts and Expenditure of the Hospitals, and Hospitals for Insane, in the State of Tasmania, for the Year 1911-12.

NAME OF ESTABLISHMENT.	Cases of In-patients during the year.	Average No. of Inmates.	RECEIPTS.				EXPENDITURE.				TOTAL EXPENDITURE.							
			From Government.		Private Contributions.	Other Sources.	TOTAL.	Building and Repairs.	Maintenance.	Miscellaneous.	TOTAL.	Average.						
			State.	Imperial.								Per Inmate per year.	Per Case per year. (In-patients.)					
														£	s.	d.	£	s.	d.
Hospitals—General Cases—	2029	104	£ 6998	...	£ 101	£ 2278	£ 9377	£ 225	£ 6049	£ 3103	£ 9377	£ 90	3	3	4	12	5	
General Hospital, Hobart																		
General Hospital, Launceston	2031	158	7997	...	...	2283	10,280	440	6936	2904	10,280	65	1	3	5	1	3
Homeopathic, Hobart...	173	11	325	...	427	548	1300	484	771	719	1974	179	9	1	11	8	2	
Ditto, Launceston...	101	5	200	...	79	344	623	12	410	207	629	126	0	0	6	4	7	
Campbell Town Benevolent Hospital	35	*	100	...	107	205	412	...	250	143	393	*			11	4	6	
Mt. Bischoff Provident Hospital, Waratah	90	under 1	100	...	1728	69	1897	40	1269	555	1864	†			20	14	3	
Beaconsfield Cottage Hospital																		
Devon Cottage Hospital	100	5	200	...	376	61	637	18	548	55	621	124	4	0	6	4	2	
Queenstown ditto	491	70	1000	...	275	504	1779	48	975	751	1774	25	6	10	3	12	4	
Strahan ditto	176	10	904	...	198	287	1389	48	920	425	1393	139	6	0	7	18	3	
Tullah ditto	1	*	100	...	233	74	407	29	378	54	461	*			†			
Zeehan ditto	11	*	100	...	480	27	607	54	481	68	603	*			54	16	4	
Hospitals for Contagious Diseases—	220	11	700	...	937	122	1759	270	950	453	1673	152	1	10	7	12	6	
Hospital for Contagious Diseases, Hobart	5	1	120	...	...	...	120	...	119	...	119	119	0	0	23	16	0
Ditto, Launceston	1	under 1	59	...	...	...	59	...	48	11	59	59	0	0	59	0	0
Hospitals for Women—																		
Alexandra Hospital, Hobart	219	10	100	...	108	1143	1351	150	896	202	1248	124	16	0	5	14	0	
Queen Victoria Hospital, Launceston	244	12	100	...	119	1135	1354	6	1168	52	1226	102	3	4	5	0	6	
Sanatoria—																		
The Consumptives' Sanatorium, New Town	58	12	150	...	319	518	987	99	645	86	830	69	3	4	14	6	3	
Convalescent Homes—																		
"Gibson" Convalescent Home, Launceston	129	5	...	...	...	257*	257	4	108	145	257	51	8	0	1	19	10
Hospitals for Insane—																		
Hospital for Insane, New Norfolk	604	515†	18,096†	...	...	5669	23,765	492	5965	17,308	23,765	46	1	9	39	6	11
TOTAL	6718	931	37,349	...	5487	15,524	58,360	2419	28,886	27,241	58,546	59	7	8	8	14	4	

* Not stated.

† Too low a number for comparison + Miscellaneous.

* Not stated.

† Too low a number for comparison.

† Merely the difference between the earnings and expenditure of the Institution.

HOSPITALS, AND HOSPITALS FOR THE INSANE.

TOTAL Expenditure, Average per Innate per year—Decennial Return.

Hospitals.	1902.		1903.		1904.		1905.		1906.		1907.		1908.		1909.		1910.		1911.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Hospitals—General Cases—																				
General Hospital, Hobart	85	6 7	85	0 10	46	12 6†	87	10 5‡	75	8 5	75	0 4	78	8 11	79	15 8	85	12 5	90	3 3
Ditto, Launceston	78	14 3	59	5 2	46	12 7†	68	17 9	69	1 2	65	19 1	67	0 6	67	2 0	65	16 7	65	1 3
Honocopathic Hospital, Hobart	101	4 0	†	†	133	13 4	245	10 1	144	2 0	133	10 10	188	12 0	87	1 10	119	0 0	179	9 1
Ditto, Launceston	177	0 8	172	5 0	147	5 7	138	14 10	105	8 0	110	18 0	85	2 10	...	...	127	10 0	126	0 0
Campbell Town Benevolent Hospital	160	0 0	59	5 2	98	1 1	75	14 9	99	1 0	196	8 7	151	8 5	...	...	*	*	*	*
Mount Bischoff Provident Hospital, Waratah	†	†	†	†	†	†	†	†	†	†	312	12 5	231	11 3	...	...	*	*	†	†
Beaconsfield Cottage Hospital	124	17 0	85	5 9	94	19 6	106	6 10	67	5 0	196	4 9	294	0 0	127	3 4	138	16 0	124	4 0
Devon Cottage Hospital	69	3 4	70	8 6	87	9 4	85	7 9	64	12 2	76	11 8	62	15 6	46	13 10	...	...	25	6 10
Queenstown Cottage Hospital	110	6 7	131	6 0	193	17 4	180	10 10	173	6 4	185	18 4	145	12 0	133	8 2	133	13 10	139	6 0
Strahan Cottage Hospital	†	†	†	†	†	†	†	†	†	†	65	14 1	67	14 3	...	...	*	*	*	*
Tullah Cottage Hospital .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zeehan Cottage Hospital	260	0 0	242	8 0	105	13 10	224	10 3	135	15 0	20	16 3	74	7 0	130	17 8	223	15 7	152	1 10
Hospitals for Contagious Diseases—																				
Hospital for Contagious Diseases, Hobart	137	15 10	...	...	43	11 11	49	8 0	†	†	70	16 10	†	†	†	†	119	0 0	119	0 0
Ditto, Launceston	32	0 7	52	10 0	...	...	...	...	†	†	51	9 4	†	†	...	...	23	4 8	59	0 0
Hospital for Infectious Diseases—																				
Isolation Hospital*	72	4 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hospital for Women—																				
Alexandra Hospital, Hobart .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	124	16 0
Queen Victoria Hospital, Launceston .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	102	3 4
Sanatoria—																				
The Consumptives' Sanatorium New Town .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	69	3 4
Convalescent Homes—																				
"Gibson" Convalescent Home, Launceston .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	8 0
Hospitals for Insane	35	12 0	38	1 5	30	3 3	31	12 9	33	17 10	34	14 5	36	12 2	31	16 5	40	12 5	46	1 9
Hospital for Insane, New Norfolk	56	19 4	56	13 3	45	4 4	50	5 8	54	4 11	53	8 10	56	3 2	57	1 8	56	19 5	59	7 8
All																				

* Not to be ascertained.

† Too low a daily average for comparison.

‡ For year ended 30 June, 1904.

§ For year ended 30 June, 1906.

[The above Returns are compiled by Government Statistician from Returns furnished by the Superintendents of the respective Establishments.]

HOSPITALS, AND HOSPITALS FOR INSANE, MAINTAINED BY GOVERNMENT.

DAILY Average Number of Persons maintained.*—Decennial Return.

	1902.		1903.		1904.		1905.		1906-7. 30.6.07.		1907-8. 30.6.08.		1908-9.		1909-10.		1910-11.		1911-12.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
HOSPITALS.																				
Hobart (General)	59	30	56	30	54	37	50	30	55	44	59	48	71	39	69	45	65	38	63	41
Isolation Hospital	12	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Contagious Diseases, Hobart	..	1-37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ditto, Launceston	..	5-19	..	2-77	..	3	..	3	..	2	..	2	..	..	..	..	..	..	..	1
Launceston (General)	48	45	54	40	59	47	57	48	57	53	74	60	66	61	78	62	80	66	90	0-37
Total Hospitals	119	93-56	110	72-77	113	87	107	81	112	99	133	110	137	100	147	107	145	109	153	110
HOSPITALS FOR INSANE.																				
New Norfolk	239	198	241	207	243	215	241	225	242	238	252	253	249	251	254	246	255	246	261	254
Total Hospitals for Insane	239	198	241	207	243	215	241	225	242	238	252	253	249	251	254	246	255	246	261	254
GRAND TOTAL	358	291-56	351	279-77	356	302	348	306	354	337	385	363	386	351	401	353	400	355	414	364

* In round numbers.

[Compiled by Government Statistician from official Returns.]

CHARITABLE ESTABLISHMENTS—ACCOMMODATION AND NUMBERS.

RETURN relative to Charitable Establishments in Tasmania, showing the Number of Wards or Rooms, with their Capacity, and the Number of Persons maintained, in the Twelve Months ending 30th June, 1912.

ESTABLISHMENTS.	Accommodation.			Numbers.												Cases of Sickness treated.			
	No. of Wards or Rooms.	No. of Beds.		Aggregate Capacity of Wards or Rooms in cubic feet.	Remaining from previous Year.		Admitted during year.		Discharged.		Died.		Remaining at end of Year.		Daily Average during Year.				
		For Males.	For Females.		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.		F.	M.	F.
New Town Infirmary and Con- sumptive Home.....	24	140	119	526,583	110	81	108	62	75	41	40	12	103	90	—	—	103	80	M. F. (a) (a)
Home for Invalids, Launceston ...	3	12	12	13,246	31	14	57	29	70	29	8	4	10	10	—	—	22	12	20 8
TOTAL CHARITABLE ESTAB- LISHMENTS.....	27	152	131	539,829	141	95	165	91	145	70	48	16	113	100	—	—	125	92	(a) (a)

(*) Not stated.

CHARITABLE ESTABLISHMENTS.

RETURN showing the Ages, Education, and Birthplaces of Inmates for the Year ending 30th June, 1911.

ESTABLISHMENTS.	No. of Inmates treated during the year.		AGES.												EDUCATION.				BIRTHPLACES OF INMATES.																					
			Not stated. †		10 and under		15 and under		25 and under		35 and under		45 and under		55 and under		65 and upwards.		Average of all Ages.		Unable to read.		Able to read only.		Able to read and write.		Tasmania.		England and Wales.		Ireland.		Scotland.		Other British Possessions.		Foreign Countries.		Birthplaces elsewhere or not stated.	
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M. & F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
New Town Charitable Establishment	361	218	143	110	83	—	3	3	15	13	4	9	7	11	3	30	7	42	21	†	*32	*36	*8	*178	*99	59	39	16	7	14	12	2	2	—	4	2	11	81		
Home for Invalids, Launceston	131	88	43	—	—	—	8	11	7	4	11	3	14	3	16	5	32	17	54	7	18	9	4	5	66	29	45	22	23	12	5	3	5	1	—	—	—	—	—	—
Total Charitable Establishments..	492	306	186	110	83	—	3	11	26	20	8	20	10	25	6	46	12	74	38	†	50	45	12	13	244	128	104	61	39	19	26	17	15	7	1	4	2	11	81	

† Not stated.
* Under 10 yrs. old.

* Estimated. † Including 2 Females under 10 yrs. old. ‡ Not stated.

[This and the two preceding Returns compiled by Government Statistician from Returns furnished by the Under Secretary.]

CHARITABLE ESTABLISHMENTS.

DAILY Average Number of Persons maintained.—Decennial Return.

	1902.		1903.		1904.*		1905.*		1906.*		1907.		1908.		1909.		1910.		1911.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
PAUPER ESTABLISHMENTS:—																				
New Town	185	127	223	135	214	127	206	118	96	191	100	95	173	95	122	85	109	83	103	80
Launceston	120	34	58	13	58	12	53	17	14	50	14	15	46	15	47	15	31	12	22	12
TOTAL PAUPER ESTABLISHMENTS	305	161	281	148	272	139	259	135	110	246	114	110	219	110	169	100	140	95	125	92
Training Schools	56	10	46	8	41	5	39	...	...	31	...	...	25	...	24	—	24	—	14	—
TOTAL	361	171	327	156	313	144	39	†	274	...	277	114	244	110	193	100	164	95	129	92

* At end of year 30th June, 1906.

† Girls Training School closed.

CHARITABLE ESTABLISHMENTS.—RECEIPTS AND EXPENDITURE.

RETURN of the Receipts and Expenditure of the Charitable Establishments in the State of Tasmania for the year ended 30th June, 1912.

NAME OF ESTABLISHMENT.	Average No. of Inmates.	RECEIPTS.				EXPENDITURE.					
		From Government.		Private Contributions.	Other Sources, (including labour of Inmates.)	TOTAL.	Maintenance.	Building, &c., Repairs.	Miscellaneous.	TOTAL.	Total Expenditure per head on Gross Expenditure.
		State.	Imperial.								
New Town Charitable Establishment, (Male and Female)	183	£ † 3643	...	£	£	£	£	£	£	£	£ s. d. 23 11 0
Home for Invalids, Launceston, (Male and Female)	34	358	...	...	67	425	252	4	169	7425	*12 10 0
TOTAL.....	217	4001	...	...	734	4735	3152	17	1566	4735	21 7 2

• Not including the cost of clerical work performed at Public Buildings, Hobart.

† These amounts merely indicate the differences between the expenditure and the earnings of the establishments.

[Compiled by Government Statistician from official returns.]

* Not including the cost of clerical work performed at Public Buildings, Hobart. † These amounts merely indicate the differences between the expenditure and the earnings of the establishments.
[Compiled by Government Statistician from official returns.]

CHARITABLE ESTABLISHMENTS.

AVERAGE Cost of Inmates per Head per Annum.—Decennial Return.

Establishments.	1902.	1903.	1904-5. Half Year 30th June, 05.	1905-6. 30. 6. 06.	1906-7. 30. 6. 07.	1907-8. 30. 6. 08.	1908. 30. 6. 09.	1909. 30. 6. 10.	1910. 30. 6. 11.	1911. 30. 6. 12.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New Town	13 7 6	13 9 8	6 11 9	12 12 3	14 19 10	14 11 3	15 19 9	18 4 1	19 5 3	23 11 0
Launceston	12 19 1	16 2 7	7 16 9	14 7 2	15 4 11	14 16 7	14 17 5	14 17 5	18 17 0	12 10 0

[Compiled by Government Statistician from official records.]

CHARITABLE GRANTS DEPARTMENT.

RETURN showing the Expenditure of the Charitable Grants Department for the Year ending 30th June, 1912, and the Receipts for the same period.

Expenditure.	Amount.	Receipts.	Amount.
	£ s. d.		£ s. d.
Salaries	426 6 8	Repayments on account of outdoor relief	100 2 4
Outdoor relief, Hobart and suburbs ..	738 6 11	Repayments on account of maintenance of persons in country hospitals, &c	20 14 0
Ditto, Launceston and suburbs ..	224 14 10	Repayments on account of transport and funeral expenses	37 13 0
Paupers in country districts, and temporary provision for tramps	1230 4 1		
Maintenance of blind persons	97 4 1		
Country hospitals, maintenance of persons in	47 18 0		
Examination of insane	103 17 6		
Transport and funeral expenses.	340 14 11		
Postage, telephones, and telegrams	33 3 4		
Printing	15 16 9		
Treatment of advanced cases of consumption	18 11 1		
Miscellaneous expenses	43 18 8	Balance, being net cost to the State	3160 7 6
	£3318 16 10		£3318 16 10

RETURN of Blind, Deaf and Dumb Persons who have been Maintained and Educated partly at the Expense of the State of Tasmania in the undermentioned Institution during the Year 1911-12.

	Remaining 30th June, 1911.		Admitted during year.		Discharged during year.		Remaining 1st July, 1912.		Net Cost to Government. (Excluding Fees paid into Education Department by Parents of Children.)
	M.	F.	M.	F.	M.	F.	M.	F.	
Tasmanian Society for the Blind, &c.—									
Blind	12	8	1	1	—	1	13	8	} £517 17s. 0d.
Deaf and Dumb ...	9	10	2	2	1	1	10	11	
Total	21	18	3	3	1	2	23	19	£517 17s. 0d.

DECENNIAL Return of Expenditure for Outdoor Relief in Tasmania during the Years from 1902 to 1911-12.

Year.	Expenditure.			Repayments to be deducted.	Total Net Expenditure.
	Hobart and Suburbs.	Launceston and Suburbs.	Country Districts.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1902	740 0 0	380 0 0	1912 0 5	37 1 10	2994 18 7
1903	644 10 4	350 0 0	1924 6 2	51 11 3	2867 5 3
1904-5	443 6 5	294 17 4	1914 1 1	49 0 1	2603 4 9
1905-6	522 3 9	314 19 11	1887 10 3	93 14 7	2630 19 4
1906-7	680 19 4	291 19 3	1997 7 1	72 16 10	2897 8 10
1907-8	652 0 7	323 0 5	2061 1 5	94 0 3	2942 2 2
1908-9	764 15 3	332 18 3	2267 17 7	89 16 1	3275 15 0
1909-10	540 19 8	156 5 7	1543 19 0	71 17 0	2169 7 3
1910-11	552 13 9	229 2 0	1611 19 2	37 6 8	2356 8 3
1911-12	738 6 11	222 14 10	1230 4 1	100 2 4	2091 3 6

RETURN showing the Expenditure of Outdoor Relief, Medical Attendance on Paupers, and Temporary Provision for Tramps, in the various Municipalities during the Year ending 30th June, 1912 and the Expenditure per head of Population of Districts.

Municipalities.	Estimated Population, 31.12.11.	Expenditure during year.			Expenditure per head of Population.
		£	s.	d.	
Beaconsfield	4626	36	4	10	0 1·88
Bothwell.....	1378	7	16	0	0 1·36
Brighton	1972	18	1	2	0 2·20
Bruni	657	...	...	...	...
Campbell Town.....	1550	30	1	0	0 4·65
Circular Head	4334	15	2	5	0 0·84
Clarence	2522	9	15	10	0 0·93
Deloraine	5868	64	1	7	0 2·62
Devonport	4933	79	19	10	0 3·89
Emu Bay	4574	69	10	7	0 3·65
Esperance	3901	13	9	1	0 0·83
Evandale.....	1982	43	13	10	0 5·29
Fingal	3737	219	15	0	1 2·11
Flinders Island	626	...	...	...	...
George Town.....	1056	...	...	...	...
Glamorgan.....	722	...	...	...	...
*Glenorchy	3704	...	...	...	...
Gormanston	2039	...	...	...	...
Green Ponds	1140	21	15	0	0 4·58
Hamilton	2168	40	18	4	0 4·53
Huon	3676	23	16	10	0 1·56
Kentish	5656	17	12	8	0 0·75
King Island	778	...	...	...	...
Kingborough.....	1908	1	2	2	0 0·14
Latrobe	3561	31	6	4	0 2·11
Leven	5535	37	4	7	0 1·61
Lilydale	2834	...	...	...	...
Longford	4217	50	3	0	0 2·87
New Norfolk.....	6218	130	7	8	0 5·03
Oatlands.....	3150	54	1	2	0 4·12
Penguin	2668	34	17	8	0 3·14
Port Cygnet	3543	11	19	9	0 0·81
Portland	1979	21	15	5	0 2·64
Queenstown	3884	22	2	9	0 1·37
Richmond	1826	2	0	0	0 0·26
Ringarooma	4634	1	4	0	0 0·06
Ross	716	...	...	...	...
Scottsdale	2630	...	...	...	...
Sorell	2092	3	5	9	0 0·38
Spring Bay.....	763	...	...	...	...
*St. Leonards.....	2789	...	...	...	...
Strahan	1026	6	11	6	0 1·54
Table Cape.....	4866	...	...	...	...
Tasman	1190	...	...	...	...
Waratah.....	2382	35	9	6	0 3·57
Westbury	4034	44	12	9	0 2·66
Zeehan	5811	30	1	1	0 1·24
	137,855	1230	4	1	0 2·14

* Included in Suburbs for registration purposes.

BOARDING-OUT SYSTEM.

RETURN showing the Number of Children provided for under the Boarding-out System during the Ten Years ending 30th June, 1912, the Total Expenditure, and the Cost per Head per annum.

Year.	Number of Children.			Expenditure.	Cost per Head on Gross Expenditure.	Fees Received.
	Males.	Females.	TOTAL.			
1902	124	94	218	£ s. d. 2086 3 1	£ s. d. 9 11 5	£ s. d. ...
1903	90	85	175	1808 6 9	10 6 8	...
1904-5	81	71	152	1608 6 5	10 11 7	...
1905-6	78	63	141	1570 3 9	12 14 2	...
1906-7	90	70	160	1639 10 10	13 7 10	...
1907-8	91	59	150	1667 2 1	12 15 3	...
1908-9	70	32	102	1572 0 6	15 8 2	...
1909-10.....	98	44	142	1452 8 0	12 8 0	...
1910-11.....	102	46	148	1604 13 5	12 8 10	296 2 8
1911-12.....	128	56	184	2140 18 9	14 13 0	149 6 10

H. E. PACKER,
Under-Secretary.

BENEVOLENT SOCIETIES.

RETURN showing the Number of Persons relieved by the Benevolent Societies at Hobart and Launceston, during the Year 1911.

LOCALITY.	NUMBER OF PERSONS WHO RECEIVED RELIEF.								
	Permanent.						Occasional.		
	Adults.			Children.			Adults.		
	Male.	Female.	TOTAL.	Male.	Female.	TOTAL.	Male.	Female.	TOTAL.
Hobart Benevolent Society.	—	—	—	—	—	—	275	347	622
Launceston Benevolent Society	16	58	74	66	66	132	59	108	167
TOTALS	16	58	74	66	66	132	334	455	789

[Compiled by Government Statistician from Returns furnished by the Secretaries of the respective Societies.]

BENEVOLENT SOCIETIES.

RETURN showing the Receipts and Expenditure of the Benevolent Societies, Hobart and Launceston during the Year 1911.

PARTICULARS.	BENEVOLENT SOCIETIES.	
	Hobart.	Launceston.
	Out-door Relief.	Out-door Relief.
DEBIT.	£ s. d.	£ s. d.
To Balance from last year .....	...	82 3 1
Receipts during 1911 :—		
From Government	146 0 0	116 13 4
From private subscriptions and donations	157 0 0	376 4 10
From interest	337 0 0	182 4 8
From capital, &c.	158 0 0	658 15 1
From rent	125 0 0	...
From bank overdraft	192 0 0	...
Total Receipts during 1911	1115 0 0	1416 1 0
Total Debit .....	...	1333 17 11
Balance from last year	275 0 0	...
CREDIT.		
By Expenditure during 1911—		
Management, &c.	218 0 0	102 17 5
Relief	592 0 0	527 8 9
Invested (including Interest)	9 0 0	650 0 0
Improvements to Property	21 0 0	...
Balance on 31st December, 1911 .....	...	135 14 10
Total Credit	1115 0 0	1416 1 0

STATEMENT of Assets.

How invested.	Hobart.	Launceston.
	£ s. d.	£ s. d.
Treasury Bills	6050 0 0	2030 0 0
Bank Deposits	1555 0 0	658 2 6
Building Society	710 0 0	525 0 0
Land and buildings	2421 0 0	...
Town Hall Debentures	100 0 0	1830 0 0
Tas. Loan, Guarantee, & Finance	725 0 0	...
Balance .....	...	...
TOTAL	£11,761 0 0	£5043 2 6

[Compiled by Government Statistician from Returns furnished by the Secretaries of the Societies.]

SUPERANNUATION FUNDS.

RETURN showing investments of the State Teachers' Superannuation Fund Board and Public Service Superannuation Fund, at dates of last balancing.

STATE TEACHERS' SUPERANNUATION FUND, 31st DECEMBER, 1911.

	£	s.	d.	£	s.	d.
Invested in mortgages of freeholds						
{ ...at 5 per cent.	4538	15	1			
{ ...at 4½ "	3510	19	8			
{ ...at 4 "	4750	0	0			
	£12,799	14	9			
Ditto Government Bonds at 3½ and 3¼ per cent. ...	5195	0	0			
	17,994	14	9			
Less deposit from Treasury	2000	0	0			
				15,994	14	9
Interest accrued due and unpaid				214	13	8
Subscriptions due and unpaid				2	15	0
				16,212	3	5
Balance at Bank				257	2	11
Total	£16,469	6	4			

PUBLIC SERVICE SUPERANNUATION FUND, 31st DECEMBER, 1911.

	£	s.	d.
Stock	5350	10	7
Loans on mortgage	2350	0	0
Interest (accrued)	73	8	1
Subscriptions, &c. not received until 1912	24	14	9
Cash in Bank	6	4	10
	8004	18	3
Less advance from Treasury and outstanding claims.....	1009	17	3
Total	£6995	1	0

[Published by the Government Statistician from reports furnished.]

POLICE PROVIDENT FUND.

RETURN showing the Number of Members, Receipts and Expenditure, and the way in which the Balances are expended.

1911.	Superannuation Branch.	Reward Branch.
	£ s. d.	£ s. d.
Number of members retired and compensated 38		
Number of members, 31st December, 1911 219		
RECEIPTS.		
Balance, 1st January, 1911	24,907 15 9	250 0 0
Contributions, current year	1521 7 1	...
Interest and other receipts	1490 0 3	507 14 4
Transfer from Reward Branch	500 4 4	...
TOTAL.....	£28,419 7 5	£757 14 4
EXPENDITURE.		
Compensation allowances	1719 19 7	...
Expenses of Management.....	2 5 6	...
Transfer to Superannuation Branch .....	...	500 4 4
Rewards paid .....	...	7 10 0
Balance, 31st December, 1911	26,697 2 4	250 0 0
TOTAL.....	£28,419 7 5	£757 14 4
DISPOSITION OF FUNDS.		
Balance at Bank	530 6 7	44 0 0
Local Inscribed Stock	24,430 5 9	206 0 0
Tasmanian Government Debentures	200 0 0	...
Loans on Mortgage, Freehold Property	1450 0 0	...
Loans for Troop Horses	86 10 0	...
	£26,697 2 4	250 0 0

E. P. ANDREWARTHA, *Acting Secretary.*

POLICE PROVIDENT FUNDS

COMPARATIVE RETURN showing the Number of Members, Receipts and Expenditure, and the way in which the Balances of the Provident Funds in connection with the Police Force of Tasmania are invested.

YEAR.	Number of Members retired and pensioned.	Number of Members at end of Year.	RECEIPTS.				EXPENDITURE.						HOW FUNDS ARE DISPOSED OF AT END OF EACH YEAR.				
			Balance at beginning of Year.	Contributions current Year.	Interest & other Receipts, &c.	TOTAL.	Retiring Allowances.	Invested current Year.	Rewards and Petty Expenses, &c.	Balance at end of Year.	TOTAL.	Banks.		Debentures	Other Investments.	TOTAL.	
												Current Account.	Deposit.				
1897.....	8	201	£ 1651	£ 947	£ 1655	£ 4253	£ 1075	£ 1733	£ 291	£ 1154	£ 4253	£ 1154	£ 9900	£ 10,386	£ 6062	27,502	
1898.....	57	215	1154	1522	10,253	12,929	1107	2097	6984	1841	12,929	1841	6400	7986	8289	24,516	
1899.....	28	232	1135	1729	200	2064	270	1500	169	125	2064	125	7900	200	—	8235	
1900.....	14	234	125	1854	1298	3277	552	1609	1112	4	3277	4	9510*	200	—	9714	
1901.....	14	236	4	1759	913	2676	432	1526	507	211	2676	211	—	200	10,936†	11,347	
1902.....	18	231	211	1742	934	2887	729	1000	506	652	2887	652	—	200	11,936†	12,788	
1903.....	20	222	652	1636	909	3197	1232	500	495½	970	3197	971	—	200	12,436	13,607	
1904.....	14	218	970	1554	1062	3586	823	1400	397	966	3586	966	—	200	13,837	14,903	
1905.....	16	212	966	1561	858	3385	917	1700	426	343	3386	343	—	200	15,536	16,079	
1906.....	17	212	343	1580	998	2921	962	1300	463	196	2921	196	—	200	16,836	17,232	
1907.....	20	210	196	1705	1317	3218	1282	1200	448	287	3217	287	—	200	17,736	18,223	
1908.....	30	218	288	1934	1810	4032	1624	1300	584	524	4032	524	—	200	19,036	19,760	
1909.....	23	219	19,760	1492	2652	23,904	1045	—	506½	22,353	23,904	517	—	200	21,636	22,353	
1910.....	25	220	22,353	1515	2884	26,752	1091	—	512½	25,149	26,752	363	—	200	24,586	25,149	
1911.....	38	219	25,158	1521	2498	29,177	1720	—	510½	26,947	29,177	574	—	200	26,173	26,947	

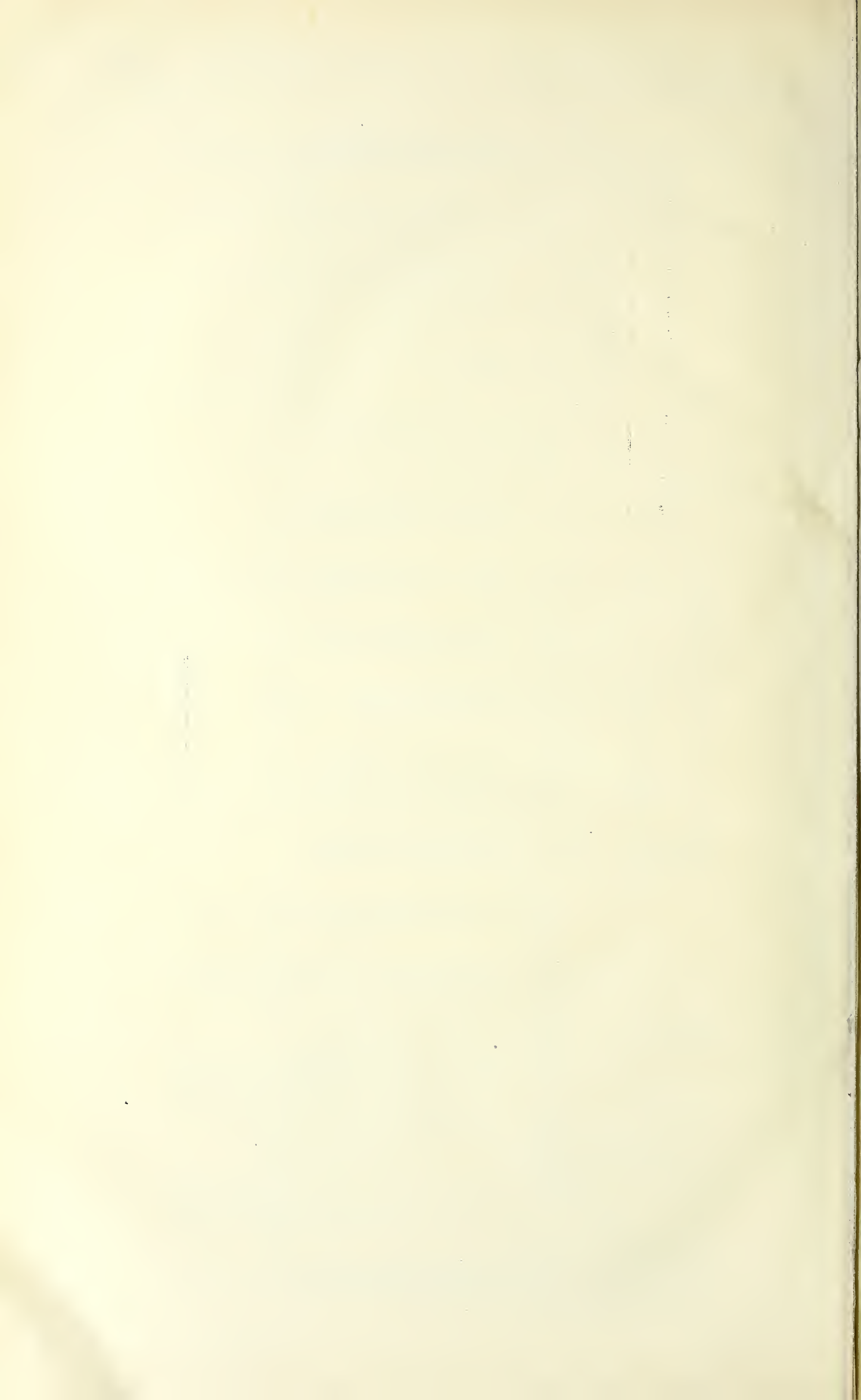
‡ Local Inscribed Stock.

£ Transferred to Superannuation Branch, £459 in 1903, £487 in 1909, £469 in 1910, and £500 in 1911.

* Bank and Inscribed Stock.

† Local Inscribed Stock.

§ Transferred to Superannuation Branch, £459 in 1903, £487 in 1909, £469 in 1910, and £500 in 1911.



PART IX.

INTELLECTUAL, MORAL, AND SOCIAL PROVISION

SECTION II.—FRIENDLY SOCIETIES, &c.

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PART IX.

INTELLECTUAL, MORAL, AND SOCIAL PROVISION.

SECTION II.—FRIENDLY SOCIETIES, &c.

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FRIENDLY SOCIETIES.

AGES, Conjugal and Financial Condition of Members for Year 1911.

NAME OF SOCIETY.	No. of Members financial and unfinancial.	AGES.										Unspec-70 and upwards.	Registered Wives.	ANALYSIS.		
		Under 20.	20-25.	25-30.	30-35.	35-40.	40-45.	45-50.	50-55.	55-60.	60-65.			65-70.	Financial.	Unfinancial.	Honorary.
<i>Independent Order of Odd Fellows (Manchester Unity.)</i>																
Hobart District—																
Albion Lodge	227	12	34	25	33	16	27	33	32	11	4	..	160	227	..	..
Rose of Tasmania Lodge	244	3	24	16	23	31	26	35	39	24	6	7	173	244	..	..
Tasmania's Hope Lodge	306	4	28	27	29	24	40	39	54	29	17	8	215	304	2	1
Fugal Lodge	88	5	14	16	9	12	6	11	6	4	1	1	51	88	..	..
Mathinna	53	1	9	7	13	9	4	6	2	1	..	..	38	47	6	1
Total	918	25	109	91	107	92	104	125	133	69	28	18	637	910	8	2
Buckingham District—																
Southern Star Lodge	629	14	87	121	83	69	51	54	46	47	24	18	422	585	44	2
Franklin Lodge	157	13	27	30	38	16	13	5	3	4	4	2	42	153	4	..
Raglan Lodge	425	29	55	50	61	49	47	44	50	22	10	4	321	401	24	..
Pride of Devonshire Lodge	69	5	2	5	5	4	11	18	10	6	3	..	69	61	8	..
Prince Alfred Lodge	209	10	34	44	37	18	19	18	7	10	6	3	115	187	22	3
Bellerive Lodge	17	1	1	1	2	1	2	4	2	..	5	1	14	12	5	..
Derwent Lodge	101	13	26	12	24	4	4	6	6	5	1	..	27	88	13	2
Dulverton	43	1	..	8	5	5	6	10	5	1	..	..	23	36	7	..
Total	1650	85	232	271	255	166	153	159	129	95	51	28	1033	1523	127	7
Cornwall District—																
Cornwall Lodge	652	40	99	80	70	89	52	67	54	40	22	21	442	652	..	1
Pride of the West Lodge, Deloraine	228	5	17	23	26	27	27	35	24	16	7	13	153	228	..	2
Clarendon Lodge	209	13	30	14	29	18	27	23	27	13	10	8	136	209	..	..
Rose of Latrobe Lodge	219	6	19	19	34	33	33	29	27	10	3	4	186	216	3	1
Don Lodge	65	1	6	11	7	5	4	8	4	10	5	4	41	65	..	..
Westbury Lodge	117	6	16	13	9	27	14	14	5	5	5	3	82	117	..	..
Beaconsfield Lodge	178	18	26	18	28	28	22	14	11	7	3	3	108	161	17	..
Midland Star Lodge	79	3	4	9	9	12	11	16	9	3	3	..	55	79	..	..
Bischoff Lodge	234	21	39	34	25	22	26	32	20	8	2	2	113	223	11	3
Mersey Lodge	138	13	27	28	29	17	5	6	3	2	5	1	70	135	3	..
Wellington Lodge	179	8	32	29	23	35	18	17	11	4	1	..	101	179	..	..
Rose of Sheffield Lodge	91	3	11	14	23	17	11	12	..	..	..	..	58	91	..	..
Scottsdale Lodge	131	..	27	30	25	21	15	7	5	1	..	..	78	122	9	..
St. Mary's Lodge	42	2	11	6	5	2	5	9	1	1	..	..	14	42	..	..
Star of the Sea Lodge	203	10	41	45	29	32	22	15	8	1	..	..	112	203	..	1
Lakin Lodge, Gormanston	39	..	1	11	13	7	3	3	1	..	..	..	17	29	10	4
Silver Star Lodge	171	6	26	31	38	23	24	18	4	1	..	..	107	161	10	..
Macquarie Lodge	55	1	9	7	5	11	10	9	3	..	..	..	46	54	1	4
Pride of Lefroy Lodge	41	3	13	8	6	7	3	..	1	..	..	..	13	41	..	..
Maids of Mersey	88	10	17	8	3	..	..	..	..	..	..	..	..	88	..	2
Do. Deloraine (Maids of the West)	6	..	..	1	3	1	..	1	..	..	..	..	..	6	4	..
Do. Cornwall	98	13	30	25	15	7	2	1	..	..	..	..	..	81	12	..
Hamilton (Mt. Read)	27	5	3	8	4	3	1	3	..	..	..	..	8	23	4	..

Independent Order of Odd Fellows (M.U.)

[illegible]

Independent Order of Rechabites (Salford Unity.)

[illegible]

onation Lodge, Forth.....	55	9	17	9	5	6	4	5	..	..	..	..	..	19	47	2	1	..
Native Laurel, Stanley.....	23	1	4	3	7	5	3	..	..	..	..	..	..	7	21	1	13	..
Colonel Cameron, Morven.....	111	20	15	30	19	13	10	4	..	..	..	..	..	37	110	9	..	..
Linda, Linda Valley.....	49	11	19	18	24	16	9	2	..	..	..	..	..	33	90	3	..	..
Ivy, Bradshaw's Creek.....	31	1	3	12	5	3	5	2	..	..	..	..	..	23	28	8	9	..
Bothwell*.....	88	32	16	24	8	6	2	..	1	..	..	..	..	14	59	8	..	..
Ellis (Tullah).....	67	6	14	14	13	8	10	1	..	..	..	..	..	89	168	12	8	..
Austral Light, Launceston.....	180	30	48	44	32	14	11	1	..	..	..	..	..	5	21	4	3	..
Oak Leaf, Weldborough.....	25	7	6	6	6	3	1	..	..	..	..	..	..	17	35	..	..	..
Victory (Ross).....	35	4	4	23	11	3	1	..	..	..	..	..	..	4	43	6	3	..
Cygnets, Lovett.....	49	5	5	1	6	2	..	..	..	..	..	..	..	5	15	..	7	..
Federal, Pyengana.....	15	1	15	8	8	5	..	1	..	..	..	..	..	52	28	18	..	..
Eastern Star, St. Helens.....	46	4	23	1	2	..	..	..	..	..	..	..	..	5	131	6	4	..
Hilda, Scottsdale.....	137	19	23	34	29	17	8	3	..	..	..	..	..	17	85	9	7	..
Southern Star, Geeveston.....	85	14	23	17	15	14	2	..	..	..	..	..	..	32	75	4	1	..
Ocean Lodge (King Island).....	78	9	23	12	12	12	4	..	..	..	..	..	..	36	74	5	6	..
Dreadnought (Lebrina).....	71	4	25	12	12	11	6	..	1	..	..	..	..	21	66	5	..	..
Abraham Ford (St. Mary's).....	38	7	10	8	2	4	3	..	..	..	..	..	..	13	40	30	..	..
Franklin Pride.....	42	4	7	13	4	6	..	..	..	..	..	..	..	9	48	4	..	..
Channel Pride.....	90	24	29	19	12	8	..	..	..	..	..	..	..	9	48	9	5	..
Meander.....	52	7	10	13	6	8	7	..	..	..	..	..	..	48	48	..	14	..
Branxholm.....	48	8	10	15	8	7	..	..	..	..	..	..	..	18	71	4	..	..
Alexandra.....	75	22	20	15	11	7	..	..	..	..	..	..	..	9	48	..	..	..
Holy.....	25	3	5	6	6	5	..	..	..	..	..	..	..	25	25	..	..	..
Myrtle Bower.....	..	..	..	..	..	..	..	..	..	..	..	..	..	9	..	..	..	..
Total.....	5023	638	1078	1057	849	670	387	184	75	45	18	8	4	12	4733	290	224	..
Grand Lodge, Victoria.																		
Tamar Lodge.....	189	6	17	19	40	37	30	12	8	..	..	..	..	114	155	14	5	..
Tamar Maidens.....	39	3	14	14	4	3	1	..	..	..	..	..	..	..	36	3	..	..
Oak of Zeehan.....	152	15	19	25	27	20	27	11	6	..	2	..	..	93	152	..	..	..
Ringarooma.....	50	6	15	9	12	6	1	1	..	..	..	..	..	12	40	10	5	..
Penguin.....	34	4	7	4	11	3	4	1	..	..	..	..	..	11	34	..	..	..
Total.....	444	34	72	71	94	69	63	25	14	..	2	..	..	230	417	27	10	..
Protestant Alliance Friendly Society.																		
Tasmania District—	202	4	16	22	16	18	32	29	29	14	10	6	6	..	121	195	7	..
Good Samaritan.....	133	7	20	15	21	18	20	15	8	3	3	1	..	55	122	11	..	..
Hope of Tasmania.....	66	3	6	7	12	7	6	5	7	3	8	1	1	29	65	1	..	..
New Town.....	138	5	17	15	17	15	9	15	21	16	4	3	1	104	134	4	..	..
Star of Tasmania.....	18	..	3	2	2	2	4	3	3	2	1	..	..	5	18	..	..	..
Derwent Valley.....	122	16	17	26	9	12	16	7	8	2	3	4	2	34	118	4	..	..
Royal Standard.....	233	36	43	35	36	27	24	18	8	2	1	1	..	55	208	25	..	..
Morsey.....	63	2	14	11	7	10	9	1	1	4	2	..	..	34	60	3	..	..
North Progressive.....	75	12	44	6	5	6	2	..	..	..	..	..	..	..	69	6	..	..
Hope of the Future.....	36	8	13	4	2	4	5	..	..	..	..	..	..	..	36	..	..	..
Queen Alexandra.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	1086	93	193	141	127	117	127	93	85	50	32	16	10	437	1025	61	..	..
H.A.C.B. Society.																		
Hibernian Australian Catholic Benefit Society, St. Joseph's Branch.....	168	18	10	18	20	16	18	19	12	11	8	9	2	7	110	160	8	19
Ditto, Launceston, St. Patrick's Branch.....	169	22	27	17	18	19	27	19	11	2	2	3	2	..	78	150	19	5

AGES, Conjugal and Financial Condition of Members for the Year 1911—continued.

NAME OF SOCIETY.	No. of Members financial and unfinancial.	AGES.											Registered Wives.	ANALYSIS.			
		Under 20.	20-25.	25-30.	30-35.	35-40.	40-45.	45-50.	50-55.	55-60.	60-65.	65-70.		70 and upwards.	Unspec-ified.	Financial.	Unfinancial.	Honorary.
<i>H.A.C.B. Society—continued.</i>																	
Hibernian & Australian Catholic Benefit Society, Zeehan (St. Furseus)	56	4	4	7	11	4	10	7	2	13	10	12	4	7	34	22	..
Ditto, St. Ives, Launceston*	33	2	11	8	5	5	2	..	..	..	..	..	..	..	17	16	7
Ditto, Gormanston*	26	1	6	3	9	4	3	..	..	..	..	..	..	..	19	7	1
Ditto, Hobart, St. Mary's	60	3	10	10	3	6	5	6	4	..	..	..	..	13	32	28	..
Ditto, St. Joseph's, Lyell	67	5	4	7	14	18	10	5	4	..	..	..	..	..	49	18	3
Total	579	55	72	70	80	72	75	56	33	13	10	12	4	27	461	118	26
<i>Australian Natives' District.</i>																	
Australian Natives' Association, Hobart	215	65	75	44	24	7	..	..	..	..	..	..	..	..	203	12	35
Ditto, Launceston	154	10	26	22	20	16	9	3	..	..	..	..	..	48	89	65	..
Ditto, Zeehan	85	7	16	18	22	14	5	3	..	..	..	..	..	..	74	11	15
Ditto, Queenstown	66	17	21	15	9	3	1	..	..	..	..	..	..	..	53	13	10
Ditto, Burnie	66	10	11	13	16	9	5	1	1	1	..	..	..	..	58	8	4
Ditto, Lyell	21	2	5	2	3	3	4	1	1	..	..	..	..	..	7	14	..
Ditto, Tullah	28	2	8	6	6	3	3	..	..	..	..	..	..	..	23	5	4
Ditto, Bellerive	12	..	11	1	..	..	..	..	..	..	..	..	..	..	11	1	3
Ditto, Waratah	20	3	6	6	2	1	2	..	..	..	..	..	..	..	18	2	9
T-total	667	116	179	127	102	56	29	8	1	1	..	..	..	48	536	131	80
<i>Various Societies.</i>																	
St. John's Friendly Society, Hobart*	116	..	2	5	15	30	15	27	28	35	37	32	10	116	115	1	..
ditto, Launceston	237	1	20	45	63	46	25	18	11	2	..	..	..	..	237	..	..
Tasmanian Government Railways Provident Society	235	5	..	..	..	..	..	..	..	..	..	..	..	..	235	..	..
Launceston Fire Brigade Benefit Society*	34	..	..	..	..	..	..	..	..	..	..	..	..	34	34	..	..
Golden Gate Benefit Society	11	..	..	..	..	..	..	..	..	..	..	..	..	11	11	..	..
Southern Accident Society	49	4	10	20	6	2	2	3	2	..	..	..	..	..	49	..	..
Portland Accident Society	143	..	..	..	..	..	..	..	..	..	..	..	..	143	143	..	..
Total	825	10	32	70	84	78	42	48	41	37	37	32	10	304	824	1	..
<i>Irish National Foresters.</i>																	
W. O'Brien Lodge*	35	2	11	10	7	5	..	..	..	..	..	..	..	..	18	17	..
Patrick Sarsfield	26	..	3	5	5	6	5	..	2	..	..	..	..	..	21	5	1
Total	61	2	14	15	12	11	5	..	2	..	..	..	..	..	39	22	1
Grand Total	21,708	2029	3791	3657	3169	2598	1978	1514	1046	640	372	235	154	525	20,213	1495	558
Less number of Members whose ages are unspecified	525	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total number of Members whose ages are specified, and percentages under each age-group	21,183	9.58	17.90	17.27	14.96	12.26	9.34	7.15	4.94	3.02	1.75	1.11	0.72	..	..	..	..
• Notwithstanding the fact that several requests have been made to both the secretaries of these lodges and the district secretaries, no returns have been furnished; consequently the last figures supplied have had to be shown.																	

* Notwithstanding the fact that several requests have been made to both the secretaries of these lodges and the district secretaries, no returns have been furnished; consequently the last figures supplied have had to be shown.

NAME OF SOCIETY.	MEMBERS ADMITTED.			DEPARTURES.			REGISTERED WIVES.		NO. ON ROLL.		SICK EXPERIENCE.				
	TOTAL.	By Initia- tion.	By Clear- ance.	TOTAL.	By Arrears, &c.	By Clear- ance.	By Death.		At beginning of Year.	At end of Year.	No. of Members.	No. of Weeks.			
												First 6 months.		Second 6 months.	
												wks. dys.	wks. dys.	wks. dys.	Third 6 Months and after.
Independent Order of Odd Fellows (M.U.)															
Hobart District—															
Albion Lodge	17	17	..	28	23	..	5	160	238	227	53	195 2	53	205 0	
Rose of Tasmania Lodge	11	11	..	13	10	..	2	173	246	244	53	264 1	56 1	102 0	
Tasmania's Hope Lodge	13	11	2	12	6	4	2	215	305	306	68	302 2	4 1	104 0	
Fingal Lodge	4	4	..	9	8	..	1	51	93	88	22	51 1	18 0	71 0	
Mathinna	4	4	..	8	5	2	1	38	57	53	6	21 0	..	..
	49	47	2	70	52	7	11	637	939	918	202	834 0	78 2	542 0	
Backingham District—															
Southern Star Lodge	44	42	2	24	16	1	7	422	609	629	136	566 3	153 0	496 0	
Franklin Lodge	8	8	..	9	8	1	..	42	158	157	26	84 4	4 2	..	
Raglan Lodge	33	32	1	23	19	..	4	321	415	425	113	329 3	92 0	59 1	
Pride of Devonshire Lodge	4	4	..	1	..	..	1	69	66	69	14	45 0	5 4	52 0	
Prince Alfred Lodge	7	..	7	2	1	..	1	115	204	209	33	75 1	13 0	72 0	
Bellerive Lodge	..	..	..	..	..	..	..	14	17	17	3	14 0	..	..
Derwent	9	9	..	9	8	..	1	27	101	101	11	46 4	22 0	50 0	
Dulverton Lodge*	..	..	..	..	..	..	..	23	43	43	10	24 5	..	104 0	
	105	95	10	68	52	2	14	1033	1613	1650	346	1186 2	290 0	883 1	
Cornwall District—															
Cornwall Lodge	43	43	..	14	6	..	8	442	623	652	138	414 5	774 1	..	
Pride of the West Lodge, Deloraine	11	11	..	7	4	..	3	153	254	228	71	212 3	67 4	128 0	
Clarendon Lodge	3	3	..	6	2	..	4	136	212	209	51	120 4	87 3	208 3	
Loyal Latrobe Lodge	7	7	..	14	12	..	2	186	226	219	45	175 5	54 4	..	
Don Lodge	1	1	..	6	5	..	1	41	70	65	26	83 4	46 2	71 0	
Westbury Lodge	8	6	2	..	..	..	..	82	109	117	36	124 5	9 3	47 5	
Beaconsfield Lodge	6	6	..	8	5	1	2	108	180	178	60	250 2	62 0	..	
Midland Star Lodge	4	4	..	4	4	..	..	55	79	79	15	150 6	26 0	..	
Bischoff Lodge	50	49	1	9	8	..	1	113	193	234	23	23 5	..	21 0	
Mersey Lodge	15	14	1	13	12	1	..	70	136	138	23	23 5	..	26 0	
Wellington Lodge	21	17	4	9	9	..	..	101	167	179	36	140 1	51 0	..	
Rose of Sheffield Lodge	6	6	..	1	1	..	1	58	86	91	35	136 4	1 3	..	
St. Mary's Lodge	2	2	..	12	11	..	..	78	141	131	37	132 0	26 0	7 3	
Star of the Sea Lodge	37	37	..	20	17	..	2	112	186	203	42	162 2	10 2	..	
Larkin Lodge	1	1	..	4	3	1	..	17	42	33	9	46 0	..	..
Silver Star Lodge	9	7	2	18	17	..	1	107	180	171	29	45 2	32 2	67 3	
Macquarie Lodge	4	4	..	4	3	..	..	46	55	55	9	47 0	22 3	64 0	
Pride of Lefroy Lodge	5	5	..	2	2	..	..	13	38	41	4	14 3	..	..
Maids of Mersey	9	9	..	..	..	..	..	..	29	38	5	33 0	..	..
ditto Deloraine (Maids of the West)	..	..	..	..	..	..	..	..	8	..	..	..	..	..
ditto Cornwall	14	14	..	..	..	..	..	..	79	93	3	27 3	..	..
Hamilton (Mt. Read)	13	13	..	5	5	..	..	8	19	27	1	0 5	..	..
Derby	12	11	..	2	..	..	2	26	117	127	17	44 1	26 0	..	
Victoria Lodge	17	12	5	20	19	..	1	105	211	208	45	210 0	28 4	..	
King Edward, Penguin	65	65	..	..	..	..	..	40	31	96	4	17 2	..	..
	368	352	16	180	146	4	30	2111	3478	3666	764	2672 3	1327 3	697 2	

NUMERICAL Summary of Admissions, Departures, Sickness, and Mortality for the Year 1911.—continued.

NAME OF SOCIETY.	MEMBERS ADMITTED.			DEPARTURES.			REGISTERED WIVES.	NO. ON ROLL.		SICK EXPERIENCE.			
	TOTAL.	By Initia- tion.	By Clear- ance.	TOTAL.	By Arrears, &c.	By Clear- ance.	By Death.	At beginning of Year.	At end of Year.	No. of Members.	No. of Weeks.		
											First 6 months.	Second 6 months.	Third 6 Months and after.
											wks. dys.	wks. dys.	wks. dys.
<i>Independent Order of Odd Fellows.</i>													
Grand Lodge of Tasmania—													
Cornwall Lodge, No. 1	22	19	3	25	18	7	..	318	315	58	205 2	60 1	60 0
Forth Lodge	7	7	..	1	..	..	1	77	83	17	74 4	7 0	..
Waratah Lodge	4	3	1	17	17	..	..	126	113	33	106 2	36 0	107 0
Table Cape Lodge	14	14	..	26	20	5	1	282	270	65	289 3	26 5	3 1
Leven Lodge	..	..	..	1	..	..	1	26	25	5	44 5	..	..
Wellington Lodge	10	10	..	7	6	..	1	246	249	74	28 0	..	52 0
Zeehan Lodge	112	110	2	22	20	2	..	168	258	32	90 4	..	..
Queentown	6	4	2	23	18	3	2	208	191	46	155 4	27 4	126 0
Loyal Derwent Star, No. 17	36	33	3	21	20	1	..	162	177	21	48 4	..	..
Loyal Jubilee	34	33	1	32	26	2	4	274	276	56	240 4	41 4	121 0
Loyal Dundas	3	3	..	3	3	..	..	38	38	2	35 1	..	..
Federal	13	11	2	7	4	2	1	82	88	7	13 4	..	..
Gormanton	8	7	1	35	32	1	2	133	106	36	156 5	30 0	52 0
Centenary (Longley)	3	3	..	4	4	..	..	26	25	1	2 0	..	..
Kempton	3	3	..	3	2	..	1	24	24	..	..	..	..
Smithton	12	12	..	29	27	..	2	77	77	11	45 6	..	..
Glenora	12	11	1	6	6	..	..	51	57	13	47 2	5 0	..
Centenary Rehakah Lodge (Launceston)	22	22	..	16	12	4	..	84	90	11	68 1	6 0	19 2
Loyal Balfour	18	18	..	..	..	..	..	..	18	..	..	..	..
Loyal Invermay	31	30	1	9	9	..	..	39	61	7	20 5	..	..
Loyal Beaconsfield	99	99	..	..	..	..	..	..	99	..	..	..	..
Ruth Rehakah (Female), Hobart	5	5	..	8	7	1	..	55	52	1	1 3	..	..
Remison Bell	23	21	2	..	..	..	..	..	23	..	..	..	..
Total	497	478	19	205	251	28	16	2513	2715	496	1675 5	240 2	540 3
<i>Independent Order of Rechabites (S.U.)</i>													
Southern Cross District—													
Victoria Tent	8	4	4	8	4	1	3	174	174	35	194 0	26 3	165 5
United Brothers' Tent	10	8	2	14	11	2	1	107	103	24	83 0	8 0	137 0
Heart and Hand Tent	1	1	..	7	6	..	1	37	31	5	10 5	..	..
Guiding Star Tent (Female)	14	13	1	10	10	..	..	69	73	10	87 3	11 0	98 3
Star of Hope Tent	..	..	..	4	..	1	3	79	75	18	40 0	83 0	..
Hope of Zeehan	..	1	3	8	7	1	..	45	41	8	42 5	..	..
New Town Hope Tent	4	1	..	1	1	..	..	21	20	2	35 0	..	52 0
Hope of Rehakah Lodge (Juvenile)	..	..	..	7	7	..	..	21	18	..	..	..	..
Pride of Zeehan (Juvenile)	23	18	5	32	29	3	..	37	28	..	..	..	..
We Mean to Conquer (Female Junior)	..	..	..	..	..	..	..	19	19	..	..	..	..
Hope of Otlands (Juvenile)	21	21	..	..	..	..	..	..	21	..	..	..	..
Total	85	70	15	91	75	8	8	609	603	102	493 1	128 3	453 2
Tasmania District—													
Star of Tasmania Tent	..	..	..	3	1	1	1	87	84	19	61 5	8 9	99 0
Olive Branch Tent	27	22	5	6	3	3	..	239	280	42	157 3	20 1	52 0
Future Help Tent	..	..	..	3	2	1	..	16	13	5	10 0	1 0	52 0

Longford Star Tent	5	3	2	2	3	1	51	90	92	15	83	1	19	1	106	0
Star of the West Tent	3	2	1	1	4	..	50	106	108	28	84	4	7	0	156	0
Perseverance Tent	1	1	..	..	3	..	48	74	72	11	46	5	..	..	..	..
Star of the Forth Tent	2	2	..	..	..	..	45	99	101	23	102	2	11	3	55	0
Juvenile Tent, Launceston	3	3	..	..	..	..	..	6	7	..	..	0	41	4	89	3
Friendship Tent	8	8	..	..	..	..	..	80	77	19	132	2	..	..	10	0
Star of Peace Tent	1	..	..	..	1	..	..	35	32	7	12	2	..	..	..	..
Dawn of Hope Tent	3	..	..	..	..	..	19	26	28	3	3	5	..	..	..	..
Jubilee Tent .....	..	..	..	..	..	..	15	26	26	1	1	0	..	..	..	..
Diamond Tent	4	4	..	..	..	..	19	26	30	5	15	3	..	..	52	0
Star of Ulverstone	8	..	..	..	6	..	30	80	82	21	70	4	15	0	74	0
Star of Devonport	1	1	..	..	4	..	34	48	45	10	20	2	8	0	49	0
Rising Star, Westbury	1	1	..	..	1	..	13	19	19	5	2	1	3	0	..	..
Excelsior	3	3	..	..	4	..	33	66	65	10	53	2	..	..	..	..
Standard Bearer, Wilnot .....	..	..	..	..	..	..	4	13	13	..	..	..	..	..	..	..
Total	70	53	17	39	55	13	453	1139	1154	224	857	3	135	5	794	3
<i>Ancient Order of Foresters.</i>																
Tasmania District—																
Sherwood Court	65	64	1	23	38	1	670	1067	1034	172	833	0	69	0	624	0
Pride of Tasmania Court	24	21	3	9	15	2	235	365	374	73	324	1	35	0	235	0
Robin Hood Court	3	3	..	9	9	..	121	229	223	30	160	2	7	2	..	..
Kerua ndie Court	12	12	..	..	2	..	61	94	104	18	80	1	..	0	..	..
Epping Court	1	1	..	..	15	..	93	169	155	78	214	3	111	0	140	2
United Brothers (Loyal)	11	11	..	18	4	1	..	57	53	14	52	5	35	3	52	0
Florence Nightingale Court .....	..	..	..	14	19	3	..	170	103	28	197	0	17	0	52	0
Myrtle	10	10	..	9	11	2	63	123	122	12	59	2	429	0	10	0
Pride of the West, Queenstown .....	..	..	..	5	11	..	5	27	22	6	141	0	..	..	..	..
Buckingham (Margate) .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	126	122	4	97	136	11	1305	2327	2317	404	2062	2	703	5	1113	2
<i>United Ancient Order of Druids.</i>																
Grand Lodge of Tasmania—																
Heart of Oak Lodge	65	50	15	35	40	1	396	611	636	113	588	5	73	5	246	1
Oak Branch Lodge	53	49	4	21	31	7	279	459	481	92	371	5	45	1	86	0
Mistletoe Lodge	10	7	3	6	11	4	70	150	149	45	212	1	5	5	..	..
Strahan Lodge	11	11	..	11	15	2	82	168	164	38	94	0	17	4	3	0
Acorn, Beaconsfield	13	12	1	17	22	4	147	262	253	83	293	3	47	3	52	0
Fern Bower Lodge	42	38	4	32	34	..	263	498	506	66	306	3	..	0	135	0
Pride of Queenstown	25	23	2	32	39	7	100	222	208	63	..	..	86	4	..	..
Ophir, Devonport	82	77	5	13	18	5	89	127	131	24	86	4	12	0	..	..
Ulverstone	39	37	2	6	8	..	63	100	190	118	106	4	..	..	..	..
Huonville	20	17	3	15	19	3	7	189	183	41	157	3	..	..	..	..
Duke of York, Sheffield	43	42	1	28	36	8	88	176	155	48	93	3	..	..	..	..
Commonwealth, Burnie	42	35	7	19	20	..	74	133	155	29	59	3	..	..	..	..
Stonehenge, Lotah	3	8	1	2	32	2	28	57	58	10	48	1	..	..	..	..
Ruby, Derby	8	8	..	30	..	..	46	93	69	10	27	5	..	..	..	..
Coronation Lodge, Forth	9	8	1	4	4	..	19	55	55	6	19	1	..	..	..	..
Native Laurel, Stanley	1	1	..	4	5	..	37	26	111	22	69	3	14	0	150	2
Colonel Cameron (Morven)	7	6	1	5	22	6	103	103	99	21	..	..	..	..	..	..
Linda, Linda Valley	18	14	4	15	..	..	33	31	31	6	21	4	..	..	..	..
Ivy, Bradshaw's Creek .....	..	..	..	..	..	..	23	66	88	12	12	4	11	2	..	..
Bothwell	22	22	..	..	..	..	69	67	67	13	29	3	..	..	..	..
Ellis (Tullah)	13	11	2	15	14	4	89	138	180	13	29	3	..	..	..	..
Austral Light, Launceston	56	44	12	12	14	2	..	..	25	5	14	3	..	..	..	..
Oakleaf, Weldborough .....	..	..	..	..	1	1	..	26	..	..	..	..	..	..	..	..

NUMERICAL Summary of Admissions, Departures, Sickness, and Mortality for the Year 1911—continued.

NAME OF SOCIETY.	MEMBERS ADMITTED.			DEPARTURES.				REGISTERED WIVES.	NO. ON ROLL.		No. of Members.	SICK EXPERIENCE.		
	TOTAL.	By Initia- tion.	By Clear- ance.	TOTAL.	By Arrears, &c.	By Clear- ance.	By Death.		At beginning of Year.	At end of Year.		No. of Weeks.		
												First 6 months.	Second 6 months.	Third 6 Months and after.
United Ancient Order of Druids—continued.														
Victory (Ross)	12	10	2	4	3	1	..	17	27	35	3	wks. dys.	wks. dys.	wks. dys.
Cygnets, Lovett	18	15	3	6	6	..	..	4	37	49	14	20 1	..	8 5
Federal, Pyengana	3	3	..	..	..	..	..	..	12	15	2	1 3	..	..
Eastern Star, St. Helen's	16	16	..	18	17	..	1	5	48	46	12	24 2	5 3	..
Hilda, Scottsdale	44	43	1	34	21	11	2	52	127	137	25	116 0	9 3	..
Southern Star (Geeveston)	20	18	2	6	6	..	..	17	71	85	10	18 1	..	..
Ocean Lodge (King Island)	26	26	..	10	7	3	..	32	68	84	7	3 4	20 4	..
Dreadnought (Lebrina) .....	..	..	..	..	..	..	..	36	78	78	16	80 3	..	..
Abraham Ford (St. Mary's)	9	5	4	12	12	..	..	21	74	71	20	72 2	..	..
Franklin Pride	17	17	..	18	18	..	..	14	39	38	4	3 0	1 0	..
Channel Pride	10	8	2	4	4	..	..	13	36	42	8	..	5 0	..
Meander	30	30	..	6	6	..	..	..	66	90	4	10 1	36 0	10 4
Brauxholm	17	14	3	5	4	..	1	9	40	52	2	12 0	..	..
Alexandra	54	50	4	6	6	..	..	9	..	48	..	..	..	..
Holly	76	65	11	1	..	..	1	18	..	75	..	..	..	..
Myrtle Bower	33	31	2	8	8	..	..	9	..	25	..	..	..	..
Total	967	865	102	530	433	75	22	2233	4586	5023	1000	3031 1	322 5	752 0
Grand Lodge of Victoria—														
Tamar Lodge	11	9	2	24	20	4	..	114	182	169	24	118 4	..	..
Tamar Maidens	4	4	..	6	6	..	..	..	41	39	3	10 0	..	..
Oak of Zeehan	20	18	2	6	..	6	..	93	138	152	34	122 5	23 0	30 3
Ringarooma*	10	10	..	7	4	3	..	12	47	50	10	18 0	..	..
Penguin	12	7	5	9	8	1	..	11	31	34	12	46 4	..	..
Total	57	48	9	52	38	14	..	230	439	444	83	316 1	23 0	30 3
Protestant Alliance Friendly Society.														
Tasmania District—														
Good Samaritan Lodge	22	15	7	6	5	..	1	121	186	202	20	177 3	41 3	208 5
Hope of Tasmania Lodge	14	13	1	7	4	..	3	55	126	133	32	87 0	26 0	6 0
New Town Lodge	14	14	..	2	2	..	..	29	54	66	14	43 0	..	106 0
Star of Tasmania Lodge	5	5	..	5	1	2	..	104	138	138	24	83 1	..	98 5
Derwent Valley Lodge	4	4	..	1	1	..	..	5	15	18	2	3 1	..	..
Royal Standard Lodge	14	14	..	5	4	..	1	34	113	122	19	74 3	..	..
Mersey Lodge	61	60	1	9	9	..	..	55	181	233	30	99 0	..	..
North Progressive	4	2	2	5	4	1	..	34	63	63	11	44 0	..	..
Hope of the Future*	18	18	..	7	6	1	..	..	64	75	1	37 0	..	..
Queen Alexandra	8	8	..	4	2	2	..	..	32	36	5	16 3	..	..
Total	164	153	11	51	38	6	7	437	573	1086	158	663 5	67 3	419 4

<i>H.A.C.B. Society.</i>																	
Hibernian Aust'n. Cath. Ben. Soc., St. Joseph's B'ch.	30	25	5	4	3	..	1	110	142	168	15	7	0	16	0	52	0
Ditto, Launceston, St. Patrick's Branch.....	20	19	1	17	9	6	2	78	166	169	36	133	4	38	0	99	0
Ditto, Zeehan (St. Fur-seus')	5	5	..	14	11	3	..	30	65	56	12	44	0	..	..	..	..
Ditto, St. Iras, Launceston*	4	4	..	7	6	..	1	..	36	33	1	5	4	..	..	..	..
Ditto, Gormanston *	1	1	..	4	3	1	..	..	29	26	4	10	0	..	..	..	..
Ditto, Hobart (St. Mary's).....	13	16	..	6	6	..	..	..	50	60	2	9	0	..	..	88	5
Ditto, St. Joseph's, Lyell.....	12	12	..	11	9	1	1	32	66	67	20	..	..	3	2	..	..
Total	88	82	6	63	47	11	5	250	554	579	90	209	2	57	2	239	5
<i>Australian Natives' District.</i>																	
Australian Natives Association, Hobart*	62	49	13	33	24	9	..	140	186	215	27	151	0	12	2	..	..
Ditto, Launceston	52	47	5	49	41	7	1	37	151	154	37	46	5	..	..	..	..
Ditto, Zeehan	17	17	..	21	12	8	1	40	89	85	16	70	5	..	..	..	..
Ditto, Queensdown	6	4	2	17	15	1	1	31	77	66	24	93	4	11	0	..	..
Ditto, Burnie.....	18	18	..	11	10	1	..	33	59	66	11	35	0	..	..	..	..
Ditto, Lyell.....	5	5	..	3	3	..	..	1	19	21	1	24	4	..	..	..	..
Ditto, Lyell.....	9	9	..	1	1	..	..	13	20	28	5	11	0	..	..	..	..
Ditto, Tullah.....	2	2	..	2	1	..	1	..	12	12	4	11	4	..	..	..	..
Ditto, Bellerville	11	10	1	2	1	1	..	3	11	20	4	16	0	..	..	..	..
Ditto, Waratah	11	10	1	2	1	1	..	3	11	20	4	16	0	..	..	..	..
Total	182	161	21	139	108	27	4	298	624	667	129	460	4	23	2	..	..
<i>Various Societies.</i>																	
St. John's Friendly Society, Hobart*	2	2	..	23	18	..	5	..	137	116	..	..	..	..	..	..	..
St. John's Friendly Society, Launceston.....	15	15	..	13	8	..	5	218	245	237	65	174	2	..	..	..	..
Tasmanian Government Railways Provident Society	7	7	..	17	16	..	1	..	34	34	..	..	..	..	..	..	..
Launceston Fire Brigade Benefit Society*	1	1	..	1	1	..	..	33	30	11	2	3	4	..	..	..	..
Golden Gate Benefit Society .....	..	..	..	19	19	..	..	..	54	49	..	..	..	..	..	..	..
Southern Accident Society .....	..	..	..	5	5	..	..	..	136	143	22	71	2	..	..	..	..
Portland Accident Society	7	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	32	32	..	78	67	..	11	251	871	825	89	249	2	..	..	..	..
<i>Irish National Foresters.</i>																	
W. O'Brien Lodge*	35	35	..	..	..	..	..	9	..	35	3	18	5	..	..	..	..
Patrick Sarsfield.....	..	..	..	7	5	2	..	16	33	26	11	47	1	..	..	..	..
Total	35	35	..	7	5	2	..	25	33	61	14	66	0	..	..	..	..
GRAND TOTAL	2825	2593	232	1815	1448	208	159	10,731	20,698	21,708	4161	14,778	1	3398	2	6416	1

* Notwithstanding the fact that several requests have been made to both the Secretaries of these Lodges, and the District Secretaries, no returns have been furnished ; consequently the last figures supplied have had to be shown.

SICK and Funeral Funds.—Receipts and Expenditure for the Year 1911.

NAME OF SOCIETY.	RECEIPTS.					EXPENDITURE.						TOTAL RECEIPTS.	TOTAL EXPENDITURE.	BALANCE AT BEGINNING OF YEAR.	BALANCE AT END OF YEAR.
	Contributions & Levies.	Initiation and Clearance Fees.	Interest.	Funeral Donations.	Other Receipts.	Sick Pay.	Levies to District.	Funeral Donations.	Other Expenditure.	Management.					
										Medical Attendance and Medicines.	Other Expenditure under this head.				
<i>Independent Order Odd Fellows, M. U.</i>	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Hobart District—															
Albemarle Lodge.....	374	..	11	210	11	247	123	210	..	..	..	606	580	576	602
Rose of Tasmania Lodge.....	374	2	2	150	16	352	127	155	..	..	..	544	634	1369	1279
Tasmania's Hope Lodge.....	519	..	48	160	14	332	158	160	..	..	..	735	650	1951	2036
Fingal Lodge.....	132	..	5	35	..	108	46	35	..	..	..	172	189	248	231
Mathinna.....	99	..	..	30	..	66	26	35	..	..	..	129	127	31	33
Total.....	1492	2	66	585	41	1105	480	595	..	..	..	2186	2180	4175	4181
Buckingham District—															
Southern Star Lodge.....	1081	15	81	..	606	779	318	215	6	..	..	1783	1379	4483	4887
Franklin Lodge.....	277	2	19	..	..	88	136	..	..	..	..	298	224	748	822
Raglan Lodge.....	806	9	55	25	4	413	216	176	..	..	..	874	805	2660	2729
Pride of Devonshire Lodge.....	111	1	9	..	..	65	34	28	..	..	..	146	127	483	502
Prince Alfred Lodge.....	287	3	10	76	8	118	104	72	1	..	..	384	295	1053	1142
Bellerive Lodge.....	22	..	5	6	..	14	9	6	..	..	..	33	29	346	350
Derwent Lodge.....	167	2	11	..	..	83	50	35	..	..	..	180	168	603	615
Dulverton Lodge.....	46	..	3	15	..	73	22	15	..	..	..	64	110	228	182
Total.....	2797	32	193	122	618	1633	889	547	7	..	..	3762	3137	10,604	11,229
Cornwall District—															
Cornwall Lodge.....	1420	5	64	..	178	879	540	..	718	..	..	1667	2225	2408	1850
Pride of the West Lodge, Deloraine.....	433	..	39	185	2	297	129	185	57	..	..	659	670	1218	1207
Clarendon Lodge.....	427	1	30	..	1	253	161	..	..	..	..	459	414	907	952
Rose of Latrobe Lodge.....	388	3	26	15	..	217	120	59	..	..	..	432	396	1160	1196
Don Lodge.....	89	..	23	22	..	78	35	17	..	..	..	134	130	241	245
Westbury Lodge.....	162	3	45	..	8	144	..	57	..	..	..	218	201	1238	1255
Beaconsfield Lodge.....	330	2	1	..	29	223	92	50	..	..	..	362	388	314	288
Midland Star Lodge.....	113	1	56	1	..	43	18	..	..	..	..	171	68	1509	1612
Bischoff Lodge.....	306	20	36	..	11	166	165	..	..	..	..	373	273	1352	1452
Mersey Lodge.....	221	6	37	..	32	95	86	..	..	..	..	296	212	944	1028
Wellington Lodge.....	304	9	47	..	..	180	80	32	..	..	..	360	292	1643	1711
Rose of Sheffield Lodge.....	154	2	20	..	..	138	69	..	..	..	..	176	207	642	611
Scottsdale Lodge.....	204	2	27	1	100	141	65	..	..	..	..	334	206	833	961
St. Mary's Lodge.....	62	..	3	..	..	34	27	..	..	..	..	65	61	104	168
Star of the Sea Lodge.....	343	13	31	..	8	202	149	..	1	..	..	395	352	976	1019
Lakin Lodge, Gormanston.....	62	..	6	..	..	92	19	..	..	..	..	68	111	286	223
Silver Star Lodge.....	258	..	114	..	34	102	81	..	..	..	..	406	216	1993	2183
Macquarie Lodge.....	79	3	6	..	..	68	28	..	..	..	..	88	96	363	345
Pride of Lefroy Lodge.....	69	2	6	..	..	14	29	..	6	..	..	77	49	152	180
Maids of Mersey.....	26	2	3	..	..	17	..	3	..	..	..	31	20	123	134
ditto Deloraine (Maids of the West).....	6	..	4	..	..	..	1	..	..	..	..	10	1	136	145
ditto Cornwall.....	56	2	30	..	..	14	8	..	..	..	..	88	22	638	704
Hamilton (Mt. Read).....	24	3	..	..	..	1	9	..	..	..	..	27	10	83	100
Derby.....	193	7	8	160	5	74	76	70	..	..	..	373	220	370	523
Victoria Lodge.....	302	8	42	110	18	227	98	110	..	..	..	480	448	1105	1137
King Edward, Penguin.....	106	..	..	..	..	17	41	..	..	..	..	106	58	82	130
Total.....	6197	64	704	404	494	3716	2066	583	782	..	..	27855	7346	20,810	21,319

Independent Order Odd Fellows.

Grand Lodge of Tasmania— Cornwall Lodge, No. 1											
280	3	9	15	251	13	77	71	25	530	328	21
171	15	15	15	79	39	2	..	..	183	190	174
142	..	..	..	156	..	..	..	..	157	210	181
233	..	..	..	292	..	..	..	..	233	292	130
59	..	..	..	77	..	..	..	..	61	137	87
605	5	2	..	4	17	..	43	..	644	817	814
476	19	30	..	3	127	57	254	92	404	404	212
357	3	..	..	91	89	7	188	59	498	586	479
397	27	27	..	208	99	113	18	85	416	523	270
(392)	18	16	..	23	81	23	299	44	441	319	148
203	14	10	..	297	187	60	106	106	775	949	506
196	2	10	..	..	20	4	22	11	56	48	47
51	2	..	..	14	43	16	79	22	207	174	89
55	..	..	..	53	33	16	130	39	228	330	273
197	3	2	..	50	27	15	58	10	123	160	58
118	3	2	..	38	15	..	41	28	130	122	63
125	6	..	..	..	6	..	..	..	19	6	13
13	..	..	..	21	..	27	..	..	50	48	14
50	..	..	..	..	..	3	..	12	27	77	27
27	2	..	..	1	20	..	41	..	60	..	7
57	..	..	..	..	..	..	..	..	8	..	8
8	..	..	..	..	..	..	..	..	..	..	..
4566	90	101	15	2173	895	447	1392	593	4972	5515	3103
Total	..	..	..	..	..	..	..	..	..	..	..
Independent Order of Rechabites, Salford Unity.											
Southern Cross District—											
319	..	80	46	257	71	37	..	..	399	365	1435
134	..	..	..	121	13	..	..	..	180	166	1676
70	..	..	..	46	11	..	..	..	70	65	598
46	..	12	..	40	32	..	..	..	98	57	581
121	..	4	55	141	32	11	..	..	180	239	104
..	..	5	..	45	8	45	..	..	109	102	228
50	..	..	..	36	..	..	..	..	41	44	191
41	..	..	..	..	..	4	..	..	6	4	69
4	..	2	..	..	..	..	..	..	1	1	1
1	2	..	..	..	1	..	..	..	2	9	10
..	..	..	..	..	1	..	..	..	1	1	..
1	..	..	..	..	..	..	..	..	..	..	..
796	2	103	101	658	149	97	..	..	1087	1044	4824
Total	..	..	..	..	..	..	..	..	..	..	..
Tasmania District—											
127	..	77	..	99	37	..	..	..	204	136	1831
243	..	129	..	181	..	..	..	..	372	181	3401
25	..	..	..	24	9	..	..	..	25	33	53
92	..	24	..	119	..	..	..	..	116	119	963
134	..	..	55	153	..	..	..	..	204	153	1348
76	..	5	30	47	31	..	..	..	121	93	115
111	..	29	44	123	..	41	..	..	184	164	790
67	..	2	..	..	..	3	..	..	3	5	13
28	..	22	..	88	8	2	..	..	89	96	477
26	..	2	10	25	2	..	..	..	30	25	139
26	..	15	..	4	..	10	..	..	38	16	137
26	..	8	..	15	..	..	..	..	41	1	582
76	2	14	..	85	..	6	..	..	38	15	251
50	..	8	..	16	..	..	..	..	98	91	268
75	..	1	..	57	..	..	..	..	58	41	146
15	..	23	..	..	..	2	..	..	26	16	52
..	..	1	..	..	..	..	..	..	98	59	516
..	..	..	..	..	..	..	..	..	16	..	67
1237	2	362	139	1078	87	54	10	..	1761	1244	11,166
Total	..	..	..	..	..	..	..	..	..	..	..

† There was a deficiency of £717 15s. 1d. in the Sick and Funeral Fund of this Lodge, which has had to be shown as an expenditure.

SICK and Funeral Funds.—Receipts and Expenditure for the Year 1911.—continued.

NAME OF SOCIETY.	RECEIPTS.				EXPENDITURE.							TOTAL RECEIPTS.	TOTAL EXPENDITURE.	BALANCE AT BEGINNING OF YEAR.	BALANCE AT END OF YEAR.	
	Contributions & Levies.	Initiation and Clearance Fees.	Interest.	Funeral Donations.	Other Receipts.	Sick Pay.	Levies to District.	Funeral Donations.	Other Expenditure.	Management. Medical Attendance and Medicines.	Other Expenditure under this head.					
<i>Ancient Order of Foresters.</i>	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Tasmania District—																
Sherwood Court	1470	5	404	..	5	1240	..	467	..	..	..	1884	1707	10,026	10,203	
Pride of Tasmania Court	468	8	84	144	11	428	131	144	..	..	..	715	703	1448	1460	
Robin Hood Court	261	1	101	..	..	175	..	10	1	..	..	363	186	2979	3156	
Kermadec Court	121	3	..	30	..	84	12	30	..	..	..	154	126	57	85	
Epping Court	258	..	4	..	25	192	..	80	..	..	..	287	272	17	32	
United Brothers (Loyal)	90	..	..	..	..	82	29	..	..	..	..	98	111	398	385	
Florence Nightingale Court	143	1	9	..	1	109	..	..	..	..	..	154	109	474	519	
Myrtle	105	..	..	..	..	76	34	..	..	..	..	105	110	24	19	
Pride of the West, Queenstown	161	2	7	12	1	114	42	12	..	..	..	183	168	392	407	
Buckingham (Margate)	31	..	..	..	..	10	12	..	..	..	..	31	22	20	29	
Total	3108	20	617	186	43	2510	260	743	1	..	..	3974	3514	15,835	16,295	
<i>United Ancient Order of Druids.</i>																
Grand Lodge of Tasmania—																
Heart of Oak Lodge	985	10	..	407	237	705	480	510	200	..	..	1639	1895	3544	3288	
Oak Branch Lodge	793	6	83	315	15	416	145	315	209	..	..	1212	1058	2058	2185	
Mistletoe Lodge	288	1	..	100	..	247	102	..	..	..	..	389	349	257	297	
Strahan Lodge	278	2	11	115	10	110	50	115	72	..	..	416	347	367	436	
Acorn, Beaconsfield	387	1	3	100	88	328	75	100	97	..	..	579	600	61	40	
Fern Bower Lodge	840	7	66	222	5	335	131	222	198	..	..	1140	886	1720	1974	
Pride of Queenstown	343	30	..	..	1	232	67	80	23	..	..	374	402	922	894	
Ophir, Devonport	196	8	..	..	..	82	53	..	49	..	..	204	189	215	230	
Ulverstone	169	5	8	200	..	115	37	200	46	..	..	382	398	263	247	
Huonville	293	2	14	115	2	56	129	115	100	..	..	426	400	379	405	
Duke of York, Sheffield	308	5	12	..	..	157	113	100	..	..	..	325	370	444	399	
Commonwealth, Burnie	190	4	..	45	..	99	101	45	..	..	..	239	245	109	103	
Stonehenge, Lotrah	96	..	..	..	..	65	41	..	..	..	..	96	106	58	48	
Ruby, Derby	76	..	..	..	5	58	26	..	..	..	..	81	84	10	7	
Coronation Lodge, Forth	85	1	2	..	..	29	33	..	..	..	..	88	62	87	113	
Native Laurel, Stanley	41	..	..	..	..	19	19	..	1	..	..	41	39	32	34	
Colonel Cameron, Morven	182	1	..	..	..	88	77	..	..	..	..	183	165	95	113	
Linda, Linda Valley	171	1	..	50	..	147	39	50	35	..	..	222	271	66	17	
Ivy, Bradshaw's Creek	50	..	1	..	..	3	9	9	..	..	..	51	21	66	96	
Bothwell	131	3	3	15	..	22	25	15	34	..	..	152	96	99	155	
Ellis (Tul ah)	98	1	2	..	..	23	21	..	14	..	..	101	58	195	238	
Austral Light, (Launceston)	235	7	4	..	8	31	7	..	..	..	..	254	141	126	239	
Oak Leaf, Weldborough	44	..	..	..	..	15	103	9	..	..	..	44	31	20	33	
Victory (Ross)	54	1	..	..	..	9	7	23	..	..	..	55	32	32	55	
Cygnets, Lovett	78	1	1	..	..	21	..	..	..	..	..	80	42	65	103	
Federal, Pyengana	24	..	..	..	..	2	10	..	..	..	..	24	12	35	47	
Eastern Star, St. Helens	82	2	..	..	..	30	14	19	..	..	..	84	63	70	91	
Hilda, Scottsdale	228	7	..	..	..	130	45	..	59	..	..	235	234	126	127	
Southern Star, Greveston	120	2	1	..	..	21	30	..	..	..	..	123	51	54	126	
Ocean Lodge (King Island)	114	3	..	..	..	24	51	..	..	..	..	117	75	81	123	
Dreadnought (Lebrna)	159	3	1	..	..	84	28	31	..	..	..	163	143	54	74	
Abraham Ford, St. Marys	110	..	..	..	..	76	15	26	28	..	..	110	145	52	17	

Franklin Pride	31	2	..	..	11	4	..	20	..	..	44	24	..	20
Channel Pride	48	1	..	..	..	15	..	25	..	..	49	40	12	21
Meander	64	4	..	..	..	9	..	26	..	..	68	52	31	47
Branxholme	65	1	..	100	..	34	..	10	100	..	166	156	28	38
Alexandra	34	6	..	..	3	..	3	25	..	..	43	28	..	15
Holly	74	9	..	10	..	2	..	46	10	..	93	58	..	35
Myrtle Bower	55	..	..	..	..	..	..	14	..	..	55	14	..	41
Total	7619	137	212	1794	385	3848	10	2263	2094	1194	10,147	9401	11,883	12,571
Grand Lodge of Victoria—														
Tamar Lodge	271	1	81	10	..	116	..	46	10	53	363	228	2096	2231
Tamar Maidens	31	..	63	15	408	5	..	6	..	..	32	11	48	69
Oak of Zeeland	301	..	..	..	..	141	..	42	15	488	787	681	744	850
Ringarooma	59	..	..	..	..	33	..	19	..	..	59	52	107	114
Penguin	90	..	3	40	..	69	..	7	40	44	..	160	171	144
Total	752	1	148	65	408	367	..	120	65	580	1374	1132	3166	3408
Protestant Alliance Friendly Society.														
Tasmania District—														
Good Samaritan Lodge	339	3	27	77	47	273	..	102	77	5	493	457	667	703
Hope of Tasmania Lodge	152	3	30	104	38	117	..	45	104	41	327	307	501	521
New Town Lodge	78	2	11	48	11	68	..	32	48	..	150	148	374	376
Star of Tasmania Lodge	186	1	59	112	26	107	..	76	112	..	384	295	1235	1324
Derwent Valley Lodge	22	..	6	..	..	3	..	5	..	4	28	12	206	222
Royal Standard Lodge	149	2	20	47	..	78	..	41	47	18	218	184	450	484
Mersey Lodge	218	8	15	..	..	104	..	63	..	..	241	167	430	504
North Progressive Lodge	84	4	14	..	9	46	..	24	..	13	111	83	501	529
Hope of the Future	42	1	2	..	5	17	..	13	..	..	50	30	56	76
Queen Alexandra	19	1	2	..	..	8	..	6	..	..	22	14	52	60
Total	1289	25	186	388	136	821	..	407	388	81	2024	1697	4472	4799
H.A.C.B.S. District.														
Hilbernian Australasian Catholic Benefit Society, St. Joseph's Branch	207	..	36	..	3	128	..	41	22	..	246	191	880	944
Ditto, Launceston, St. Patrick's Branch	249	3	21	75	..	191	..	50	75	..	348	325	634	657
Ditto, Zeeland (St. Furness)	62	..	..	..	..	42	..	12	..	..	62	54	380	388
Ditto, St. Ives, Launceston	18	..	7	..	..	3	..	2	..	..	25	5	85	105
Ditto, Gorranston	32	..	1	..	..	10	..	6	..	..	33	16	99	116
Ditto, St. Mary's, Hobart	34	..	14	..	..	4	..	4	..	..	8	8	373	413
Ditto, St. Joseph's, Lyell	75	1	6	..	38	90	..	17	38	..	120	145	251	226
Total	677	4	85	75	41	468	..	141	135	..	882	744	2711	2849

SICK and Funeral Funds.—Receipts and Expenditure for the Year 1911—continued.

NAME OF SOCIETY.	RECEIPTS.					EXPENDITURE.					TOTAL RECEIPTS.	TOTAL EXPENDITURE.	BALANCE AT BEGINNING OF YEAR.	BALANCE AT END OF YEAR.
	Contributions & Levies.	Initiation and Clearance Fees.	Interest.	Funeral Donations.	Other Receipts.	Sick Pay.	Levies to District.	Funeral Donations.	Other Expenditure.	Management.				
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
<i>Australian Natives' Association.</i>														
Australian Natives' Association, Hobart.....	345	29	72	10	2	157	66	36	21	..	458	280	1808	1986
Ditto, Launceston.....	157	1	16	100	14	47	51	100	2	..	288	200	449	537
Ditto, Zeehan.....	123	9	10	..	..	71	29	..	..	..	142	100	390	432
Ditto, Queenstown.....	86	1	7	..	..	89	25	..	10	..	94	124	272	242
Ditto, Burnie.....	81	4	11	..	80	35	17	..	83	..	176	135	296	337
Ditto, Ivel.....	31	..	2	..	..	25	7	..	..	..	33	32	137	138
Ditto, Tullah.....	41	1	..	..	..	11	12	..	..	..	42	23	62	81
Ditto, Bellefve.....	18	..	..	..	1	12	3	..	..	..	19	15	19	23
Ditto, Waratah.....	24	..	..	..	..	16	8	..	4	..	24	28	33	29
Total.....	906	45	118	110	97	403	218	136	120	..	1276	537	3466	3805
<i>Various Societies.</i>														
St. John's Friendly Society, Hobart*.....	208	1	4	..	1	..	..	26	4	137	214	177	108	145
Ditto, Launceston.....	344	..	67	41	..	..	..	76	..	219	452	334	1313	1431
Tasmanian Government Railways Provident Society.....	384	1	5	..	..	174	..	55	126	..	390	384	135	141
Launceston Fire Brigade Benefit Society*.....	87	1	12	..	..	12	..	..	..	32	100	50	366	416
Golden Gate Benefit Society.....	10	..	1	..	..	4	..	..	..	..	11	8	50	53
Southern Accident Club.....	62	..	4	..	..	62	..	..	..	..	66	70	127	123
Portland Accident Society.....	185	..	5	..	10	71	..	..	8	19	200	129	222	293
Total.....	1280	3	98	41	11	323	..	157	138	407	1433	1152	2321	2602
<i>Irish National Foresters.</i>														
W. O'Brien Lodge*.....	42	..	..	..	..	19	..	..	..	..	42	19	29	52
Patrick Sarsfield.....	47	..	..	..	4	47	16	..	5	..	51	68	235	218
Total.....	89	..	..	..	4	66	16	..	5	..	93	87	264	270
GRAND TOTAL.....	32,735	457	2993	4115	2526	19,229	7991	5652	3462	1799	42,826	39,138	98,733	102,421

* Notwithstanding the fact that several requests have been made to both the secretaries of these lodges and the district secretaries, no returns have been furnished; consequently, the last figures supplied have had to be shown.

INCIDENTAL and Management Fund.—Receipts and Expenditure during the Year ending 31st December, 1911.

NAME OF SOCIETY.	RECEIPTS.				EXPENDITURE.				TOTAL RECEIPTS.	TOTAL EXPENDITURE.	BALANCE AT BEGINNING OF YEAR.	BALANCE AT END OF YEAR.
	Contributions.	Initiations and Proposals.	Interest.	Other Receipts.	Medical Attendance and Medicines.	Expenses of Management.	Levies.	Other Expenditure.				
<i>Independent Order of Odd Fellows, (M.U.)</i>	£	£	£	£	£	£	£	£	£	£	£	£
Hobart District—												
Abemarle Lodge	274	3	11	6	229	29	13	12	244	283	179	190
Rose of Tasmania Lodge	283	1	2	13	238	55	13	..	239	306	382	375
Tasmania's Hope Lodge	343	2	29	22	307	40	17	11	306	375	337	338
Fingal Lodge	85	1	5	10	82	13	5	1	104	101	58	61
Mathinna Lodge	18	..	..	3	..	19	3	..	21	22	— 1	— 2
Total	1006	7	47	54	856	156	51	24	1114	1087	955	982
<i>Buckingham District—</i>												
Southern Star Lodge	677	..	81	255	527	116	40	630	1013	1373	907	547
Franklin Lodge	139	..	19	21	119	24	12	9	190	164	182	217
Raglan Lodge	491	..	55	394	394	99	26	23	697	542	222	287
Pride of Devonshire Lodge	69	..	8	18	64	22	4	1	95	91	15	19
Prince Alfred Lodge	226	..	10	12	184	26	11	36	268	257	35	46
Bellerive Lodge	16	..	5	3	14	7	1	2	24	24	7	7
Derwent Lodge	115	..	11	12	88	27	5	22	138	142	32	28
Dalrymple Lodge	54	..	3	11	36	16	3	9	68	64	21	25
Total	1807	..	192	413	1426	337	102	732	2412	2657	1421	1176
<i>Cornwall District—</i>												
Cornwall Lodge	854	1	..	171	636	205	31	138	1026	1010	276	292
Pride of the West Lodge, Deloraine	330	..	8	74	300	57	27	18	412	402	307	317
Clarendon Lodge	204	..	..	54	150	56	23	38	258	267	19	10
Rose of Latrobe Lodge	265	..	..	25	171	46	23	68	320	308	409	412
Don Lodge	80	..	1	12	62	30	8	..	93	100	137	130
Westbury Lodge	139	..	5	26	147	28	39	8	230	222	142	150
Reaconsfield Lodge	216	..	..	30	152	38	18	29	246	237	39	53
Midland Star Lodge	146	..	2	14	96	25	26	14	162	161	52	53
Bischoff Lodge	144	..	..	35	..	63	26	104	179	193	142	128
Mersey Lodge	194	..	13	88	120	40	35	110	295	305	281	271
Wellington Lodge	200	..	4	24	209	19	47	27	318	302	151	167
Rose of Sheffield Lodge	146	..	..	49	98	29	11	56	195	194	41	42
Scottsdale Lodge	139	..	..	21	95	35	56	115	220	301	185	104
St. Mary's Lodge	9	..	..	..	..	5	4	5	9	14	26	21
Star of the Sea Lodge	229	..	2	85	184	45	20	61	316	310	84	90
Lakin Lodge, Gormanston	31	..	..	15	7	23	4	10	46	44	— 10	— 8
Silver Star Lodge	250	3	7	80	143	80	75	57	340	355	126	141
Macquarie Lodge	74	..	..	20	56	14	18	27	114	115	30	29
Pride of LeRoy Lodge	54	..	..	40	31	30	9	14	74	84	10	..
Maid of Mersey	14	..	..	4	10	7	1	..	18	18	..	..
ditto Deloraine (Maid of the West)	5	..	..	..	4	..	..	..	5	4	3	3
ditto Cornwall	49	..	..	2	34	19	3	1	51	57	30	24
Hamilton (Mt. Read)	14	..	..	..	..	9	7	..	14	16	1	— 1
Derby Lodge	181	..	..	..	160	27	20	9	230	216	205	219
Victoria Lodge	152	..	5	84	..	78	87	59	241	224	335	352
King Edward, Penguin	91	..	..	22	60	18	20	10	113	108	— 18	— 13
Total	4450	4	47	1024	2925	1026	638	978	5525	5567	2999	2957

INCIDENTAL and Management Fund.—Receipts and Expenditure during the Year ending 31st December, 1911.—continued

NAME OF SOCIETY.	RECEIPTS.				EXPENDITURE.				TOTAL RECEIPTS.	TOTAL EXPENDITURE.	BALANCE AT BEGINNING OF YEAR.	BALANCE AT END OF YEAR.
	Contributions.	Initiations and Proposals.	Interest.	Other Receipts.	Medical Attendance and Medicines.	Expenses of Management.	Livings.	Other Expenditure.				
<i>Independent Order of Odd Fellows.</i>	£	£	£	£	£	£	£	£	£	£	£	£
Grand Lodge of Tasmania—												
Cornwall Lodge	465	4	8	2	275	99	170	233	479	777	282	-16
Forth Lodge												
Waratah Lodge	49	2	11	2			19	15	64	83	-12	-31
Table Cape Lodge	440	6	12		235	100	143	48	458	526	256	188
Leven Lodge												
Wellington												
Zeelian												
Queenstown												
Loyal Derwent Star, No. 17												
Loyal Jubilee												
Loyal Dundas												
Federal												
Gormanston												
Centenary, Longley												
Kempton												
Smithton												
Glenora												
Centenary Rebekah, Launceston												
Loyal Balfour												
Loyal Invermay	61	8		31	50	19		37	100	106	6	
Loyal Beaconsfield*	66	32		4	22	14	9		102	87		15
Ruth Rebekah (Female) Hobart												
Remison Bell*	3	9		3		2	6	5	15	13		2
Total	1084	61	31	42	582	283	347	380	1218	1392	532	158
<i>Independent Order of Rechabites, Salford Unity.</i>												
Southern Cross District—												
Victoria Tent	264				184	62	18	15	264	279	90	75
United Brothers' Tent	111		52		89	38		48	163	175	58	46
Heart and Hand Tent	46			16	18			9	62	58	275	279
Guiding Star Tent (Female)	67		21	2	32	16	4	64	90	116	62	36
Star of Hope Tent	96			12	65	23		15	108	103	7	12
Hope of Zeehan*	39	1		7	21	21	4	7	47	53	-38	-44
New Town Hope Tent	24				17	8		6	24	31	-40	-47
Hope of Rechab (Juvenile)												
Pride of Zeehan (Juvenile)*	3	1										
We Mean to Conquer (Female Junior)												
Hope of Oatlands (Juvenile)	1											
Total	651	2	73	37	426	200	26	168	763	820	424	367
Tasmania District—												
Star of Tasmania Tent	105			24	61	35	9	23	129	128	48	49
Olive Branch Tent	387		7	51	210	81	157	16	445	404	152	133
Future Help Tent	13		4		18	6			23	24	6	5
Longford Star Tent	139			18	72	25	47	17	157	161	-4	-8
Star of the West Tent	184			17	96	28	59	16	201	199	4	6
Perseverance Tent	84			11	45	32	9	17	95	103	69	61

Jubilee Tent	37	1	16	9	12	61	62	5	4
Diamond Tent	61	..	41	29	39	130	136	9	3
Star of Ulverstone	122	..	52	13	25	93	93	27	27
Star of Devonport	73	1	34	6	12	42	42	..	..
Rising Star	42	..	23	13	27	106	98	18	26
Excelsior	106	..	57	1	1	7	6	3	4
Standard Bearer	7	..	4	..	..	..	..	..	..
Total	1602	1	889	352	463	1767	1834	400	333
Ancient Order of Foresters.									
Tasmania District—									
Sherwood Court	975	..	313	815	..	1036	1139	530	427
Pride of Tasmania Court	469	5	362	58	32	529	458	917	988
Robin Hood Court	261	1	189	23	60	265	249	84	100
Kermadec Court	151	3	90	42	35	158	152	18	12
Epping Court	154	..	137	27	..	154	179	270	245
United Brothers	90	..	59	27	..	98	86	27	39
Florence Nightingale	143	1	123	42	..	156	173	33	16
Myrtle	89	..	30	34	..	89	69	46	66
Pride of the West, Queenstown	46	2	13	36	10	63	69	14	8
Buckingham (Margate)	31	..	25	13	..	36	38	18	16
Total	2409	12	1341	1090	137	2584	2612	1921	1893
Grand Lodge of Tasmania—									
Heart of Oak Lodge	638	23	566	274	112	1079	1048	470	501
Oak Branch Lodge	711	21	449	145	85	739	688	351	402
Misttoe Lodge*	228	5	123	62	28	233	220	52	81
Strahan Lodge	211	4	133	41	29	318	212	75	62
Acorn, Beaconsfield	311	5	195	72	47	331	341	72	498
Fern Bower Lodge	778	16	470	155	101	835	768	431	25
Pride of Queenstown	115	..	..	50	33	122	99	2	127
Ophir, Devonport	124	5	108	55	27	220	217	118	13
Ulverstone	159	13	93	50	20	186	193	105	90
Huonville	302	4	197	69	33	315	330	6	59
Duke of York, Sheffield	158	17	172	43	25	299	246	60	14
Commonwealth, Burnie	216	15	142	40	31	250	230	13	11
Stonehouse, Lottah	112	1	51	18	10	93	92	32	6
Ruby, Derby	74	1	91	12	36	119	140	3	11
Coronation Lodge, Forth	38	1	48	16	8	78	75	3	2
Native Laurel, Stanley	151	1	91	33	3	171	154	43	60
Col. Cameron, Morven	53	7	26	23	8	76	63	..	13
Linda, Linda Valley	40	..	23	10	5	44	44	..	..
Ivy, Bradshaw's Creek,	116	6	74	31	12	128	122	30	36
Bothwell*	33	2	..	19	10	39	40	3	2
Ellis, Tullah	213	22	130	97	24	270	316	73	27
Austral Lig. 1, Launceston	41	1	26	8	4	42	40	5	7
Oak Leaf, Widdborough	53	4	17	18	6	67	56	12	23
Victory, Ross	64	2	47	17	6	71	71	..	..
Cygnets, Lovett	25	1	8	6	3	36	20	7	23
Federal, Pyengana	77	5	51	14	11	183	179	39	43
Eastern Star, St. Helen's	178	14	142	45	26	221	235	9	5
Hilda, Scottsdale	103	13	53	18	38	118	113	39	44
Southern Star, Geveston	116	10	109	30	11	161	174	29	16
Ocean Lodge, King Island	110	4	82	37	13	122	134	27	15
Preadnought, Lebrina	39	3	6	18	8	48	41	..	7
Abraham Ford, St. Mary's .....	..	..	..	..	..	..	..	..	..

+ There was a deficiency of £60 8s. 3d. in the management funds of this Lodge, which has had to be shown as an expenditure.

INCIDENTAL and Management Fund.—Receipts and Expenditure during the Year ending 31st December, 1911—continued.

NAME OF SOCIETY.	RECEIPTS.				EXPENDITURE.				TOTAL RECEIPTS.	TOTAL EXPENDITURE.	BALANCE AT BEGINNING OF YEAR.	BALANCE AT END OF YEAR.
	Contributions.	Initiations and Proposals.	Interest.	Other Receipts.	Medical Attendance and Medicines.	Expenses of Management.	Levies.	Other Expenditure.				
<i>United Ancient Order of Druids.</i>	£	£	£	£	£	£	£	£	£	£	£	£
Franklin Pride	44	7	..	2	19	16	4	27	52	66	26	13
Channel Pride	60	6	..	3	38	12	6	6	69	62	26	33
Meander	86	10	..	1	69	17	..	2	97	88	..	9
Branchholm	26	8	..	18	18	9	8	12	52	47	6	11
Alexandra	92	13	..	65	44	30	12	6	100	92	..	8
Holly	61	25	..	39	69	22	11	10	12	112	..	13
Myrtle Bower	41	..	..	15	59	9	5	1	56	74	..	-18
Total	6007	296	10	1201	4070	1653	880	679	7514	7282	2171	2403
<i>Grand Lodge of Victoria—H.</i>	283	3	..	5	152	163	18	15	291	288	91	94
Tamar Lodge	30	1	..	4	23	14	1	1	35	39	10	6
Tamar Maidens	228	2	1	136	112	98	21	107	367	338	111	140
Oak of Zeehan	71	6	..	..	56	17	7	9	77	89	28	16
Ringarooma	22	4	..	33	25	9	3	23	59	60	1	..
Penguin	634	16	1	178	368	241	50	155	829	814	241	256
Total												
<i>Protestant Alliance Friendly Society.</i>												
Tasmania District—												
Good Samaritan Lodge	265	2	..	25	184	43	36	11	292	274	49	67
Hope of Tasmania Lodge	168	2	..	20	115	35	23	12	190	185	38	43
New Town Lodge	100	2	2	1	62	21	13	6	105	102	38	41
Star of Tasmania Lodge	165	1	..	2	108	41	26	22	168	197	32	3
Derwent Valley Lodge	23	..	..	7	18	5	3	2	23	23	-29	-22
Royal Standard Lodge	141	2	..	12	88	23	19	2	155	174	57	38
Mersey Lodge	243	7	..	5	153	48	33	28	255	262	83	76
North Progressive Lodge	98	1	..	1	55	31	11	1	100	98	12	14
Hope of the Future	64	1	..	1	36	14	5	..	66	55	3	14
Queen Alexandra	39	1	..	4	27	12	2	2	44	43	6	7
Total	1306	19	2	78	841	273	171	128	1405	1413	289	281
<i>Hibernian Australian Catholic Benefit Society District.</i>												
Hibernian Australian Catholic Benefit Society, Hobart, St. Joseph's Branch	183	16	..	2	125	49	20	..	201	194	59	66
Ditto, Launceston, St. Patrick's Branch	190	3	..	11	119	52	14	5	204	190	92	106
Ditto, St. Fursus, Zeven	41	..	..	9	32	17	9	1	50	59	16	7

Ditto, St. Itas, Launceston	22	1	1	14	10	1	..	24	25	49	48
Ditto, Gormanston *	9	..	..	..	10	2	1	13	13	-1	-1
Ditto, Ditto, Hobart (St. Mary's)	45	2	..	36	..	1	5	48	42	4	10
Ditto, St. Joseph's, Lyell*	47	1	..	6	32	14	2	50	54	10	6
Total	537	23	1	332	170	61	14	590	577	229	242
<i>Australian Natives Association.</i>											
Australian Natives Association, Hobart											
Ditto, Launceston	262	11	3	195	80	19	8	299	302	85	82
Ditto, Zeehan	133	5	..	64	52	7	8	184	131	36	17
Ditto, Queenstown	117	4	..	62	44	25	101	229	232	12	9
Ditto, Burnie	27	2	..	15	32	9	3	54	59	5	-10
Ditto, Lyell	111	5	..	62	21	19	2	119	104	4	11
Ditto, Tullah	23	..	2	12	9	6	..	25	27	5	3
Ditto, Bellerive	9	3	..	..	9	3	..	14	12	7	9
Ditto, Waratah	18	..	..	10	4	3	..	18	17	5	6
Waratah	10	3	..	..	14	1	2	17	17	..	..
Total	710	33	5	420	265	92	124	959	901	69	127
<i>Irish National Foresters.</i>											
W. O'Brien Lodge *	10	..	..	..	14	..	3	11	17	1	-5
Patrick Sarsfield	8	..	7	2	12	3	5	22	22	..	..
Total	18	..	7	2	26	3	8	33	39	1	-5
GRAND TOTAL	22,221	474	480	14,478	6072	3021	3624	26,713	27,195	11,652	11,170

* Notwithstanding the fact that several requests have been made to both the Secretaries of these Lodges, and the District Secretaries, no returns have been furnished, consequently the last figures supplied have had to be shown.

FRIENDLY SOCIETIES—*continued.**RETURN showing Receipts and Expenditure of other Funds of Lodges in 1911.*

NAME OF SOCIETY.	RECEIPTS.			EXPENDITURE.					Total Receipts.	Total Expenditure.	Balance at beginning of Year.	Balance at end of Year.
	Contributions.	Interest.	Other Receipts.	Sick Pay, Donations, &c.	Funeral Donations.	Medicines.	Management.	Miscellaneous.				
	£	£	£	£	£	£	£	£	£	£	£	£
<i>Independent Order of Odd Fellows.</i>												
Hobart District—												
Albemarle (Distress Fund)	8	...	...	...	...	...	...	11	8	11	17	14
Tasmania's Hope (ditto).....	12	...	...	...	...	...	...	20	12	20	129	121
Rose of Tasmania (ditto)	11	5	...	2	...	...	...	16	16	18	150	148
Mathinna (ditto)	2	...	...	...	...	...	...	2	2	...	13	15
Fingal (ditto)	5	...	...	...	...	...	...	...	5	...	8	13
Buckingham District—												
Southern Star (Distress Fund)	...	...	...	...	...	...	...	...	...	...	2	2
Franklin (Distress Fund) .....	...	...	...	...	...	...	...	1	...	1	12	11
Raglan (ditto) .....	...	...	...	...	...	...	...	1	...	1	44	43
Prince Alfred Lodge (Hall Fund)	...	...	...	...	...	...	...	14	...	14	57	43
Derwent (Distress Fund) .....	...	...	...	...	...	...	...	...	...	...	3	3
Cornwall District—												
Cornwall (Distress Fund) .....	...	...	...	...	...	...	...	5	...	5	76	71
Cornwall (Anniversary) .....	...	...	...	...	...	...	...	...	...	...	1	1
Latrobe Lodge	5	...	...	2	...	...	...	...	5	2	38	41
Clarendon Lodge (Distress) ...	...	...	...	1	...	...	...	...	...	1	9	8
Pride of the West, Deloraine (Hall Account).....	...	...	43	...	...	...	...	27	43	27	111	127
Midland Star (Distress Fund) ..	4	...	...	8	...	...	...	...	4	8	21	17
Bischoff Lodge (Benevolent Fund)	9	...	1	7	...	...	...	...	10	7	47	50
Rose of Sheffield (Hall Account)	...	5	...	...	...	...	...	...	5	...	169	174
Ditto (Distress Fund) .....	...	...	10	...	...	...	...	...	10	...	...	10
Loyal Beaconsfield (Benevolent Fund) .....	...	...	...	...	...	...	...	...	...	...	1	1
Pride of Lefroy (Hall Fund) ...	2	...	...	...	...	...	...	...	2	...	1	3
Star of the Sea (Benevolent) ...	2	...	...	...	...	...	...	...	3	...	17	20
Maids of Cornwall (Anniversary Fund) .....	...	...	...	...	...	...	...	...	...	...	6	6
Ditto (Social Fund) .....	...	...	...	...	...	...	...	...	...	...	2	2
Ditto (Benevolent Fund)...	...	...	...	...	...	...	...	...	...	...	11	11
Victoria Distress Fund.....	10	...	2	29	...	...	...	...	12	29	98	81
Grand Lodge of Tasmania—												
Cornwall No. (W. & O.).....	...	...	...	...	...	...	...	...	...	...	394	394
Zeehan Lodge (Distress Fund) *	...	...	...	2	...	...	...	...	...	2	21	19
Zeehan Lodge (W. & O. Fund) *	...	...	...	...	...	...	...	...	...	...	16	16
Dundas Lodge (W. & O. Fund)	36	4	...	35	...	...	...	...	40	35	90	95
Wellington Lodge (W. & O. Fund)	42	22	...	...	...	...	...	20	64	20	802	846
Ditto (Contingent Fund) .....	...	...	36	...	...	...	...	...	16	...	...	36
Beaconsfield (Contingent)*.....	...	...	1	...	...	...	...	...	1	...	...	1
Forth Lodge (W. & O. Fund) .	43	...	55	28	70	...	...	...	98	98	348	348
Waratah Lodge (W. & O. Fund)	...	11	...	...	...	...	...	...	11	...	515	526
Waratah (Contingent) .....	...	...	...	...	...	...	...	...	...	...	10	10
Leven Lodge (W. & O. Fund) .	5	...	...	...	...	...	...	...	5	...	91	96
Table Cape (W. & O. Fund) ...	...	26	...	...	...	...	...	...	26	...	579	605
Table Cape (Anniversary Fund)	...	...	6	...	...	...	...	...	6	...	11	17
Dispensary, Hobart	1442	1	190	...	...	704	657	327†	1633	1688	104	49
Ditto, Launceston.....	1394	...	480	...	...	1229	538	109	1874	1876	7	5
Southern Cross District—												
Guiding Star (Trust) .....	...	...	...	...	...	...	...	...	...	...	50	50
Star of Hope (Special Fund) ...	...	...	...	...	...	...	...	...	...	...	1	1
Victoria Tent (Trust).....	...	...	...	...	...	...	...	...	...	...	11	1
Victoria Tent (Relief Fund) ...	2	...	...	...	...	...	...	...	2	...	...	...
<i>Ancient Order of Foresters, &c.</i>												
Sherwood (Supplementary Fund)	34	43	1	60	...	...	4	...	78	64	1293	1304
Sherwood Benevolent Fund.....	47	4	...	38	...	...	...	...	51	38	119	154
Sherwood (Anniversary and Contingent Fund).....	...	...	...	5	...	...	...	...	...	5	8	3
Pride of Tasmania (Benevolent Fund).....	...	...	...	...	...	...	...	...	...	...	1	1
A.O.F. Kermadie (Incidental Fund) .....	...	...	...	...	...	...	...	...	...	...	2	2
P.A.F.S. Royal Standard (Contingent Fund) .....	...	...	...	...	...	...	...	...	...	...	9	9
P.A.F.S., Star of Tasmania.....	...	...	...	...	...	...	...	...	...	...	12	12
Good Samaritan Lodge (Distress Fund) P.A.F.S. ....	...	...	...	6	...	...	...	2	...	8	12	14
P.A.F.S. Mersey (Distress Fund)	...	...	...	...	...	...	...	2	...	2	18	16
P.A.F.S., Hope of the Future (Distress)	2	...	...	...	...	...	...	...	2	...	...	2

* No returns furnished, the last figures supplied have had to be shown.

† Includes £200 paid off mortgage.

FRIENDLY SOCIETIES—*continued.**RETURN showing Receipts and Expenditure of other Funds of Lodges in 1911—continued.*

NAME OF SOCIETY.	RECEIPTS.			EXPENDITURE.					Total Receipts.	Total Expenditure.	Balance at beginning of year.	Balance at end of year.
	Contributions.	Interest.	Other Receipts.	Sick Pay, Donations, &c.	Funeral Donations.	Medicines.	Management.	Miscellaneous.				
	£	£	£	£	£	£	£	£	£	£	£	£
A.O.F., Robin Hood (Hall Fund)	8	...	...	...	...	...	...	...	8	...	89	97
Robin Hood (Social Fund)	2	...	...	...	...	...	...	...	2	...	10	12
I.O.R. Tasmania District—												
Longford Star (Reserve Fund)	...	...	...	...	...	...	...	...	...	2	5	5
A.N.A., Hobart (Contingent Fund)	...	...	...	...	...	...	...	2	...	2	16	14
Ditto (Furniture) .....	...	...	...	...	...	...	...	2	...	2	9	7
A.N.A., Queenstown (Contingent)	6	...	...	...	...	...	...	...	6	...	...	6
P.A.F.S., New Town Lodge (Distress and Contingent) .....	...	2	...	...	...	...	...	...	2	...	20	22
P.A.F.S., North Progressive Lodge	...	...	...	...	...	...	...	3	...	3	20	17
P.A.F.S., Hope of Tasmania	15	2	...	13	...	...	...	...	17	13	42	46
P.A.F.S., Queen Alexandra .....	...	...	...	...	...	...	...	...	...	...	5	5
Hibernian Australian Catholic Benefit Society, St. Joseph's, Hobart (Benevolent Fund) .....	...	...	...	3	...	...	...	...	...	3	5	2
Ditto, Contingency Fund ...	...	...	...	...	...	...	...	...	...	...	1	1
Ditto (Hall Fund) .....	...	27	...	...	...	...	...	...	27	...	368	395
Ditto, St. Patrick's Branch ...	4	...	...	...	...	...	...	...	4	...	3	7
Ditto, St. Fursæus' Branch ...	...	1	...	...	...	...	...	...	1	...	18	19
Ditto, St. Joseph's Branch ...	...	...	...	2	...	...	...	...	...	2	3	1
TOTAL	3153	153	825	241	70	1933	1199	562	4131	4005	6181	6307

FRIENDLY SOCIETIES—continued.

RETURN showing Disposal of Funds at time of last Balancing prior to 31st December, 1911

NAME OF SOCIETY.	TOTAL.	INVESTMENTS AT INTEREST.			Bank or other- wise, not bear- ing interest.	Cash in hand of Trustees or other Officers.
		Banks.	Mortgages, Halls, Bldg. Societies.	Other investments.		
<i>Independent Order of Odd Fellows (Manchester Unity).</i>	£	£	£	£	£	£
Hobart District—						
Albemarle Lodge	806	791	...	...	...	15
Rose of Tasmania Lodge	1802	139	...	1570	...	93
Tasmania's Hope Lodge	2514	1263	...	1000	224	27
Fingal Lodge	305	...	...	300	5	...
Mathinna	47	47	...	...	...	...
Totals	5474	2240	...	2870	229	135
Buckingham District—						
Southern Star Lodge	5436	...	1000	4225	191	20
Franklin Lodge	1050	107	...	925	...	18
Raglan Lodge	3058	285	...	2676	78	19
Pride of Devonshire Lodge	521	159	...	350	...	12
Prince Alfred Lodge	1231	152	639	313	68	59
Bellerive Lodge	358	348	...	...	...	10
Derwent Lodge	646	135	...	500	11	...
Dalverton Lodge	207	100	...	100	6	1
Totals	12,507	1286	1639	9089	354	139
Cornwall District—						
Cornwall Lodge	2214	...	...	1850	359	5
Pride of the West Lodge	1651	220	181	1164	77	9
Clarendon Lodge	969	573	...	300	96	...
Rose of Latrobe Lodge	1650	265	673	579	133	...
Don Lodge	376	172	...	160	...	44
Westbury Lodge	1405	381	483	500	41	...
Beaconsfield Lodge	328	...	250	...	77	1
Midland Star Lodge	1682	...	...	1600	74	8
Bischoff Lodge	1630	48	240	1265	77	...
Mersey Lodge	1300	258	...	900	...	142
Wellington Lodge	1879	169	...	1600	110	...
Rose of Sheffield Lodge	837	123	99	600	15	...
Scottsdale Lodge	1065	23	60	950	32	...
St. Mary's Lodge	130	123	...	...	...	7
Star of the Sea Lodge	1128	104	451	550	23	...
Lakin Lodge	234	157	...	30	47	...
Silver Star Lodge	2309	98	70	2023	118	...
Macquarie Lodge	374	216	52	100	6	...
Pride of Lefroy	183	133	...	50	...	...
Maids of Mersey	134	113	...	...	21	...
" Deloraine (Maids of the West)	148	143	...	...	...	5
" Cornwall	746	102	...	644	...	...
Hamilton, Mount Read	98	98	...	...	...	...
Derby Lodge	743	...	543	200	...	...
Victoria Lodge	1571	50	...	1500	21	...
King Edward, Penguin	118	80	...	...	38	...
Totals	24,902	3649	3102	16,565	1365	221
<i>Independent Order of Odd Fellows.</i>						
Grand Lodge of Tasmania—						
Cornwall Lodge	399	37	362	...	...	...
Forth Lodge	521	...	220	200	101	...
Waratah Lodge	456	...	120	313	23	...
Table Cape Lodge	940	50	90	800	...	...
Leven Lodge	22	22	...	...	...	...
Wellington Lodge	1694	43	...	1400	215	36
Zeehan Lodge	248	...	...	75	173	...
Queenstown	479	150	...	200	129	...
Loyal Derwent Star, No. 17	270	112	...	...	158	...
Loyal Jubilee	506	500	...	...	6	...
Loyal Dundas, Dundas	141	68	...	...	53	20
Federal	89	80	...	...	...	9
Gormanston	273	50	...	150	73	...
Centenary	19	...	...	...	19	...

FRIENDLY SOCIETIES—continued.

RETURN showing Disposal of Funds at time of last Balancing prior to 31st December, 1911—continued.

NAME OF SOCIETY.	TOTAL.	INVESTMENTS AT INTEREST.			Bank or other- wise, not bear- ing interest.	Cash in hand of Trustees or other Officers.
		Banks.	Mortgages, Halls, Bldg. Societies.	Other Invest- ments.		
	£	£	£	£	£	£
<i>Independent Order of Odd Fellows.</i> continued.						
Grand Lodge of Tasmania.—continued.						
Kempton	25	...	...	...	25	...
Smithton	—22	...	...	...	—22	...
Glenora	58	47	...	...	...	11
Centenary Rebekah Lodge, Launceston	64	64	...	...	...	...
Loyal Balfour *	13	...	...	...	13	...
Loyal Invermay	14	14	...	...	...	...
Loyal Beaconsfield *	43	35	...	...	...	8
Ruth Rebekah (Female), Hobart	7	7	...	...	...	...
Renison Bell ^c .....	...	...	...	...	...	...
Totals	6259	1279	792	3138	966	84
<i>Independent Order of Rechabites (Salford Unity).</i>						
Southern Cross District—						
Victoria Tent	1514	...	450	985	79	...
United Brothers Tent	1722	903	800	7	...	12
Heart and Hand Tent	877	163	683	...	31	...
Guiding Star Tent	666	265	...	400	...	1
Star of Hope Tent	59	59	...	...	...	...
Hope of Zeehan *	184	155	...	...	29	...
New Town Hope Tent	144	...	144	...	...	...
Hope of Rechab (Juvenile)	70	70	...	...	...	...
Pride of Zeehan *	6	...	...	...	...	6
We Mean to Conquer (Female Junior)	10	...	...	...	10	...
Hope of Oatlands	7	7	...	...	...	...
Totals	5259	1622	2077	1392	149	19
Tasmania District—						
Star of Tasmania Tent	1880	...	177	1651	52	...
Olive Branch Tent	3534	...	...	3366	168	...
Future Help Tent	58	...	...	...	58	...
Longford Star Tent	959	...	...	894	60	5
Star of the West Tent	1354	...	...	1290	64	...
Perseverance Tent	176	...	...	100	76	...
Star of the Forth Tent	842	168	68	606	...	...
Juvenile Tent, Launceston	13	13	...	...	...	...
Friendship Tent	473	28	...	445	...	...
Star of the Peace Tent (Emu Bay)	93	50	...	...	43	...
Dawn of Hope Tent	141	...	50	85	6	...
Jubilee Tent	798	...	...	540	37	21
Diamond Tent	256	21	...	235	...	...
Star of Ulverstone	271	1	...	270	...	...
Star of Devonport	190	36	...	150	4	...
Rising Star, Westbury	52	...	...	30	22	...
Excelsior	542	...	...	525	17	...
Standard Bearer	71	...	...	45	26	...
Totals	11,503	317	295	10,232	633	26
<i>Ancient Order of Foresters.</i>						
Tasmania District—						
Sherwood Court	12,073	873	11,200	...	...	...
Pride of Tasmania Court	2449	71	...	2300	78	...
Robin Hood Court	3366	...	1869	1344	153	...
Kermadie Court	75	52	...	...	23	...
Epping Court	277	181	...	...	86	10
United Brothers (Loyal)	423	45	...	350	28	...
Florence Nightingale Court	534	176	...	350	...	8
Myrtle	85	...	...	...	85	...
Pride of the West, Queenstown	415	...	...	350	65	...
Buckingham (Margate)†	44	...	...	...	44	...
Totals	19,741	1398	13,069	4694	562	18

FRIENDLY SOCIETIES—continued.

RETURN showing Disposal of Funds at time of last Balancing prior to 31st December, 1911—continued

NAME OF SOCIETY.	TOTAL.	INVESTMENTS AT INTEREST.			Bank or other- wise, not bear- ing interest.	Cash in hand of Trustees or other Officers
		Banks.	Mortgages, Halls, Bldg Societies.	Other Invest- ments.		
<i>United Ancient Order of Druids.</i>	£	£	£	£	£	£
Grand Lodge of Tasmania—						
Heart of Oak Lodge	3789	...	3716	...	73	...
Oak Branch Lodge.....	2587	156	...	2300	119	12
Mistletoe Lodge *.....	350	...	...	250	100	...
Strahan Lodge	517	150	...	350	17	...
Acorn, Beaconsfield	102	35	67	...	...	...
Fern Bower Lodge.....	2473	370	...	2000	96	7
Pride of Queenstown.....	918	107	...	800	11	...
Ophir, Devonport	357	119	...	200	38	...
Ulverstone	260	...	...	225	35	...
Huonville	494	354	112	...	14	14
Duke of York, Sheffield ..	458	..	158	300	...	...
Commonwealth, Burnie.....	184	100	...	...	84	...
Stonehenge, Lottah	62	...	...	...	58	4
Ruby, Derby	18	...	...	...	18	...
Coronation, Forth	119	100	...	...	19	...
Native Laurel, Stanley	36	...	...	...	36	...
Colonel Cameron, Morven ..	174	35	30	...	109	...
Linda, Linda Valley	31	31	...	...	...	...
Ivy, Bradshaw's Creek	97	...	...	...	88	9
Bothwell*.....	191	181	...	...	...	10
Ellis (Tullah)	239	77	50	75	33	4
Austral Light, Launceston ..	265	180	...	...	85	...
Oak Leaf, Weldborough	40	...	...	...	40	...
Victory (Ross)	79	...	...	...	75	4
Cygnat, Lovett	104	63	...	...	41	...
Federal, Pyengana.....	70	...	...	...	70	...
Eastern Star, St. Helens	134	...	...	...	134	...
Hilda, Scottsdale	120	...	...	...	120	...
Southern Star, Geeveston ..	170	60	...	...	109	1
Ocean Lodge, King Island	139	6	...	...	133	...
Dreadnought, Lebrina	90	52	...	...	38	...
Abraham Ford, St. Mary's ..	24	...	...	...	20	4
Franklin Pride	33	...	...	...	33	...
Channel Pride	55	...	...	...	55	...
Meander	56	...	...	...	56	...
Branxholm	49	...	...	...	48	1
Myrtle Bower.....	22	...	...	...	22	...
Alexandra	23	...	...	...	23	...
Holly	48	...	...	...	48	...
Total	14,977	2176	4133	6500	2098	70
<i>Grand Lodge of Victoria—</i>						
Tamar Lodge	2325	111	...	2130	84	...
Tamar Maidens	75	75	...	...	...	...
Oak of Zeehan	991	300	...	555	136	...
Ringarooma*	130	...	...	100	30	...
Penguin	144	...	...	125	19	...
Total	3665	486	...	2910	269	...
<i>Protestant Alliance Friendly Society.</i>						
Tasmania District—						
Good Samaritan	774	269	400	...	94	11
Hope of Tasmania	609	66	...	500	43	...
New Town	438	204	...	200	...	34
Star of Tasmania	1339	199	...	1140	...	...
Derwent Valley	199	189	...	...	...	10
Royal Standard	529	128	...	400	...	1
Mersey	594	224	...	289	81	...
North Progressive	560	269	219	17	55	...
Hope of the Future	91	91	...	...	...	...
Queen Alexandra	72	72	...	...	...	...
Total	5205	1711	619	2546	273	56

FRIENDLY SOCIETIES—continued.

RETURN showing Disposal of Funds at time of last Balancing prior to 31st December, 1911—continued.

NAME OF SOCIETY.	TOTAL.	INVESTMENTS AT INTEREST.			Bank or otherwise, not bearing interest.	Cash in hand of Trustees or other officers
		Banks.	Mortgages Halls, Bldg. Societies.	Other Investments.		
	£	£	£	£	£	£
<i>Hibernian Australian Catholic Benefit Society District.</i>						
Hibernian Australian Catholic Benefit Society, Hobart, St. Joseph's Branch	1407	123	...	1270	...	14
Ditto, Launceston, St. Patrick's Branch	769	153	...	465	151	...
Ditto, St. Fursaeus, Zeehan	413	236	100	13	62	2
Ditto, St. Itas, Launceston.*	161	56	...	100	...	5
Ditto, Gormanston*	115	107	...	...	8	...
Ditto, St. Mary's, Hobart	424	...	...	350	66	8
Ditto, St. Joseph's, Lyell	233	203	...	...	26	4
Total	3522	878	100	2198	313	33
<i>Australian Natives' Association, Hobart.</i>						
Australian Natives' Association, Hobart	2089	497	...	1590	2	...
Ditto, Launceston	554	149	...	400	...	5
Ditto, Zeehan	442	185	...	155	102	...
Ditto, Queenstown	238	218	...	...	20	...
Ditto, Burnie	348	..	...	165	183	...
Ditto, Lyell	141	120	...	...	21	...
Ditto, Tullah	89	...	...	50	39	...
Ditto, Bellerive	29	29	...	...	...	...
Ditto, Waratah	28	...	...	...	28	...
Total	3958	1198	...	2360	395	5
<i>Various Societies.</i>						
St. John's Friendly Society, Hobart*	145	145	...	...	...	...
St. John's Friendly Society, Launceston	1431	129	194	1108	...	...
Tasmanian Govt. Railways Provident Society	140	140	...	...	...	...
Launceston Fire Brigade Benefit Society*	416	416	...	...	...	...
Golden Gate Benefit Society.	53	...	...	50	3	...
Hobart United Friendly Societies' Dispensary	2429 ^a	200	1651	576 ^b	...	2
Launceston United Friendly Societies' Dispensary	2399	...	1653	729 ^b	17	...
Southern Accident Society	124	20	...	100	...	4
Portland Accident Society	293	282	...	...	..	11
Total	7430	1532	3498	2563	20	17
<i>Irish National Foresters.</i>						
W. O'Brien Lodge*	45	...	...	...	45	...
Patrick Sarsfield, (Gormanston)	218	206	...	...	12	...
	263	206	...	...	57	...
GRAND TOTAL	124,665	19,778	29,324	67,057	7683	823

^a Mortgage of £400 not deducted. ^b Fittings, Stock, Drugs, &c. ^c As no returns have been supplied, the amount of Funds is unknown. ^{*} Notwithstanding the fact that several requests have been made to the Secretaries of these Lodges, and to the district Secretaries, no returns have been furnished; consequently the last figures supplied have had to be shown.

FRIENDLY SOCIETIES—*continued.*

RETURN giving Receipts and Expenditure of District Lodge Funds for Year 1911.

FUNERAL FUND.

NAME OF DISTRICT.	RECEIPTS.			EXPENDITURE.		Total Receipts.	Total Expenditure.	Balance at beginning of Year.	Balance at end of Year.
	Contributions from Lodges.	Interest.	Other Receipts.	Funeral Donations.	Other Expenditure.				
<i>Independent Order of Odd Fellows, (M.U.)</i>	£	£	£	£	£	£	£	£	£
Hobart District	480	82	400	600	..	962	600	3971	4333
Buckingham District	834	115	..	625	..	949	625	3526	3850
Cornwall District	1037	451	..	1065	..	1488	1065	11,363	11,786
TOTAL	2351	648	400	2290	..	3399	2290	18,860	19,969
<i>Independent Order of Odd Fellows, Grand Lodge of Tasmania</i>	1044	343	..	503	..	1387	503	8820	9704
<i>Independent Order of Rechabites, (Salford Unity.)</i>									
Southern Cross District	169	59	10	260	..	238	260	1671	1649
Tasmanian District	447	537	40	276	..	1024	276	11,554	12,302
TOTAL	616	596	50	536	..	1262	536	13,225	13,951
<i>Ancient Order of Foresters</i>	273	43	12	366	..	328	366	1066	1028
<i>United Ancient Order of Druids, Grand Lodge of Tasmania</i>	3160	184	73	2247	..	3417	2247	5852	7622
<i>Protestant Alliance Friendly Society</i>	290	188	128	343	..	606	343	4383	4646
<i>H.A.C.B. District</i>	162	21	..	113	..	183	113	687	757
<i>A.N.A. District</i>	327	57	..	310	..	384	310	1563	1637
TOTAL	8223	2080	663	6708	..	10,966	6708	54,456	58,714

MANAGEMENT FUND.

NAME OF DISTRICT.	RECEIPTS.			EXPENDITURE.		Total Receipts.	Total Expenditure.	Balance at beginning of Year.	Balance at end of Year.
	Contributions from Lodges.	Interest.	Other Receipts.	Management.	Other Expenditure.				
<i>Independent Order of Odd Fellows, M.U.</i>	£	£	£	£	£	£	£	£	£
Hobart District	51	42	170	587	36	263	623	418	58
Buckingham District	87	9	30	122	87	126	209	50	—24
Cornwall District	378	..	43	162	260	421	422	207	206
TOTAL	516	51	243	871	383	810	1254	684	240
<i>Independent Order of Odd Fellows, Grand Lodge of Tasmania</i>	588	..	331	307	366	919	673	74	320
<i>Independent Order of Rechabites, S.U.</i>									
Southern Cross District	45	66	23	120	56	134	176	23	—19
Tasmanian District	120	440	12	128	453	572	581	525	516
TOTAL	165	506	35	248	509	706	757	548	497
<i>Ancient Order of Foresters</i>	66	..	..	45	..	66	45	120	141
<i>United Ancient Order of Druids, Grand Lodge of Tasmania</i>	1015	..	191	988	429	1201	1417	..	—211
<i>A.N.A. District</i>	84	..	21	80	6	105	86	—21	—2
<i>Protestant Alliance Friendly Society</i>	173	21	541	189	555	735	744	50	41
<i>H.A.C.B. District</i>	59	..	..	20	26	59	46	11	24
TOTAL	2666	578	1362	2748	2274	4606	5022	1466	1050

FRIENDLY SOCIETIES—continued.

OTHER FUNDS.

NAME OF DISTRICT.	RECEIPTS.			EXPENDITURE.			Total Receipts.	Total Expenditure.	Balance at beginning of Year.	Balance at end of Year.
	Contributions.	Interest.	Other Receipts.	Funeral Donations.	Sick Pay.	Other Expenditure.				
	£	£	£	£	£	£	£	£	£	£
<i>Independent Order of Odd Fellows, M.U.</i>										
Cornwall District—										
Funeral Contingent Fund..	811	429	..	695	..	..	1240	695	13,075	13,620
Benevolent Fund (W. & O.)	..	12	..	..	..	..	12	..	306	318
Guarantee Fund	15	2	..	..	..	..	17	..	57	74
Funeral Levy Fund	917	..	..	920	..	..	917	920	—88	—91
Tasmanian District—										
Tent Deposits	395	..	..	..	..	10	395	10	6260	6645
Reserve .....	..	35	..	20	..	..	35	20	726	741
Guarantee Fund	7	8	..	..	..	..	15	..	157	172
Maintenance Fund .....	..	..	93	..	..	118	93	118	34	9
Juvenile Funeral Fund...	..	8	..	..	..	..	8	..	158	166
<i>Protestant Alliance Friendly Trust Fund</i>	800	..	..	..	..	..	800	..	..	800
<i>Society Lodge Relief Fund</i>	74	5	2	..	66	..	81	66	147	162
<i>Guarantee Fund</i>	..	5	..	..	..	..	5	..	134	139
TOTAL	3019	504	95	1635	66	128	3618	1829	20,966	22,755

DISPOSAL OF FUNDS.

NAME OF DISTRICT.	Total Funds.	INVESTMENTS AT INTEREST.			Bank Current Account.	Cash in hands of Treasurer or other Officer.
		Banks.	Mortgages, Halls, &c.	Other Investments.		
	£	£	£	£	£	£
<i>Independent Order of Odd Fellows, M.U.</i>						
Hobart District	4391	1130	2251	900	104	6
Buckingham District	3826	337	..	3055	434	..
Cornwall District	25,914	824	5468	18,700	922	..
TOTAL	34,131	2291	7719	22,655	1460	6
<i>Independent Order of Odd Fellows.</i>						
Grand Lodge of Tasmania	10,024	15	..	9650	353	6
<i>Independent Order of Rechabites, S.U.</i>						
Southern Cross District	1730	500	50	1100	80	..
Tasmanian District	20,552	..	4552	16,000	..	..
TOTAL	22,282	500	4602	17,100	0	..
<i>United Ancient Order of Druids.</i>						
Grand Lodge of Tasmania.....	6811	..	..	5700	1111	..
<i>Ancient Order of Foresters, Tasmanian District.</i>	1170	94	..	1050	26	..
<i>H.A.C.B. District</i>	782	205	..	450	119	8
<i>A.N.A. District.....</i>	1634	542	..	1092	..	..
<i>Protestant Alliance Friendly Society</i>	5789	611	..	5090	147	..
TOTAL	£ 82,625	4258	12,321	62,727	3299	29

FRIENDLY SOCIETIES—continued.

GENERAL SUMMARY, 1911.
RECEIPTS AND CAPITAL.

	Contribu- tions and Levies.	Interest.	Funeral Donations.	Other Re- ceipts.	Total.	Grand Total.	Capital.
	£	£	£	£	£	£	£
<i>District Lodges—</i>							
Funeral Fund	8223	2080	...	663	10,966	...	...
Management Fund	2666	578	...	1362	4606	...	...
Other Funds	3019	504	...	95	3618	19,190	82,625
<i>Other Lodges—</i>							
Sick and Funeral Fund	32,735	2993	4115	2983	42,826	...	...
Management Fund	22,221	480	...	4012	26,713	...	...
Other Funds	3153	153	...	825	4131	73,670	124,665
TOTAL.....	72,017	6788	4115	9940	92,860	92,860	207,290

EXPENDITURE.

	Levies or Payments to Districts.	Sick Pay.	Funeral Donations.	Medical Attendance and Medi- cines.	Manage- ment.	Other Ex- penditure.	Total.	Grand Total.
	£	£	£	£	£	£	£	£
<i>District Lodges—</i>								
Funeral Fund .....	...	...	6708	...	...	...	6708	...
Management Fund .....	...	...	...	...	2748	2274	5022	...
Other Funds .....	...	66	1635	..	...	128	1829	13,559
<i>Other Lodges—</i>								
Sick and Funeral Fund	7991	19,514	5652	1799	720	3462	39,138	...
Management Fund.....	3021	...	...	14,478	6072	3624	27,195	...
Other Funds .....	...	241	70	1933	1199	562	4005	70,338
TOTAL	11,012	19,821	14,065	18,210	10,739	10,050	83,897	83,897

Net Receipts, £73,503. Net Expenditure, £64,540.

FRIENDLY SOCIETIES.—DECENNIAL RETURN.‡

Year.	No. of Lodges and Districts which filed Returns.	No. of Members.	No. of Financial Members.	Receipts.*	Expenditure.*	Capital.
				£	£	£
1902	171	15,546	14,397	47,554	40,578	115,945
1903	163†	16,073	14,942	50,509	43,719	127,586
1904.....	166†	16,287	15,149	52,970	45,206	136,786
1905.....	164†	15,976	15,812	54,893	45,328	143,577
1906.....	167†	17,736	16,272	53,328	44,986	152,023
1907.....	179†	18,954	17,530	63,172	53,816	162,643
1908.....	179†	19,571	18,080	64,331	55,474	170,483
1909	175†	20,141	18,640	64,265	53,587	188,509
1910.....	184†	21,063	19,293	70,166	60,382	198,079
1911.....	187†	21,708	20,213	73,503	64,540	207,290

* Deducting cross entries, £577 in 1902, £536 in 1903, £293 in 1904, £1190 in 1905, £388 in 1906, £505 in 1907; £706 in 1908, £391 in 1909, £430 in 1910, £1334 in 1911.

† Juvenile Lodges not included.

‡ The figures shown previously in this return were the Gross Receipts and Expenditure, and have now been adjusted so as to show the Net Receipts and Expenditure.

[Compiled by Government Statistician from Returns furnished by the Secretaries of the various Lodges.]

TRADES UNION.

RETURN of Receipts and Expenditure of the Amalgamated Society of Engineers for Year 1908.

Name of Union.	Receipts.			Expenditure.				Receipts.	Expendi- ture.	Balance at begin- ning of year.	Balance at end of year.
	Contribu- tions.	Levies.	Other Receipts.	Benefits.	To District.	Manage- ment.	Other Expendi- ture.				
	£	£	£	£	£	£	£	£	£	£	£
District Lodge (Mem- bers, 59)	162	15	27	43	...	28	6	204	77	477	604
Launceston Branch	105	10	10	38	...	15	4	125	57	244	312
Queenstown	39	3	7	4	...	9	1	49	14	120	155
Zeehan	18	2	10	1	...	4	1	30	6	113	137
TOTAL	162	15	27	43	...	28	6	204	77	477	604

RETURN of Receipts and Expenditure of the Amalgamated Society of Engineers for Year ending 30th September, 1910.

Name of Union.	Receipts.			Expenditure.				Receipts.	Expendi- ture.	Balance at begin- ning of year.	Balance at end of year.
	Contribu- tions.	Levies.	Other Receipts.	Benefits.	To District.	Manage- ment.	Other Expendi- ture.				
	£	£	£	£	£	£	£	£	£	£	£
District Lodge (Mem- bers, 56).....	165	18	25	95	300	24	9	208	428	516	296
Launceston Branch	110	12	14	91	*100	12	5	136	208	161	89
Queenstown	27	2	5	1	†100	6	4	34	111	182	105
Zeehan	28	4	6	3	†100	6	—	38	109	173	102
Total.....	165	18	25	95	300	24	9	208	428	516	296

* Remitted to London. † Remitted to Australian Council.

RETURN of Receipts and Expenditure of the Amalgamated Society of Engineers for Year ending 30th September, 1911.

Name of Union.	Receipts.			Expenditure.				Receipts.	Expendi- ture.	Balance at begin- ning of year.	Balance at end of year.
	Contribu- tions.	Levies.	Other Receipts.	Benefits.	To District.	Manage- ment.	Other Expendi- ture.				
	£	£	£	£	£	£	£	£	£	£	£
District Lodge (Mem- bers, 58)	177	24	52	42	—	39	67	253	148	298	403
Launceston Branch.....	113	15	20	39	—	18	61	148	118	89	119
Queenstown	31	3	8	—	—	9	1	42	10	106	138
Zeehan	19	2	4	—	—	8	—	25	8	103	120
Hobart	14	4	20	3	—	4	5	38	12	...	26
Total.....	177	24	52	42	—	39	67	253	148	298	403

Members : Hobart 58; Launceston, 55; Queenstown, 33; Zeehan, 17. Total, 163.

A.M.A., ZEEHAN.
RETURN of Receipts and Expenditure Amalgamated Miners' Association of Victoria and Tasmania, 1911.

Branch.	Balance from last Year.	Funeral Levies.	Contributions.	Other Receipts.	Strike Pay.	Accident Pay.	Levies.	Funeral Expenses.	Other Expenses.	Fixed Deposits.	Balance at end of Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Zeehan Branch	89 12 8	...	758 17 6	659 17 3	30 0 0	197 16 8	526 9 11	39 19 6	351 3 9	...	362 17 7
A.M.A. Bazaar Sub-Committee.....	...	...	...	181 8 0	...	...	...	...	81 1 7	...	100 6 5
Renison Bell	23 8 4	...	261 13 9	46 0 11	...	133 10 0	124 8 9	...	59 1 1	...	14 3 2
Mount Read Sub-Committee	3 13 0	74 16 6	91 10 3	18 4 6	...	36 0 0	74 16 6	...	37 5 11	...	40 1 10
Rosebery Sub-Committee	11 10 1	41 17 9	53 1 3	0 19 0	...	29 11 4	41 17 9	...	29 14 6	...	6 4 6
A.M.A. Sports .....	...	...	...	39 9 6	...	...	...	...	26 4 9	...	13 4 9

MEMBERS.*

	£	s.	d.
General and Insurance Accounts	...	102	4 7
Bank Deposits	...	303	6 5
Loan	...	100	6 5
Office Fittings, Halls, &c.	...	1416	12 1
	£1922	9	6

ASSETS.

* The latest available figures.
[Compiled by Government Statistician from returns supplied by Secretary Amalgamated Miners' Association of Victoria].

LIFE ASSURANCE.

LIFE Assurance and principal Mutual Provident Societies in Tasmania, in the Years 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

	1905.	1906.	1907.	1908.	1909.	1910.	1911.
SOCIETIES..... No.	10	10	10	10	10	8	8
Policies in force in Tasmania on 31 Dec. ; viz.—							
Life Assurance..... No.	21,920	22,465	23,585	23,898	25,282	25,824	26,263
Endowment No.	919	1457	1681	1704	1874	2077	2136
Annuities No.	87	75	85	95	93	97	101
Total Policies in force on 31 Dec..... No.	22,926	23,997	25,351	25,697	27,249	27,998	28,500
Policies issued during year—							
Life Assurance..... No.	3122	3906	3953	3332	4450	4050	4058
Endowment No.	262	1209	1078	460	916	826	728
Annuities No.	9	10	8	11	17	7	8
Total Policies issued during year..... No.	3393	5125	5039	3803	5383	4883	4794
Policies voided during year—							
Life Assurance..... No.	2229	2648	2750	2560	3217	3186	3308
Endowment No.	139	651	865	614	587	511	651
Annuities No.	...	4	3	2	17	2	2
Total Policies voided during year No.	2368	3303	3618	3176	3821	3699	3961
Balance of Transfers with other Countries—							
Life Assurance 59†	94†	85†	145†	193†	249†	313†	
Endowment 9*	11*	10†	5*	10†	16†		
Annuities 2†	6†	1*	1*	2†	2†		
Total balance of Transfers with other Countries...	61†	91†	73†	154†	190†	261†	331†
Policies in force in Tasmania on 31 Dec.—							
Life Assurance... Amount £	3,786,903	3,719,897	3,878,856	3,930,962	4,225,832	4,226,393	4,270,977
Endowment Amount £	78,190	97,968	104,539	201,671	135,770	153,701	167,236
Total..... Amount £	3,865,093	3,817,865	3,983,395	4,132,633	4,361,602	4,380,094	4,438,213
Annuities...Annual Amount £	4789	4638	4911	5221	3576	3766	3808
Policies issued during year --							
Life Assurance... Amount £	439,044	432,365	491,505	523,057	461,338	415,568	378,336
Endowment Amount £	11,555	43,616	32,157	30,971	58,823	50,880	54,326
Total..... Amount £	450,599	475,981	523,662	554,028	520,161	466,448	432,662
Annuities...Annual Amount £	242	408	512	394	674	312	387
Policies voided during year—							
Life Assurance... Amount £	300,115	298,134	311,781	257,845	315,781	269,683	294,979
Endowment Amount £	11,289	21,052	26,714	37,084	33,769	32,110	32,944
Total..... Amount £	311,404	319,186	338,495	294,929	349,550	301,793	327,923
Annuities...Annual Amount £	...	171	137	69	2086	66	37
Balance of Transfers with other Countries—							
Life Assurance .. Amount £	-8605†	-20,124†	21,065†	12,419†	36,276†	31,097†	39,871†
Endowment Amount £	80*	1232*	728*	106†	535*	488†	1027†
Total..... Amount £	8515†	18,892†	21,237†	12,555	36,811	31,585	40,898
Annuities ... Annual Value £	80†	83†	99†	17†	234†	74†	308†
Average Amount assured per Policy Holder § £	168.57	159.11	157.13	160.87	160.10	156.47	155.74
Ditto per Society §..... £	386,509	381,786	398,339	413,263	436,160	547,512	557,402
Ditto per Head of Population §..... £	£21 6s. 10d.	£21 3s. 11d.	£21 13s. 0d.	£22 4s. 10d.	£23 6s. 11d.	£23 9s. 3d.	£22 18s. 110d.
Policies secured per 100 of Population No.	12.65	13.32	13.77	13.75	14.58	14.96	14.73
Estimated ditto per 100 of adult ditto No.	25.26	26.58	24.54	25.46	29.11	29.92	28.01

* In favour of Tasmania.

† Against Tasmania.

§ Not including estimated Capital Value of Annuities.

BUILDING SOCIETIES.

BUILDING Societies in Tasmania on 31st December, 1905, 1906, 1907, 1908, 1909, 1910, and 1911 with particulars relating to Members' Shares, Income, Expenses, Assets, and Liabilities.

	1905.	1906.	1907.	1908.	1909.	1910	1911.
Number of Societies.....	4*	4*	4*	4*	4*	4*	4*
Number of Members	2427	2425	2516	2655	2812	3262†	3311†
Number of Shares	7493	8091	8735	9161	9995	10,533	10,679
Advances made during 12 months prior to date of last balancing	£44,795	£52,814	£54,937	£51,904	£62,020	£53,863	£57,064
Total Income during 12 months prior to date of last Balance Sheet (exclusive of deposits)	£76,231	£78,216	£68,199	£73,463	£75,664	£79,226†	£87,628†
Working Expenses during 12 months prior to date of last Balance Sheet ...	£3198	£3128	£3378	£3305	£3664	£3449	£3394
Assets at date of last Balance :—							
Balance due on Mortgage Securities (not including prospective interest)	£213,987	£223,187	£240,725	£248,185	£269,847	£277,083	£278,608
Amount invested in other Securities, and Cash	£16,833	£10,808	£16,733	£18,145	£18,884	£20,605	£26,094
Liabilities at date of last Balance :—							
To the Holders of Shares	£104,596	£92,983	£102,900	£101,987	£109,344	£94,406	£91,553
To Depositors and other Creditors...	£126,224	£141,012	£154,558	£131,876	£145,693	£203,282	£213,149
Amount of Deposits at date of last Balance	£93,065	£110,400	£118,492	£127,188	£140,575	£145,587	£155,378

‡ Including Borrowers. * All of which are Permanent. † Includes repayment of loans.

[Compiled by the Government Statistician from Returns furnished by the Secretaries of the various Societies.]

REGISTERED Building and Investment Societies.—General Return.

Heading.	Particulars.
Number of Societies.....	4
Number of Shareholders.....	2276
Number of Shares	10,679
Number of Borrowers	1464
Income for Year from Interest on Loans and Investments ...£	18,183
Working Expenses for Year	3394
Amount of Deposits received during Year	40,732
Repayments of Loans during year.....£	69,445
Loans granted during Year	57,064
Liabilities—	
Paid-up Capital or Subscriptions	91,553
Reserve Funds	51,325
Deposits	155,378
Bank Overdraft	831
Other Liabilities... ..	5615
Total.....£	304,702
Assets—	
Advances on Mortgages	278,608
Landed and House Property	7990
Cash in hand and on Deposit	14,302
Other Assets	3802
Total.....£	304,702

REGISTERED COMPANIES.

Heading.	Particulars.		
	Registered during the Year.	Wound up during the Year.	Existing at end of Year.
Particulars for Year ended December 31st, 1911.			
Number of Companies with Liability Limited by Shares.....	21	2	137
" " " Guarantee .....	...	...	...
" " " Unlimited Liability .....	...	...	...
Number of No-Liability Companies.....	...	...	...
Registered Associations not formed for Profit.....	...	...	3
Total	21	2	140
Total Nominal Capital of all Registered Companies£	288,436	2500	4,338,587
Total Subscribed Capital of all Registered Companies£	243,672	2500	3,191,320
Total Paid-up Capital of all Registered Companies £	240,737	2500	2,222,137

ADAMS' (TATTERSALL'S) CONSULTATIONS.

(Act 60 Vict. No. 7, and Regulations gazetted 19th May, 1897.)

Year.	Number of Events on which Consultations were Promoted.	Number of Consultations Drawn.	Amount Invested.	Amount of Money unclaimed on Account of Consultations within each year.
			£ s. d.	£ s. d.
1897*.....	13	20	290,000 0 0	1052 14 0
1898.....	30	39	508,750 0 0	1649 4 2
1899.....	30	48	456,812 10 0	1041 5 1
1900.....	28	38	511,925 0 0	1749 19 10
1901.....	26	33	547,625 0 0	1827 17 0
1902.....	22	25	340,800 0 0	837 5 11
1903.....	19	31	441,000 0 0	1178 16 8
1904.....	21	33	553,625 0 0	1696 11 0
1905.....	22	32	570,000 0 0	1053 14 9
1906.....	22	33	602,750 0 0	2808 16 6
1907.....	22	29	544,750 0 0	1602 3 6
1908.....	22	26	456,750 0 0	978 10 4
1909.....	22	26	448,750 0 0	1109 14 10
1910.....	18	24	552,500 0 0	1517 17 4
1911.....	18	29	710,000 0 0	...
Total, 1897-1911	335	466	7,536,037 10 0	5363 11 1

* From June 5th, 1897 : First Sweep under Tasmanian Government Licence.

† On 30th June, 1910

TOTALISATOR.

(Lotteries Amendment Act, 1899, 63 Vict. No. 3.)

Year.	No. of Totalisator Licences issued for Meetings held during the Year.	Racing Days.	Total Amount Invested by the Public.	Amount paid to the Treasury. †
			£	£
1900	83	87	77,550	475
1901	82	86	73,417	453
1902	83	85	89,750	512
1903	74	77	111,656	553
1904	87	90	£149,710 10s.	796
1905	77	80	£133,089 5s.	£1330 7s. 1d.
1906	72	75	£129,201 10s.	£1291 18s. 9d.
1907	69	72	£137,385 15s.	£1373 16s. 5d.
1908	73	78	£153,036 15s.	£1530 6s. 2d.
1909	76	80	£171,388 10s.	£1713 16s. 4d.
1910	82	87	£176,242 15s.	£1762 8s. 1d.
1911	91	96	£ 199,522 15s.	£1995 2s. 5d.

† These moneys relate to the Meetings held within the year. Up to the 29th September, 1904, the Tax payable to the Treasury was 1 per cent. of the total sum of money placed in or upon the Totalisator, not exceeding Ten Pounds for the use of the Totalisator or Totalisators for each day. From that date the tax was 1 per cent. of the total moneys placed in or upon the Totalisator.

APPENDIX A. TO STATISTICS OF TASMANIA FOR 1911-12.

STATISTICAL SUMMARY RELATING TO
TASMANIA, 1816 to 1911-12.

AREA, POSITION, &c.

AREA OF TASMANIA (including Islands and Lakes)—26,215 sq. miles, or 16,778,000 acres.

POSITION.—Southern Hemisphere, between parallels of 40° 40' and 43° 38' S. latitude, and between 144° 30' and 148° 30' E. longitude.

DISCOVERED BY ABEL JANSZON TASMAN.—Year 1642.

TAKEN POSSESSION OF AS A BRITISH COLONY.—Year 1803.

FIRST SETTLED.—Year 1804.

DECLARED AN INDEPENDENT BRITISH COLONY.—Year 1825.

REPRESENTATIVE GOVERNMENT INSTITUTED. —Year 1856.

CHIEF PRODUCTS.—Bark, Fruits, Timber, Wool, Gold, Silver, Tin, Copper.

STATE DEPARTMENTS TRANSFERRED TO COMMONWEALTH.

The formal transfer of the several State Departments to the Commonwealth was as follows:—

Customs and Excise, 1st January, 1901.

Posts and Telegraphs, 1st March, 1901.

Defences, 1st March, 1901.

The Commonwealth Uniform Customs Tariff came into operation on the 9th October, 1901.

POPULATION OF CHIEF CITIES, 31ST DECEMBER, 1911.

HOBART—City	27,709	LAUNCESTON—City	20,937
Suburbs	10,682	Suburbs	2,789
TOTAL	<u>38,391</u>	TOTAL	<u>23,726</u>

MISCELLANEOUS PARTICULARS.

PARTICULARS RELATING TO POPULATION, MAINLY BASED ON THE FIGURES OF CENSUS, 1911.

	1911.	Per cent. to Total.		1911.	Per cent. to Total.
<i>Population, Total, (31st December), 1911</i> ...	193,479		<i>Breadwinners—</i>		
Population per square mile	7.38		Males	64,592	||78.35
Males	98,594	50.95	Females	17,849	||21.65
Females	94,885	49.05	Persons	82,441	42.61
Males, 21 years and over	52,181	26.97	<i>Electors—*</i>		
Males at soldier's age (20 to 40)	32,891	†29.93	Legislative Council—		
Females, 21 years and over	49,588	25.63	Males	19,872	
Persons, ditto ditto	101,770	52.60	Females	5541	
Children at school age (7 to 14)	36,800	19.02	Persons	25,413	
<i>Dwellings (Inhabited)—</i>			Electors per 100 adults .....	...	24.97
† Total number (householders).....	37,898		House of Assembly—		
Average number of persons to each dwelling	5.11		Males	52,853	
Persons having one room	3316	8.75	Females	50,660	
Ditto having more than one room	34,582	91.25	Persons	103,513	
Ditto under £20 rental	25,202	66.50	Electors per 100 adults.....	...	101.71
Ditto £20 and over	12,696	33.50	<i>Religion—</i>		
<i>Ages—</i>			Church of England	89,214	46.11
Under 5 years	25,269	13.06	Church of Rome	33,105	17.11
5 to 65	160,278	82.84	Methodists	25,268	13.06
65 and over	7932	4.10	Presbyterians	15,904	8.22
<i>Conjugal Condition—</i>			Congregational	4934	2.55
Married persons	63,790	32.97	Baptists	4818	2.49
Ditto males	31,844	49.92	Other Christian Sects	11,725	6.06
Ditto females.....	31,946	50.08	Non-Christian Sects	309	0.16
<i>Education—</i>			Total specified religions	185,277	95.76
Read and write (5 years and over)	155,467	93.49	No Denomination	1452	.75
Ditto, adults (20 years and over)	99,463	95.25	No Religion	212	.11
<i>Birthplaces—</i>			Persons who "object" to state religion.....	4991	2.58
Tasmania	160,781	83.10	Others	1547	.80
Other Australasian States	14,995	7.75	Total.....	193,479	100.00
United Kingdom	13,640	7.05			
Elsewhere	4063	2.10			

* At the time of last General Elections. † Per cent. to total Males. ‡ On information supplied by the various Municipalities the proportions relating to the various classes of rooms being based upon results of 1901 Census. § The number of Persons on the R II exceeds by 1.7 per cent. the estimated number of all adults in the State. This may be due to undiscovered duplication of the names of the same persons, and by failure to eliminate from Rolls the names of Persons who have died or who may have left the State. || Per cent. to total breadwinners, based on the figures of 1901 Census.

GENERAL PROGRESS OF TASMANIA SINCE 1820.

	1820.	1830.	1840.	1850.	1860.	1870.	1880.	1890.	1900.	1911.	1911-12. True Annual Rate of Increase	
											Since 1850.	Since 1900.
Population (Est. 31 Dec) No.	5400	24,279	45,999	70,571	87,775	100,765	114,762	145,290	172,979	193,479	1.67	1.02
Revenue* £	...	18,879	94,009	74,560	263,574	270,128	442,145	758,100	1,054,950	1,084,663	4.49	0.25
Public Debt .....	...	...	...	...	...	1,268,700	1,943,700	6,432,800	8,511,005	11,302,411	...	2.61
External Trade	£ 70,000	401,278	1,855,363	1,272,390	2,030,580	1,441,625	2,881,154	3,328,318	4,684,274	||7,838,337	3.03	4.79
Shipping	tons 30,000	51,627	151,782	212,865	234,415	212,910	413,303	951,247	1,232,18	2,587,437	4.18	6.97
Railways—Miles open...No.	...	...	...	...	...	...	168	399	594	6684	...	1.08
Capital invested .....	£	...	...	...	...	...	1,541,272	3,088,882	4,336,448	5,415,612	...	2.04
Gross Receipts.....£	...	...	...	...	...	...	73,740	186,934	282,991	408,440	...	3.39
Net Receipts .....	£	...	...	...	...	...	5253	19,594	75,683	131,380	...	5.14
Land in Crop.....acres	...	...	...	...	152,860	157,410	140,788	157,376	224,352	270,000	...	1.70
Live Stock—Cattle	No. 6889	85,942	92,101	82,761	83,666	101,459	127,187	162,440	164,916	217,416	1.60	2.54
Sheep	No. 42,003	680,740	1,089,987	1,822,320	1,700,930	1,349,775	1,783,611	1,619,256	1,683,956	1,823,017	0.01	0.72
Horses	No. 111	3387	11,850	18,391	21,034	22,679	25,267	31,165	31,605	41,853	1.36	2.59
Pigs.....No.	...	...	...	31,000	31,290	49,432	48,029	81,716	62,291	67,392	1.28	0.71
Wool Exports	£	29,191	223,667	248,869	370,427	246,402	542,244	419,173	261,214	£416,219	0.85	4.33
Gold, Silver, Copper, and Tin Exports .....	£	...	...	...	...	7475	543,391	400,618	1,631,374	£1,307,618	...	1.36
Coal produced..... tons	...	...	...	...	...	...	12,219	53,812	50,811	57,067	...	1.06
Agricultural Products.....£	...	...	...	...	1,042,441	...	...	962,751	1,187,091	2,043,581	...	5.03
Pastoral Products .....	£	...	...	...	811,654	...	...	1,414,505	1,423,958	1,429,946	...	0.01
Property assessed—												
Annual Value .....	£	...	...	...	...	...	708,348	1,080,139	1,001,308	1,492,533	...	3.50
Estimated Annual Value of "Consumable Wealth" produced* .....	£	...	...	...	...	...	...	...	...	...	...	...
Population—True annual rate of increase during last decade .....	†	...	...	...	...	...	...	...	...	...	...	...

NOTE.—The sign —, or minus, signifies a decrease.

* Includes Revenue of Departments since transferred to Commonwealth.

† "CONSUMABLE WEALTH."—The annual value of Consumable Wealth produced in Tasmania during the year 1911-12—by the combined agency of local labour, skill, and all other animate and inanimate auxiliary instruments of productive physical energy—is estimated to approximate to £8,500,000. This is equivalent to £107 per annum per breadwinner [includes capitalists, entrepreneurs, and wage-earners]. At 3½ per cent. this annual contribution of Consumable Wealth represents an absolute present capital value of £242,857,000. It is estimated that about one-seventh of the annual value is absorbed in the maintenance, renewal, and fresh creation of the necessary auxiliary tools and instruments of production and transport. The remaining six-sevenths are absorbed by breadwinners and their dependents, representing a sum of £7,284,560, or 5s. 10½d. per breadwinner per working day. From an economist's point of view each breadwinner may be rightly regarded as one of the most essential instruments of production. If therefore we regard £92, being the average annual effective claim of each breadwinner unit, it follows that each of the latter possesses an asset which, calculated at 3½ per cent., represents a capital value of £2628. || Estimated. § Production (Exports not available).

Year.	Population.					Vital and Meteorological.*						
	Total on 31st Decem- ber.	Males.	Females.	Immigrants.	Emigrants.	Births.	Deaths. (°)	Marriages.	Barometer, Mean, Hobart.	Thermometer, † Mean, Hobart.	Rainfall in inches. Hobart.	
									inches.	degrees.	inches.	
1816.....	1461	...	...	...	...	...	...	...	...	...	...
1820.....	5400	4057	1343	...	...	...	...	...	...	...	...
1830.....	24,279	18,108	6171	...	...	460	270	163	...	...	...
1831.....	26,640	19,815	6825	...	...	422	282	114	...	...	...
1832.....	28,903	21,169	7734	...	...	...	...	...	...	...	...
1833.....	34,328	25,023	9305	...	...	455	379	257	...	...	...
1834.....	37,688	26,977	10,711	...	...	714	557	370	...	...	...
1835.....	40,172	28,749	11,423	...	...	730	525	356	...	...	...
1836.....	43,679	31,185	12,504	...	...	684	443	496	...	...	...
1837.....	42,698	30,265	12,433	...	...	754	597	381	...	...	...
1838.....	45,764	31,932	13,882	...	...	717	403	331	...	...	...
1839.....	44,033	30,967	13,066	...	...	249	485	423	...	...	...
1840.....	45,999	32,040	13,959	...	...	404	501	457	...	...	...
1841.....	57,420	39,559	17,861	...	...	738	484	407	29·830	54·1	13·95
1842.....	58,851	40,767	18,084	...	...	1101	577	482	29·729	53·6	23·60
1843.....	...	...	...	...	...	1348	1140	579	29·771	54·4	13·43
1844.....	...	...	...	...	...	1551	786	845	29·785	52·3	26·25
1845.....	...	...	...	...	...	1506	697	658	29·794	54·1	16·68
1846.....	...	...	...	...	...	1567	736	669	29·801	53·2	21·96
1847.....	67,918	46,023	21,895	5538	4787	1531	953	862	29·746	52·6	14·46	
1848.....	...	...	...	4410	3799	1653	773	799	29·746	52·3	23·62
1849.....	...	...	...	4191	3617	1766	1013	734	29·747	51·0	33·15
1850.....	...	...	...	...	4612	2025	1070	923	29·834	54·4	14·51
1851.....	69,187	43,631	25,556	3930	7463	2081	1103	993	29·708	53·1	17·98	
1852.....	63,445	36,063	27,382	12,632	21,920	2114	1449	1213	29·779	52·7	23·62	
1853.....	65,954	37,793	28,161	14,997	12,684	2233	2017	1479	29·753	52·1	14·52	
1854.....	61,874	34,509	29,365	9525	11,280	2603	1928	1343	29·785	53·0	30·54	
1855.....	69,962	38,680	31,282	10,887	7055	2948	1692	1257	29·768	58·6	18·25	
1856.....	...	...	...	4956	7636	2956	1335	933	29·696	57·0	22·73
1857.....	82,997	47,058	35,939	6063	5231	3246	1418	897	29·917	56·0	17·14	
1858.....	84,080	47,290	36,790	4003	4496	3138	1562	779	29·873	56·7	33·07	
1859.....	85,968	48,075	37,883	2975	2921	3244	1410	706	29·879	55·9	23·31	
1860.....	87,775	48,602	39,173	3132	3114	3238	1749	689	29·944	56·4	21·05	
1861.....	90,211	49,234	40,977	3684	4861	3207	1477	717	29·873	56·9	28·19	
1862.....	90,728	49,243	41,485	3174	4444	3149	1362	636	29·800	56·3	21·72	
1863.....	91,519	49,737	41,782	3621	4410	2998	1418	698	29·850	55·1	40·67	
1864.....	93,307	50,936	42,371	3711	3521	3031	1433	698	29·912	55·0	28·11	
1865.....	95,201	52,158	43,043	3597	3509	3069	1263	591	29·848	54·6	23·07	
1866.....	97,368	53,546	43,822	4769	4079	2895	1327	571	29·912	55·8	23·55	
1867.....	98,455	54,271	44,184	3559	4025	2971	1418	597	29·850	56·2	22·28	
1868.....	100,706	55,504	45,202	5043	4320	2990	1469	654	29·912	56·1	18·08	
1869.....	100,592	56,190	45,402	6521	7159	2859	1339	651	29·875	56·1	23·87	
1870.....	100,765	53,464	47,301	5982	5888	3054	1409	670	29·914	56·0	27·55	
1871.....	101,785	53,911	47,874	4648	5326	3053	1363	598	29·882	57·1	18·25	
1872.....	102,925	54,418	48,507	5665	6127	3010	1416	639	29·837	57·3	31·76	
1873.....	104,127	55,368	48,849	6787	7039	3048	1512	652	29·903	58·4	23·43	
1874.....	104,176	55,117	49,049	6265	7714	3097	1690	712	29·894	57·5	24·09	
1875.....	103,663	54,643	49,020	6535	8075	3105	2079	689	29·818	58·8	29·25	
1876.....	105,484	55,633	49,851	8571	8169	3149	1733	746	29·863	54·8	23·63	
1877.....	107,104	56,523	50,581	9717	9279	3211	2040	831	29·915	54·3	20·82	
1878.....	109,947	58,036	51,911	9524	8483	3502	1701	866	29·804	55·0	29·76	
1879.....	112,469	59,477	53,022	10,578	9932	3564	1688	804	29·867	55·3	21·07	
1880.....	114,762	60,550	54,212	10,411	10,025	3739	1832	840	...	...	...
1881.....	118,113	62,470	55,643	12,579	11,163	3918	1733	856	...	...	...
1882.....	120,834	63,909	56,925	12,822	11,403	4043	1909	969	...	...	30·69
1883.....	123,650	65,398	58,252	14,240	12,636	4249	2122	1120	29·914	55·3	24·04	
1884.....	127,054	67,199	59,855	14,257	12,724	4578	1990	1003	29·893	53·7	21·55	
1885.....	129,267	68,369	60,898	14,822	14,173	4637	2036	1051	29·945	53·6	28·29	
1886.....	131,616	69,612	62,004	15,399	14,630	4627	1976	985	29·923	53·5	21·39	
1887.....	135,988	71,924	64,064	14,980	12,288	4736	2161	939	29·928	54·2	24·21	
1888.....	138,346	73,171	65,175	18,866	17,936	4777	2036	951	29·925	53·6	18·45	
1889.....	142,177	75,197	66,980	23,443	20,771	4757	2098	967	29·919	54·6	30·80	
1890.....	145,260	76,843	68,447	20,517	27,070	4813	2118	954	29·892	55·3	27·51	
1891.....	152,619	80,917	71,702	27,315	21,233	4971	2234	988	29·943	54·3	23·25	
1892.....	151,203	78,575	72,628	23,714	21,407	4965	2069	995	29·857	...	18·62	
1893.....	151,279	78,600	72,679	18,089	18,649	5216	2071	848	29·889	54·9	27·48	
1894.....	153,292	79,650	73,642	17,009	15,786	4852	1938	847	29·916	55·3	27·39	
1895.....	155,560	80,830	74,730	18,767	17,168	4790	1811	847	29·768	54·7	25·41	
1896.....	159,844	83,060	76,784	19,076	15,419	4603	1901	964	29·917	54·3	21·61	
1897.....	164,373	85,413	78,960	20,735	16,697	4684	1947	1052	29·879	54·0	20·45	
1898.....	168,746	87,676	81,070	24,074	19,323	4580	2359	1007	29·880	54·9	20·40	
1899.....	172,572	89,672	82,900	24,959	20,805	4674	2294	1147	29·937	54·6	20·68	
1900.....	172,979	89,880	83,099	23,056	22,574	4864	1903	1332	29·870	54·2	19·14	
1901.....	174,011	90,290	83,721	25,084	23,751	4930	1814	1338	29·899	54·6	25·11†	
1902.....	176,080	91,184	84,896	27,550	24,572	5085	1914	1313	29·954	53·2	21·85†	
1903.....	178,175	92,088	86,087	25,163	23,205	5080	2105	1344	29·897†	54·6	25·86†	
1904.....	180,294	93,011	87,283	25,432	24,922	5292	1969	1350	29·894	54·5	22·41†	
1905.....	182,437	93,921	88,516	31,116	29,887	5256	1843	1365	29·876†	53·6	32·09†	
1906.....	184,607	94,850	89,757	30,540	30,938	5333	2018	1398	29·854†	54·3	23·31†	
1907.....	186,803	95,789	91,014	34,803	32,557	5291	2001	1411	29·861†	54·1	25·92†	
1908.....	189,024	96,736	92,288	35,188	36,838	5614	2120	1432	29·932§	54·8	16·83	
1909.....	191,272	97,692	93,580	33,297	35,19	5546	1843	1497	29·865	53·4	27·29	
1910.....	193,547	98,656	94,891	35,377	38,508	5586	2122	143	29·892	55·3	25·22	
1911.....	193,479	98,594	94,885	41,503	45,664	5444	1931	1477	29·912	54·6	26·78	

* No records obtained for the years 1880, 1881, 1882.

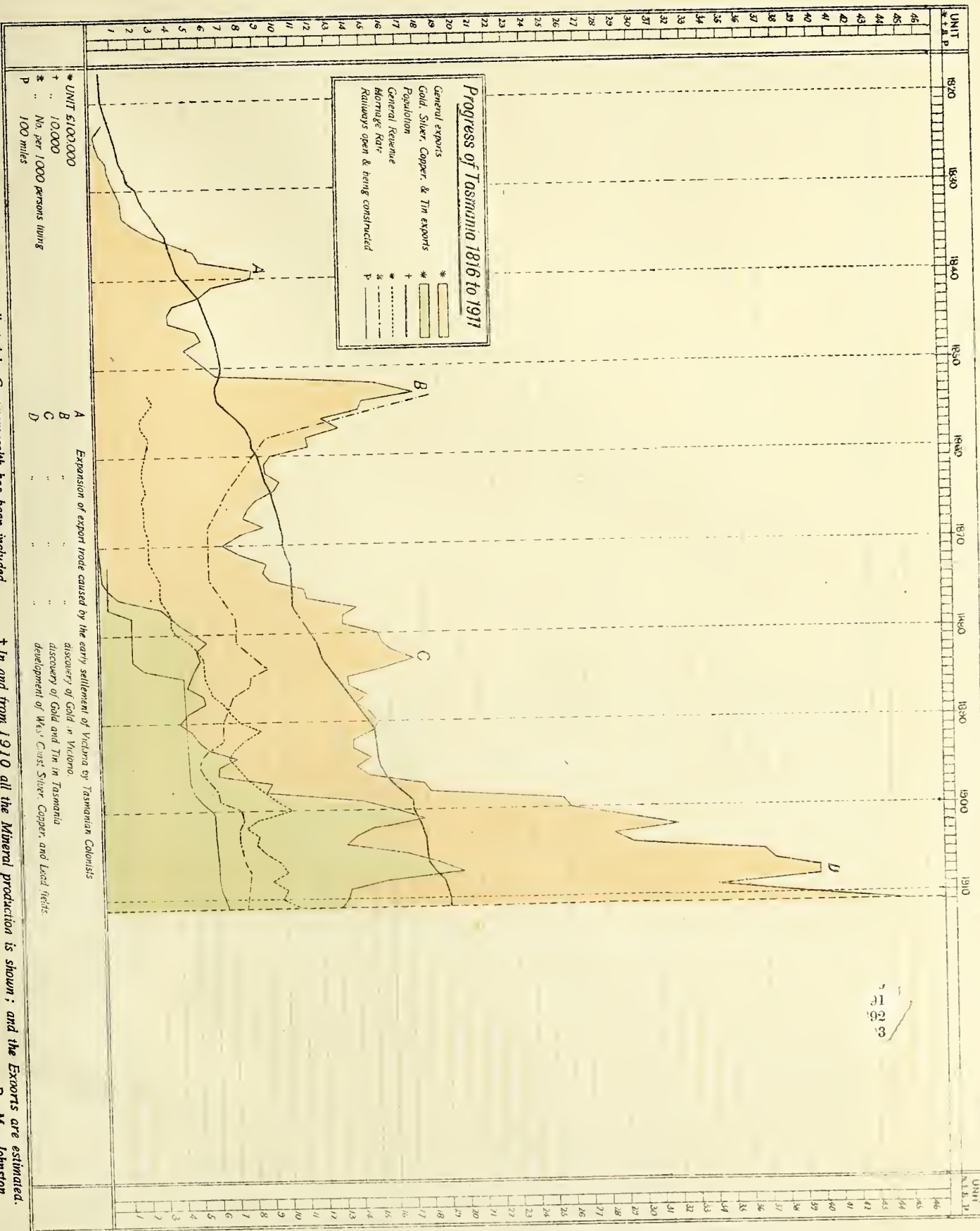
† Amended in accordance with official figures.

§ Year 1990.

(*) Deaths at sea are included.

Year.	Intellectual Provision.			Crime.				
	GOVERNMENT SCHOOLS.			NUMBER OF PERSONS.				
	No.	Scholars on the Rolls.	Average Daily Attendance.	Taken into Custody and summoned.	Summarily convicted.	Committed for Trial.	Convicted after Commitment.	Executed.
1816.....	...	...				
1820.....	...	...				
1830.....	11	553						
1831.....	15	568						
1832.....	16	600						
1833.....	19	856						
1834.....	24	1003						
1835.....	29	1177						
1836.....	30	1331						
1837.....	33	1312						
1838.....	34	1380						
1839.....	22	785						
1840.....	25	1046						
1841.....	26	1255						
1842.....	25	1460						
1843.....	24	1407						
1844.....	23	1493						
1845.....	21	1413						
1846.....	23	1510						
1847.....	23	2557						
1848.....	65	3147						
1849.....	73	3405						
1850.....	82	3526						
1851.....	87	2916						
1852.....	72	3352	2462					
1853.....	43	2218	...					
1854.....	50	2734	2024					
1855.....	63	3377	2444					
1856.....	81	3717	2692					
1857.....	72	3529	2993					
1858.....	78	4191	2725					
1859.....	83	5042	2950					
1860.....	89	6664	3077					
1861.....	94	7236	3336					
1862.....	94	7814	3657					
1863.....	88	7124	3426					
1864.....	97	7791	3763					
1865.....	100	8294	4074					
1866.....	101	8198	3930	...	...	...	...	...
1867.....	105	8346	4112	...	...	...	...	...
1868.....	109	8746	4272	...	...	...	...	...
1869.....	116	9316	4511	...	...	...	...	...
1870.....	128	9997	5041	...	...	...	...	...
1871.....	130	10,194	5187	6576	4207	137	74	...
1872.....	139	10,491	5209	6321	4137	123	82	...
1873.....	141	10,803	5268	7308	4641	125	75	...
1874.....	147	12,158	5867	5853 ^a	4433	120	63	...
1875.....	154	12,271	5703	6531	4438	108	49	1
1876.....	158	12,231	5867	7523	5659	94	51	...
1877.....	165	12,557	5973	6606	5140	93	49	1
1878.....	164	12,453	6032	6644	5131	109	54	1
1879.....	171	12,652	6203	7184	5641	114	67	...
1880.....	171	12,286	6002	6908	5418	129	73	...
1881.....	175	13,644	6701	6229	4799	99	51	...
1882.....	181	13,775	6711	7615	5942	90	36	1
1883.....	183	14,241	7040	8039	6394	79	33	2
1884.....	191	14,846	7297	6273	4843	66	39	1
1885.....	194	15,418	7465	5983	4876	58	31	...
1886.....	209	16,014	7866	6586	5253	74	46	...
1887.....	215	16,527	8182	5932	4806	91	56	1
1888.....	220	17,125	8730	6164	4595	99	66	...
1889.....	229	17,948	8973	7128	5122	105	42	...
1890.....	240	18,156	8898	6411	4962	117	46	...
1891.....	244	19,207	9680	6173	4760	98	63	1
1892.....	251	20,659	10,654	6278	4822	107	43	...
1893.....	253	20,475	10,175	5036	3859	97	61	...
1894.....	249	19,967	10,594	4954	3744	93	42	...
1895.....	258	19,907	10,642	4766	3645	78	32	...
1896.....	270	20,826	11,508	4514	3450	70	35	...
1897.....	282	21,759	12,022	4472	3439	69	31	...
1898.....	296	22,517	12,015	4336	3363	58	33	...
1899.....	309	23,272	13,105	4989	3941	85	36	...
1900.....	327	24,157	14,007	5381	4179	78	25	...
1901.....	338	24,542	14,259	5499	4469	67	39	...
1902.....	349	24,764	14,541	6171	4949	75	28	...
1903.....	346	24,595	13,863	5975	4877	85	51	...
1904.....	358	24,082	14,321	5579	4515	50	26	...
1905.....	365	24,043	14,112	5488	4567	59	24	...
1906.....	352	24,221	13,729	4972	4161	55	32	...
1907.....	356	25,157	14,464	6258	5334	46	34	...
1908.....	362	27,760	15,952	7048	5903	63	29	...
1909.....	371	29,406	17,391	6831	5930	44	34	...
1910.....	367	30,805	17,974	7079	6250	48	24	...
1911.....	399	32,244	18,130	6597	5756	71	38	...

^a Prior to 1874, "Lunacy" and cases for "Non-payment of Rates" were included.^b Including cases for "Non-payment of Rates."



NOTE.—From 1900 to 1909 Revenue collected by Commonwealth has been included. † In and from 1910 all the Mineral production is shown; and the Exports are estimated.

From THE GOVERNMENT PRINTER, TASMANIA.

R. M. Johnston.

Interchange.

POSTAL.				TELEGRAPH.*			RAILWAYS.				TRAM- WAYS.	ROADS.		Year.
No. of Post Offices.	No. of Post Miles.	No. of Letters and Post Cards.	No. of Packets and Newspapers.	No. of Offices.	No. of Miles Wire.	No. of Messages.	No. of Miles open.	Train Miles run.	Receipts.	Working Expenses.	Miles.	Miles.	Cost.	
									£	£			£	
														1816
														1820
														1830
														1831
														1832
														1833
														1834
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														1865
				9										1866
				9										1867
				9										1868
				9										1869
				13										1870
144	1400	1,189,994	1,136,338	14	241	20,535	...	78,816	12,629	12,033	...	2916	18,863	1871
146	1420	1,241,111	1,112,186	14	281	31,767	45	72,300	13,636	13,786	...	2914	19,845	1872
154	1480	1,397,011	1,249,205	23	281	39,281	45	83,682	17,093	13,652	...	3038	17,376	1873
163	1530	1,542,870	1,260,334	23	286	42,090	45	94,110	18,325	15,630	...	3075	22,993	1874
170	1293	1,695,256	1,423,438	32	468	44,626	45	89,650	19,436	16,213	...	3481	26,858	1875
177	1359	1,909,583	1,541,227	40	630	66,088	45	89,101	37,450	44,619	...	3626	29,650	1876
180	1460	2,092,082	1,718,651	46	763	79,999	45	342,654	60,186	68,533	...	3760	26,202	1877
191	1719	2,313,801	2,045,533	59	910	90,313	167½	367,469	68,284	73,401	...	3852	28,585	1878
198	1720	2,466,109	2,169,248	62	949	91,832	167½	392,908	71,311	71,447	...	4079	28,327	1879
201	1831	2,682,329	2,345,700	64	963	108,730	167½	400,945	73,740	68,487	...	4160	30,741	1880
206	1862	2,994,148	2,237,504	68	1024	147,660	167½	401,773	78,867	72,146	...	4836	30,655	1881
209	1883	3,394,599	2,484,174	94	1497	199,127	167½	405,020	88,014	75,980	61	4838	26,525	1882
222	1968	3,622,284	3,036,990	99	1543	210,274	167½	415,792	98,532	90,949	61	4576	39,220	1883
234	2106	3,828,087	3,692,257	107	1716	204,152	215½	435,586	114,768	95,748	13	4865	49,071	1884
246	2465	3,972,506	3,986,364	135	2071	218,155	257	532,193	126,905	111,167	13	4805	49,107	1885
251	2692	4,183,873	4,280,501	144	2353	214,738	303	587,917	131,935	114,706	13	5076	51,427	1886
258	2772	4,369,706	4,118,883	156	2407	233,811	318	694,567	140,224	126,250	13	5238	50,776	1887
278	2825	4,716,244	4,819,315	165	2505	271,769	327½	777,035	153,471	140,178	13	5322	50,031	1888
293	2868	4,814,239	6,076,363	178	2590	280,559	374½	815,986	174,518	152,172	13	5623	41,985	1889
315	3100	5,172,824	5,904,741	194	2701	353,548	398½	880,417	186,934	167,340	13	5659	43,340	1890
328	3219	5,852,381	6,682,001	210	3178	456,396	424½	941,165	190,226	159,327	13	5678	42,44	1891
345	2941	6,063,548	5,904,798	232	3383	329,334	475	940,843	195,297	172,046	13	5781	36,151	1892
337	2905	5,721,964	5,531,841	210	3397	283,817	475	830,716	167,094	141,801	9	5884	34,953	1893
327	2848	5,723,867	5,734,403	217	3426	260,423	475	787,835	157,660	131,740	9	6176	26,967	1894
327	2426	5,894,708	5,860,174	216	3426	273,127	475	759,046	162,415	127,708	9	5889	22,817	1895
328	2495	7,551,791	7,205,443	218	3456	316,453	475	772,182	175,527	129,714	9	6191	22,531	1896
336	2718	7,373,874	7,373,874	225	3558	344,150	495½	824,111	202,590	147,707	10½	6094	21,986	1897
344	2667	9,396,799	7,052,721	258	3578	372,575	508½	866,773	227,110	165,687	11	6317	27,169	1898
355	2775	10,036,613	8,204,362	275	3650	380,687	547½	932,874	258,547	187,529	11	6397	28,053	1899
375	2911	10,907,865	8,536,750	324	3793	370,225	594	999,858	282,991	207,308	11	6954	30,538	1900
376	2915	11,173,493	9,678,778	323	3893	363,414	618	1,121,191	299,600	234,965	11½	7265	33,854	1901
375	2915	9,379,438	9,469,348	310	3890	368,751	620½	1,109,049	321,735	232,206	11½	7527	35,240	1902
378	2915	9,911,692	10,163,353	319	3784	448,347	620½	1,060,780	307,469	200,037	11½	7471	38,847	1903
383	3231	1,075,111	10,158,067	320	3743½	451,659	618	1,102,630	318,096	215,023	11½	7693	36,414	1904
379	3236	12,615,971	12,208,377	325	3751½	496,294	618	1,104,040	320,475	212,061	11½	7802	35,594	1905
392	3368	14,381,281	13,090,287	336	3783	518,003	618	1,157,976	350,889	232,943	11½	8020	39,895	1906
406	3359	14,910,930	14,510,753	316	3057	562,578	618½	1,235,217	376,805	256,032	11½	8268½	36,547	1907
414	3399	15,302,742	16,385,691	328	2181	580,540	618½	1,218,211	371,233	257,784	11½	8131	58,293½	1908
417	3409	16,296,348	16,178,602	311	3208	565,000	624½	1,259,440	377,374	202,425	11½	10,155	102,020½	1909
429	3469	17,584,526	17,633,840	317	4382	594,840	642½	1,242,463	370,704	267,875	11½	9988	106,237	1910
433	3643	24,005,215	16,099,525	321	4305	796,084	668½	1,257,166	408,440	277,059	11½	10,485	104,200*	1911

* Prior to 1882, Government Lines alone are recorded.

† Total for two lines only

‡ Includes roads and bridges of newly organised

Municipal districts.

§ Includes only 4 miles of cable.

* Estimated.

Year.	Interchange—continued.							
	SHIPPING.				IMPORTS.		EXPORTS.	
	Inwards.		Outwards.		Value and Number of Live Stock imported.	Total Value of Imports.	Total Value of Exports.	Value and Number of Live Stock exported.
	No.	Tonnage.	No.	Tonnage.				
					£	£	£	£
1816.....	11	...	4	...	...	...	...	...
1820.....	41	...	36	...	...	...	...	...
1830.....	101	26,582	92	25,045	...	255,298	145,980	4538
1831.....	94	23,184	102	25,451	...	298,744	141,745	...
1832.....	142	31,724	128	28,019	...	392,666	157,906	...
1833.....	167	37,442	159	36,250	...	352,894	152,967	852
1834.....	150	33,441	143	32,192	...	476,614	203,522	692
1835.....	229	55,833	225	53,560	...	583,646	320,679	7783
1836.....	292	58,142	274	52,780	47,957	558,240	420,123	56,617
1837.....	344	60,960	363	57,945	46,761	563,144	540,221	104,930
1838.....	370	64,454	369	63,392	24,948	702,956	581,475	50,464
1839.....	452	79,283	453	77,556	14,447	746,887	875,165	136,748
1840.....	492	85,081	506	66,701	21,364	988,356	867,007	93,511
1841.....	484	84,214	491	15,201	44,953	851,981	630,501	24,843
1842.....	468	82,983	466	82,866	41,332	587,453	582,509	10,782
1843.....	541	92,501	534	88,984	52,669	705,260	439,890	4905
1844.....	425	68,462	445	73,756	42,876	442,988	408,799	Horses. 126 Cattle. 22 Sheep. 449
1845.....	463	73,294	461	71,422	39,382	520,562	422,218	1287 39 926
1846.....	515	74,795	541	79,430	37,454	561,238	582,585	1294 77 713
1847.....	619	86,940	611	85,861	28,682	724,593	600,876	596 8 2148
1848.....	648	91,883	675	95,988	27,098	594,154	490,281	550 25 2640
1849.....	648	99,063	654	99,130	Horses. 14 Cattle. 5265 Sheep. 58,824	573,730	558,682	570 20 1346
1850.....	674	104,017	702	108,848	8 4286 53,373	658,540	613,850	449 23 543
1851.....	782	120,161	787	118,991	11 6219 65,089	641,609	665,790	1086 95 5015
1852.....	791	135,470	824	135,989	6 4303 48,488	860,488	1,509,883	2575 125 4345
1853.....	1024	192,420	999	188,279	44 5786 38,466	2,273,397	1,756,316	446 110 1857
1854.....	1057	198,612	1028	200,398	24 6681 39,369	2,604,680	1,433,021	544 57 83
1855.....	885	61,212	871	159,256	62 6943 58,822	1,559,797	1,428,629	206 36 6285
1856.....	934	157,826	945	156,396	30 7755 81,256	1,442,106	1,207,802	635 39 29
1857.....	1021	164,008	1032	167,058	19 7133 41,533	1,271,087	1,354,655	1034 79 3227
1858.....	973	147,947	922	146,864	11 6625 37,655	1,328,612	1,151,609	734 79 3978
1859.....	835	120,906	857	125,089	10 5864 22,857	1,163,907	1,193,898	1021 132 1590
1860.....	806	116,172	818	118,243	4 5798 43,312	1,068,411	962,170	1079 17 152
1861.....	780	113,610	800	116,608	72 5827 38,486	953,517	905,463	1144 4 6944
1862.....	734	107,664	754	108,915	4 5325 22,272	857,413	919,649	1645 78 6214
1863.....	775	117,681	770	116,143	1 4065 18,412	902,940	999,511	1949 1010 2526
1864.....	807	124,699	797	123,791	15 4877 17,484	908,265	975,730	517 481 1773
1865.....	640	100,276	677	104,218	7 2087 9542	762,375	880,965	802 137 3537
1866.....	643	107,903	632	106,065	10 1343 15,523	882,107	834,606	566 14 2651
1867.....	598	97,390	631	102,754	20 1864 38,437	856,348	790,494	665 4 2545
1868.....	654	110,553	659	111,491	13 2544 46,575	845,152	920,820	363 3 1009
1869.....	652	114,410	664	112,565	13 1723 25,479	975,412	826,932	331 1 2890
1870.....	613	105,647	611	107,263	24 1640 19,260	792,916	648,709	222 3 907
1871.....	635	107,271	648	108,889	38 926 13,091	778,087	740,638	272 7 998
1872.....	594	102,379	595	103,101	14 828 5398	807,182	910,663	442 75 2433
1873.....	661	118,353	681	119,759	15 918 13,197	1,107,167	893,556	526 305 2586
1874.....	607	119,706	620	119,801	18 790 20,988	1,257,785	925,325	629 17 1997
1875.....	631	129,102	664	133,107	28 1211 22,971	1,185,942	1,085,976	402 178 1673
1876.....	639	141,181	616	136,303	30 805 12,054	1,133,003	1,130,983	328 7 1299
1877.....	678	159,308	680	160,209	40 904 8385	1,308,671	1,416,975	266 126 1303
1878.....	693	159,063	688	156,791	58 1347 10,980	1,324,812	1,315,695	287 15 654
1879.....	705	189,087	723	192,808	23 1476 13,132	1,267,475	1,301,097	137 5 938
1880.....	654	205,217	655	208,086	29 1708 11,193	1,369,223	1,511,931	101 ... 385
1881.....	694	192,024	689	191,738	68 1953 11,458	1,431,144	1,555,576	161 ... 1306
1882.....	733	208,934	718	208,484	27 927 4795	1,670,872	1,587,389	348 ... 1937
1883.....	657	230,092	648	241,030	17 943 10,967	1,832,637	1,731,599	139 2 2913
1884.....	676	304,574	664	309,624	27 462 27,730	1,656,118	1,475,857	164 7 2966
1885.....	689	342,745	669	335,061	216 1353 65,339	1,757,486	1,313,693	137 ... 3249
1886.....	690	343,656	715	348,773	83 601 52,088	1,756,567	1,331,540	87 ... 2207
1887.....	677	360,404	714	374,895	70 1907 50,790	1,596,817	1,449,371	74 5 4005
1888.....	770	385,650	795	390,628	43 2975 76,097	1,610,664	1,333,865	65 1 4140
1889.....	842	458,247	819	453,999	151 2683 66,621	1,611,035	1,459,857	59 ... 4660
1890.....	746	475,618	763	475,629	752 3657 60,255	1,897,512	1,486,992	72 1 4604
1891.....	785	514,706	793	529,900	634 4720 72,776	2,051,964	1,440,818	76 1 6696
1892.....	816	566,538	829	570,602	364 3981 43,349	1,497,161	1,330,144	90 2 7680
1893.....	693	466,312	690	468,127	125 2214 27,135	1,057,683	1,352,184	162 ... 4633
1894.....	682	439,050	741	459,317	134 1855 20,910	979,676	1,489,041	121 ... 4280
1895.....	711	463,979	742	473,546	71 734 15,852	1,094,457	1,373,063	48 ... 4113
1896.....	661	449,223	678	441,538	73 150 17,951	1,192,411	1,496,576	58 2 3746
1897.....	699	542,049	717	542,119	61 389 18,527	1,367,608	1,774,461	39 ... 4678
1898.....	739	574,964	786	584,029	42 1968 71,237	1,650,018	1,803,369	58 ... 4246
1899.....	798	663,102	756	655,601	159 406 36,859	1,769,324	2,597,475	60 2 3976
1900.....	741	618,963	743	613,955	134 1306 31,162	2,073,657	2,610,617	39 1 5009
1901.....	816	706,044	820	726,681	102 1090 26,898	1,965,199	2,945,757	345 ... 5659
1902.....	964	887,485	944	879,730	1189 15 46,628	2,442,745	3,244,508	81 ... 7206
1903.....	928	938,371	927	935,802	1533 633 23,859	2,593,810	2,843,108	59 ... 11,455
1904.....	944	1,050,182	956	1,042,399	1116 452 23,444	2,554,454	2,989,600	£ 7152 £ 63 39,745
1905.....	961	1,056,256	955	1,063,153	695 1697 53,224	2,651,754	3,711,616	15,815 200 54,658
1906.....	961	1,058,956	950	1,052,096	524 1632 79,968	3,030,514	3,752,501	15,027 315 50,232
1907.....	1017	1,154,273	1005	1,153,242	371 204 86,738	3,248,193	4,076,953	20,401 600 53,065
1908.....	1034	1,292,169	1015	1,290,870	525 424 61,471	3,371,862	4,030,766	16,695 330 27,657
1909.....	994	1,215,002	997	1,211,214	414 396 61,234	3,129,873	3,431,250	21,563 6 34,447
1910.....	979	1,210,540	977	1,216,064	† † †	*3,370,000	*4,005,500	† † †
1911.....	986	1,294,798	984	1,292,639	† † †	*3,309,506	*4,529,331	† † †

* Estimated. † Not available.

STATISTICAL SUMMARY for TASMANIA, from 1816 to 1911 inclusive.

Interchange—continued.

EXPORTS.

EXPORTS.															
Timber, value.	Grain, Hay, Flour, Meal, and Bran, &c., value.	Jams, Fruit, Potatoes, and other Vegetable Products.	Hops— Value.	Wool.		Gold.		Tin and Tin Ore.		Silver and Silver Ore.		Copper, Copper Ore, Pyrites, &c.		Year.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity. †	Value.	Quantity.	Value.		
£	£	£	£	lbs.	£	ozs.	£	tons.	£	tons.	£	tons.	£		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1816
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1820
...	29,304	...	...	...	29,191	...	...	...	...	...	...	...	...	1830
...	...	...	...	...	57,725	...	...	...	...	...	...	...	...	1831
...	...	...	...	...	62,316	...	...	...	...	...	...	...	...	1832
...	...	...	...	...	63,145	...	...	...	...	...	...	...	...	1833
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1834
...	...	...	...	...	2,428,500	142,921	...	...	...	...	...	...	...	1835
...	...	...	...	...	2,920,500	171,009	...	...	...	...	...	...	...	1836
3655	35,127	4366	...	...	3,165,900	220,739	...	...	...	...	...	...	...	1837
11,563	51,818	10,291	...	...	3,261,900	171,599	...	...	...	...	...	...	...	1838
12,274	222,911	17,328	...	...	3,652,500	194,647	...	...	...	...	...	...	...	1839
24,624	222,814	25,662	...	...	3,636,900	223,667	...	...	...	...	...	...	...	1840
18,575	104,566	11,923	...	...	3,968,100	254,853	...	...	...	...	...	...	...	1841
9693	120,347	13,909	...	...	4,017,000	236,078	...	...	...	...	...	...	...	1842
4425	95,857	7529	...	...	4,197,600	193,746	...	...	...	...	...	...	...	1843
3577	84,656	...	...	...	4,672,400	176,269	...	...	...	...	...	...	...	1844
6537	70,166	5047	...	...	3,662,100	178,647	...	...	...	...	...	...	...	1845
8844	159,733	12,374	...	...	4,082,700	213,522	...	...	...	...	...	...	...	1846
15,414	141,377	9712	...	...	5,241,300	247,240	...	...	...	...	...	...	...	1847
20,464	101,588	11,041	...	...	4,029,000	195,143	...	...	...	...	...	...	...	1848
34,465	114,655	17,549	...	...	5,274,300	202,334	...	...	...	...	...	...	...	1849
55,869	118,444	23,535	...	...	5,855,100	248,869	...	...	...	...	...	...	...	1850
32,726	172,644	38,425	...	...	5,783,700	249,953	...	...	...	...	...	...	...	1851
89,507	266,800	48,012	...	...	5,624,200	245,201	...	...	...	...	...	...	...	1852
443,161	315,153	123,464	...	...	5,857,200	326,096	...	...	...	...	...	...	...	1853
306,857	341,843	106,320	...	...	4,419,276	325,384	...	...	...	...	...	...	...	1854
198,546	421,918	163,668	...	...	5,858,458	378,822	...	...	...	...	...	...	...	1855
112,753	303,933	66,544	...	...	4,559,674	319,961	...	...	...	...	...	...	...	1856
133,473	388,642	108,251	...	...	5,701,884	393,646	...	...	...	...	...	...	...	1857
10,101	288,122	125,355	...	...	4,755,318	397,533	...	...	...	...	...	...	...	1858
82,122	302,754	92,016	...	...	6,107,903	467,968	...	...	...	...	...	...	...	1859
73,726	214,723	105,940	...	...	4,537,918	370,427	...	...	...	...	...	...	...	1860
55,850	211,990	83,801	5080	...	4,103,369	326,413	...	...	...	...	...	...	...	1861
62,231	203,128	87,622	5000	...	5,241,650	366,350	...	...	...	...	...	...	...	1862
69,881	151,252	140,092	3430	...	4,665,594	407,844	...	...	...	...	...	...	...	1863
81,265	157,351	153,805	4810	...	4,972,403	415,891	...	...	...	...	...	...	...	1864
56,698	123,348	102,161	6935	...	4,023,965	381,625	...	...	...	...	...	...	...	1865
45,731	110,869	98,726	6270	...	4,765,221	385,405	...	...	...	...	...	...	...	1866
51,747	90,352	96,917	13,980	...	4,686,224	378,977	*1363	*4382	...	...	...	...	...	1867
49,390	202,402	111,062	14,380	...	6,136,426	398,521	*692	*2536	...	...	...	...	...	1868
42,617	126,634	149,996	14,540	...	5,607,083	303,209	*137	*514	...	...	...	...	...	1869
37,267	86,718	108,769	26,295	...	4,146,913	246,402	2141	7475	...	...	...	...	...	1870
49,540	128,005	89,414	23,200	...	5,254,719	298,160	3702	14,218	...	...	...	...	...	1871
46,614	100,281	92,748	39,274	...	5,998,527	434,133	4177	16,955	...	...	...	...	...	1872
63,246	148,032	113,661	41,015	...	4,243,433	314,068	3920	15,309	4	220	...	...	...	1873
75,422	123,595	132,321	42,284	...	5,050,920	350,713	4359	17,811	142	7318	...	...	...	1874
88,645	130,044	144,546	55,149	...	6,199,248	433,550	3490	13,771	366	31,325	...	...	...	1875
65,151	65,516	157,993	46,235	...	6,848,517	439,603	10,278	41,861	1616	99,605	...	...	...	1876
72,909	93,729	176,286	38,943	...	8,016,396	522,885	6729	26,904	5747	296,941	...	...	...	1877
72,989	37,590	171,971	22,096	...	7,512,662	479,165	15,305	59,124	5947	316,311	...	...	...	1878
59,713	24,146	191,276	36,512	...	7,385,002	407,227	38,895	145,723	4563	303,203	...	...	...	1879
51,373	40,098	149,823	30,885	...	9,025,228	542,244	50,999	201,655	3954	341,736	...	...	...	1880
56,605	23,726	194,566	23,663	...	8,269,724	498,400	54,348	211,253	4124	375,775	...	...	...	1881
52,748	107,156	247,011	26,963	...	7,718,542	432,768	41,277	160,910	3670	361,046	...	...	...	1882
46,144	37,084	221,301	135,049	...	8,257,765	450,367	45,052	173,561	4122	376,446	...	...	...	1883
50,897	32,257	210,249	35,975	...	8,215,101	453,567	34,848	132,010	3707	301,423	...	...	...	1884
45,077	15,142	225,378	27,661	...	5,774,142	260,480	37,498	141,319	4242	357,587	...	...	...	1885
37,353	55,375	249,982	14,557	...	8,175,780	310,934	27,757	104,402	3776	363,364	5	50	...	1886	
27,111	17,155	218,289	13,696	...	9,740,230	415,425	37,252	140,584	3607	407,857	8	125	...	1887	
71,198	11,722	157,391	13,802	...	6,977,038	306,930	33,560	127,562	3777	426,326	64	785	4½	107	1888
23,161	75,686	303,119	23,115	...	6,210,921	283,237	33,235	123,486	3795	345,407	201	2966	21	25½	1889
30,302	36,869	242,216	31,348	...	8,984,281	419,173	27,107	87,085	3214	296,761	554	16,872	3½	56	1890
10,000	15,499	183,346	19,386	...	9,378,173	418,460	34,224	133,013	3292	293,170	2485	62,138	1891
10,000	53,239	209,689	32,069	...	8,437,931	329,585	37,426	145,737	3203	290,794	4371	79,353	1892
18,000	27,554	207,706	13,948	...	8,728,521	296,442	33,100	131,104	3266	266,159	13,091	153,852	181	45,966	1893
10,000	15,297	273,330	22,215	...	9,176,835	363,422	52,871	212,929	2053	202,454	19,703	215,394	562	110,613	1894
10,000	49,102	239,690	18,210	...	7,223,219	202,341	53,511	218,308	2740	167,754	20,251	227,916	202	9677	1895
10,000	73,458	309,269	21,665	...	8,811,433	290,971	56,852	232,180	2703	159,038	20,817	222,948	84	1659	1896
35,656	27,921	330,792	18,373	...	8,144,026	264,630	58,809	230,282	2429	150,586	19,516	216,893	4564	317,437	1897
28,995	82,970	354,211	22,012	...	7,792,976	254,960	48,913	188,478	1978	141,329	14,486	167,618	5472	378,565	1898
40,931	167,361	342,582	13,555	...	8,635,422	357,757	52,916	201,235	2296	281,947	14,835	208,869	10,081	761,880	1899
42,213	61,665	390,601	19,870	...	6,754,027	311,214	55,320	207,162	2042	270,998	14,486	252,080	13,414	901,661	1900
47,053	101,907	519,018	24,448	...	9,019,474	280,347	527	204,165	1868	212,542	19,531	325,335	19,759	1,026,743	1901
38,463	328,947	791,033	32,773	...	8,348,584	263,251	16,524	176,757	2089	237,846	25,938	387,024	14,940	710,146	1902
42,867	229,700	643,036	42,831	...	4,881,483	195,089	34,432	125,825	2693	308,594	23,865	428,125	9604	511,801	1903
78,380	64,991	477,866	48,026	...	10,583,454	401,958	63,417	187,873	2152	257,256	13,637	318,971	9376	569,053	1904
90,547	71,508	891,368	51,267	...	9,565,979	391,957	85,830	313,051	2775	368,796	17,569	415,248	12,674	563,275	1905
93,610	63,813	649,739	51,807	...	10,160,517	438,425	59,300	218,751	3172	564,194	22,403	482,045	13,245	666,991	1906
21,356	160,653	700,458	70,402	...	8,965,424	401,479	69,708	252,714	3153	531,637	20,646	572,995	15,005	661,734	1907
63,532	228,708	980,292	62,932	...	11,700,093	474,850	72,189	292,611	3011	400,338	15,632	370,300	9033	545,327	1908
18,162	164,246	752,449	63,815	...	10,024,680	401,985	42,414	170,234	3230	419,143	19,208	335,037	9141	452,643	1909
...	1910
...	1911

* Gold produced; no record of Exports. † Not including silver bullion, value of which included in next column. The quantities of silver bullion exported so included in each of the following years are:—1904, 354,433 ozs.; 1905, 949,807 ozs.; 1906, 644,470 ozs.; 1907, 2,223,856 ozs.; 1908, 1,706,728 ozs. ‡ £6021 dressed timber not included. ^b Including £14,662 value of gold pyrites quartz, 1909. Including £25,944 value of gold pyrites quartz, 1908. ^c 1,578,144 ozs. of silver bullion not included. ^d Exports not available. See Production elsewhere.

Year.	Finance.						PUBLIC DEBT.
	From Customs and Excise.	REVENUE.			GENERAL EXPENDITURE.		
		Other Taxes.	Other Sources.	TOTAL.	Interest on Debt.	TOTAL.	
£	£	£	£	£	£	£	
1816 .....	...	...	...	...	...	...
1820 .....	...	...	...	...	...	...
1830	50,376	...	...	...	...	...
1831	52,814	...	...	...	...	...
1832	58,518	...	...	...	...	...
1833	59,743	...	...	...	...	...
1834	65,722	...	...	...	...	...
1835	71,671	...	...	...	...	...
1836	70,723	...	...	...	...	...
1837	68,916	...	...	...	...	...
1838	70,805	...	...	...	...	...
1839	80,329	...	...	...	...	...
1840	94,909	...	...	...	...	...
1841	85,946	...	...	...	...	...
1842	80,109	...	...	...	...	...
1843	76,337	...	...	...	...	...
1844	63,464	...	...	...	...	...
1845	63,720	...	...	...	...	...
1846	69,841	...	...	...	...	...
1847	83,370	...	...	...	...	...
1848	77,151	...	...	...	...	...
1849	75,893	...	...	...	...	...
1850	74,560	...	...	...	...	...
1851	75,231	...	...	...	...	...
1852	115,949	...	...	...	...	...
1853	174,881	...	...	290,226	...	229,362
1854	182,489	...	...	335,908	...	327,476
1855	161,821	...	...	291,864	...	360,842
1856	133,826	...	...	244,340	...	440,688
1857	134,839	...	...	241,596	...	297,360
1858	134,608	...	...	271,286	...	293,045
1859	123,300	...	...	266,278	...	307,695
1860	118,348	...	...	263,574	...	290,027
1861	112,319	...	...	256,958	...	324,447
1862	130,835	...	...	255,266	...	285,417
1863	135,825	...	...	251,495	...	270,368
1864	127,099	...	...	273,754	...	271,366
1865	118,775	...	...	236,044	...	304,073
1866	128,476	...	...	253,047	27,515	276,663
1867	126,444	...	...	251,891	31,564	255,416
1868	131,488	...	...	258,130	41,923	259,553
1869	138,435	...	...	277,718	62,444	280,556
1870	137,035	...	...	270,128	67,952	282,624
1871	140,987	...	...	271,928	74,485	287,262
1872	138,232	...	...	273,598	79,503	290,874
1873	167,996	24,234	132,027	324,257	84,343	303,947	
1874	179,563	27,748	126,421	333,732	86,761	325,195	
1875	181,212	26,639	134,755	342,606	87,226	385,731	
1876	185,011	25,600	116,406	327,017	87,877	341,889	
1877	201,956	28,696	135,406	366,118	87,519	352,461	
1878	211,629	30,703	143,604	385,936	9 833	379,232	
1879	199,228	33,132	143,210	375,570	93 529	481,216	
1880	228,531	71,710	141,917	442,158	97,6 2	415,196	
1881	267,717	77,907	160,282	505,006	104,361	463,684	
1882	302,955	67,901	179,909	550,765	105,287	500,801	
1883	312,233	76,173	173,660	562,066	113,959	533,330	
1884	268,789	76,403	204,549	549,741	137,899	577,876	
1885	290,538	75,580	205,294	571,412	148,598	586,598	
1886	290,523	81,021	197,360	568,904	155,844	584,756	
1887	239,557	85,944	219,475	594,976	182,571	668,759	
1888	313,083	92,724	234,261	640,068	184,613	709,486	
1889	323,024	99,619	256,266	678,909	209,737	681,674	
1890	344,703	109,728	303,669	758,100	223,652	722,746	
1891	393,454	108,685	381,060	883,199	263,853	851,559	
1892	336,034	102,102	349,628	787,764	308,108	919,802	
1893	303,682	96,018	307,272	706,972	323,150	836,417	
1894	299,661	119,286	277,848	696,795	332,197	789,806	
1895	322,754	141,623	297,594	761,971	328,881	748,946	
1896	347,925	119,129	330,922	797,976	326,755	750,244	
1897	371,215	125,267	348,537	845,019	322,738	785,026	
1898	427,963	113,040	367,220	908,223	319,113	830,168	
1899	448,120	99,402	396,448	943,970	316,394	871,454	
1900	490,916	153,594	410,470	1,054,980	320,151	923,731	
1901	424,443*	111,515	714,648†	826,163	322,746	870,442	
1902	337,941*	105,401	629,262†	734,663	331,488	850,654	
1903	366,898*	150,091	706,577†	857,668	340,094	879,356	
1904-5	330,651*	216,953	635,728†	852,681	347,035	840,184	
1905-6	326,395*	248,798	651,859†	900,657	352,597	853,147	
1906-7	343,455*	276,450	704,393†	970,843	341,762	913,742	
1907-8	409,404*	265,656	740,618†	1,005,274	336,843	929,985	
1908-9	379,278*	250,855	683,570†	934,425	370,727	960,237	
1909-10	391,192*	303,390	705,542†	1,008,932	377,217	997,321	
1910-11	† ...	284,965	685,127†	970,092	388,964	1,016,963	
1911-12	† ...	340,434	744,229†	1,084,663	411,621	1,034,725	

* Customs and Excise controlled by Commonwealth from 1901.

† Including surplus returnable by Commonwealth.

‡ Not available.

Accumulation.

No.	BANKS.				SAVINGS BANKS.			MORTGAGES.		VALUATION OF PROPERTY.	Year.
	Deposits.	Coin.	Assets, 31st December.	Liabilities, 31st December.	No.	No. of Depositors.	Amount of Deposits.	No.	Amount secured.		
	£	£	£	£			£		£	£	
...	...	30,987									1816
...	...	34,030									1820
...	...	...									1830
...	...	...									1831
...	...	46,860									1832
...	...	...									1833
...	...	105,068									1834
...	...	104,720									1835
...	...	182,530									1836
...	...	137,125									1837
...	...	99,272									1838
...	...	113,597									1839
...	...	112,753									1840
...	...	136,634									1841
...	...	287,846									1842
...	...	286,554									1843
...	...	225,089									1844
...	...	201,095									1845
...	...	177,914									1846
...	...	220,914									1847
...	...	228,445									1848
...	...	621,415									1849
...	...	340,352									1850
...	...	995,368									1851
...	...	665,586									1852
...	...	482,914									1853
...	...	501,211									1854
...	...	343,073									1855
...	...	270,194									1856
...	...	280,503									1857
...	...	223,328									1858
...	...	199,609									1859
...	...	164,494									1860
...	...	167,900									1861
...	...	174,357									1862
...	...	165,412									1863
...	...	143,470									1864
...	...	174,501									1865
...	...	207,853									1866
...	...	181,717									1867
...	...										1868
...	...										1869
...	...										1870
5	658,099	173,425	1,253,404	759,658	2	...	217,413	254	129,336	623,622	1871
5	739,557	207,327	1,170,384	829,334	2	8937	234,981	377	160,090	600,470	1872
5	858,784	251,133	1,308,234	967,260	2	9691	269,607	367	229,411	601,538	1873
5	1,106,101	239,134	1,519,250	1,219,980	2	10,364	275,358	340	150,174	598,787	1874
5	1,277,585	245,458	1,546,622	1,390,761	2	11,208	289,223	400	273,807	604,347	1875
5	1,463,908	256,498	1,681,823	1,585,844	2	11,514	302,273	504	287,979	647,322	1876
5	1,726,030	303,904	1,896,694	1,863,011	2	12,261	311,441	588	277,049	636,391	1877
5	1,873,604	302,712	2,101,933	2,007,499	2	12,764	308,389	670	397,239	665,689	1878
5	1,983,094	323,625	2,158,201	2,121,129	2	13,128	298,202	721	374,407	683,077	1879
5	2,122,091	483,435	2,214,988	2,264,647	2	13,520	310,081	734	373,562	705,032	1880
5	2,600,113	516,515	2,716,027	2,755,767	2	14,728	369,278	753	407,483	714,112	1881
5	2,864,297	505,836	2,989,928	3,097,319	3*	16,367	388,727	735	705,403	745,420	1882
5	3,516,872	477,461	3,512,618	3,735,242	3*	17,981	388,593	876	704,212	777,768	1883
5	4,022,168	569,620	3,986,376	4,208,863	3*	19,061	414,503	1010	840,623	837,916	1884
5	3,640,428	584,155	3,754,226	3,814,632	3*	20,166	436,414	1120	646,711	850,781	1885
5	4,127,946	578,245	4,239,885	4,325,721	3*	21,100	429,090	1320	880,722	848,273	1886
5	3,832,137	666,119	4,080,673	4,047,193	3*	22,117	448,281	1427	860,555	869,074	1887
5	3,564,717†	635,239†	3,922,499†	3,818,363†	3*	23,090	469,928	1812	1,084,400	891,943	1888
5	3,958,848	593,405	4,462,522	4,221,404	3*	24,397	497,492	1542	1,013,334	923,657	1889
5	4,158,708	588,074	4,711,548	4,412,094	3*	25,324	521,250	1338	750,391	956,556	1890
4	4,073,631	670,074	4,428,251	4,192,791	3*	26,916	554,417	1436	928,446	982,181	1891
4	3,776,573	681,227	3,974,259	3,798,562	3*	27,499	568,778	1650	866,821	1,007,570	1892
4	3,552,953	668,245	3,589,406	3,396,240	3*	28,190	580,438	1371	989,618	1,023,792	1893
4	3,242,040	671,695	3,365,336	3,338,362	3*	28,872	609,234	1015	588,258	994,446	1894
4	3,201,276	764,260	3,358,894	3,309,598	3*	30,769	648,084	1020	470,656	989,994	1895
4	3,083,055	759,888	3,246,904	3,200,433	3*	32,803	690,739	940	468,093	977,387	1896
4	2,969,298	781,520	3,234,329	3,102,943	3*	34,518	731,648	956	416,474	974,532	1897
4	2,941,301	781,280	3,327,101	3,112,799	3*	36,619	788,126	1140	554,548	987,237	1898
4	3,016,060	645,437	3,315,493	3,172,281	3*	39,923	915,062	1205	550,856	1,072,366	1899
4	3,194,476	613,608	3,375,272	3,361,700	3*	42,509	1,009,098	1275	506,990	1,088,133	1900
4	3,187,832	578,617	3,281,911	3,355,599	3*	44,527	1,092,036	1478	596,971	1,012,967	1901
4	3,457,078	629,117	3,439,054	3,644,714	3*	46,451	1,193,899	1478	777,688	1,023,205	1902
4	3,634,798	758,300	3,587,888	3,825,650	3*	47,904	1,249,401	1817	1,005,055	1,091,623	1903
4	3,521,467	746,465	3,576,717	3,700,476	3*	49,438	1,263,685	1845	842,750	1,058,136	1904
4	3,884,149	709,368	3,564,072	4,059,599	3*	50,731	1,332,792	1584	700,896	1,137,953	1905
5	3,755,630	751,253	3,718,883	3,920,920	3*	53,824	1,488,056	2074	1,105,128	1,169,981	1906
5	3,695,108	733,817	3,848,609	3,872,541	3*	54,618	1,560,950	2259	1,135,137	1,200,837	1907
5	3,619,070	712,523	3,870,507	3,796,434	3*	58,145	1,605,919	2366	1,189,851	1,246,076	1908
5	3,536,384	704,801	3,793,680	3,707,779	3*	60,646	1,652,966	2466	1,257,604	1,311,351	1909
5	3,534,577	718,314	3,903,561	3,717,087	3*	63,314	1,760,091	2388	1,343,419	1,459,917	1910
5	3,844,221	743,515	4,213,900	3,904,677	3*	67,105	1,845,909	2405	1,149,252	1,492,533	1911

* Does not include Branch Offices.

† Average figures for year since year 1888 taken.

§ Based on Capital Value.

Year.	Production.							
	CROWN LANDS.			AGRICULTURE AND HORTICULTURE.				
	Acres sold.	Acres leased, Pastoral and Agricultural only.	Revenue from Sales and Rental of Crown Lands	Acres in Cultivation.	Acres in Crop.	Wheat, bushels.	Oats, bushels.	Barley, bushels.
			£					
1816	...	...	...	1054	...	...	...	...
1820	...	...	...	3178	...	...	...	...
1830	...	...	3160	55,976	...	...	...	...
1831	31,698	...	2088	54,219	...	...	...	...
1832	75,495	...	13,246	56,626	...	...	...	...
1833	17,350	...	7138	61,399	...	...	...	...
1834	23	...	2915	69,041	...	...	...	...
1835	47,048	...	15,319	87,283	...	...	...	...
1836	25,917	...	32,965	89,528	...	...	...	...
1837	21,729	...	34,900	79,429	...	...	...	...
1838	19,970	...	12,281	108,000	...	550,189	236,758	182,140
1839	42,451	...	7754	100,348	...	571,703	312,438	149,506
1840	88,788	...	52,905	124,103	...	839,985	351,236	171,071
1841	79,140	...	64,070	132,614	...	881,318	230,786	167,548
1842	25,770	39,019	21,986	155,525	...	531,480	242,909	138,033
1843	49,904	78,714	24,989	157,340	...	795,363	352,024	190,037
1844	6817	206,395	13,207	121,938	...	897,924	221,105	174,405
1845	1609	271,102	8102	140,953	...	...	...	...
1846	5700	336,894	15,267	152,343	...	...	...	...
1847	3701	1,962,989	20,774	146,004	...	...	...	...
1848	4463	1,363,427	23,719	171,538	...	1,153,313	756,763	331,184
1849	1770	1,335,779	16,048	166,228	...	1,111,255	456,016	309,451
1850	2278	1,524,226	28,444	168,820	...	...	...	...
1851	6154	1,836,417	30,748	151,846	...	1,231,392	456,429	198,319
1852	6393	1,913,719	42,403	123,983	...	746,960	373,152	151,136
1853	50,768	2,314,414	90,690	116,446	...	715,723	497,162	106,213
1854	34,678	2,284,214	112,225	127,732	127,732	790,588	526,547	125,835
1855	24,610	2,160,534	82,821	153,126	127,732	1,212,027	666,264	143,334
1856	14,572	2,009,477	52,434	185,519	153,127	1,253,892	513,919	124,282
1857	9392	1,901,157	58,459	205,873	134,277	1,213,807	676,877	198,086
1858	47,879	1,778,751	68,518	229,489	147,455	930,298	925,110	102,631
1859	76,658	1,751,051	74,765	208,619	146,636	1,061,518	918,882	151,991
1860	92,020	1,830,017	78,786	218,315	152,860	1,415,896	926,418	126,605
1861	100,962	2,064,268	77,720	248,064	163,385	1,380,913	751,475	169,381
1862	40,048	1,814,291	33,292	253,050	157,541	1,008,569	737,633	199,310
1863	78,570	2,187,249	66,382	267,173	170,601	953,250	1,024,134	101,852
1864	141,381	2,391,953	89,883	252,164	158,452	839,501	895,352	123,320
1865	92,113	2,274,799	68,772	250,386	159,547	1,273,766	688,740	101,504
1866	62,290	2,188,071	62,267	279,022	167,866	1,528,706	941,993	120,780
1867	30,171	1,598,063	55,249	281,383	153,588	894,814	632,461	167,404
1868	23,371	1,493,368	56,311	287,319	150,287	878,826	477,985	125,614
1869	19,474	1,441,413	53,207	318,484	161,620	1,004,579	772,765	208,479
1870	23,759	1,350,211	43,051	330,257	157,410	896,881	691,250	161,729
1871	30,884	1,396,026	32,924	340,451	154,445	847,962	593,477	76,812
1872	26,165	1,661,003	33,749	331,433	156,277	1,161,859	707,763	131,401
1873	42,135	1,652,412	34,181	324,105	144,607	947,813	561,247	24,459
1874	73,287	1,348,400	38,203	326,486	151,237	1,066,861	877,243	125,469
1875	42,308	1,463,923	44,566	332,824	142,547	700,092	827,043	165,357
1876	26,567	1,290,335	33,676	332,558	127,282	752,070	571,485	147,537
1877	39,522	1,754,278	44,325	348,841	131,013	846,420	488,350	86,840
1878	46,242	2,002,872	49,544	355,403	143,797	778,977	714,987	97,845
1879	53,604	2,023,013	48,911	366,911	156,559	1,042,999	1,065,847	182,753
1880	38,750	2,557,918	53,413	373,299	140,788	750,040	439,446	169,156
1881	31,335	1,888,053	66,421	374,374	148,494	977,365	783,129	102,475
1882	27,167	1,951,507	74,231	377,486	147,555	946,889	788,713	89,739
1883	37,635	1,902,414	66,566	393,993	140,375	732,718	634,354	81,962
1884	69,616	1,778,977	65,507	425,845	146,327	654,638	829,611	167,036
1885	53,920	1,288,709	66,478	417,777	144,761	524,353	784,325	176,466
1886	51,001	1,106,111	62,495	446,391	152,380	632,573	560,622	61,585
1887	55,525	1,175,445	65,886	457,436	150,140	675,069	385,195	52,240
1888	36,376	1,258,114	76,859	481,533	172,189	819,497	946,354	109,979
1889	51,451	630,482	70,891	488,354	189,959	756,639	1,148,935	105,574
1890	43,559	666,193	79,964	517,174	157,376	642,980	519,395	99,842
1891	31,061	636,966	84,145	516,930	168,121	937,680	876,573	71,686
1892	31,510	684,284	63,679	535,433	179,396	1,018,550	631,746	80,205
1893	20,472	651,903	53,824	550,865	191,951	833,771	837,720	110,174
1894	21,798	472,705	43,415	575,286	214,857	872,000	927,875	202,625
1895	15,144	630,035	51,272	788,120	212,703	1,164,855	906,934	138,833
1896	16,410	723,838	58,297	507,630	227,413	1,286,330	971,996	74,790
1897	25,110	833,575	64,690	499,525	242,241	1,668,341	1,102,285	69,992
1898	20,629	929,985	65,898	532,267	258,242	2,303,512	2,271,070	184,225
1899	32,890	976,457	68,574	543,568	225,126	1,101,303	1,148,160	142,721
1900	40,543	1,206,794	67,498	560,151	224,352	1,110,421	1,406,913	116,911
1901	62,709	1,429,853	71,892	573,684	232,550	963,662	1,702,659	167,485
1902	65,137	1,403,094	65,989	595,329	246,923	876,971	1,752,745	201,133
1903	88,650	1,454,653	66,203	641,162	259,611	767,398	1,621,950	212,459
1904	133,554	1,255,002	61,809	639,210	226,228	792,956	1,178,819	134,591
1905	170,132	1,171,854	76,409	670,107	230,237	776,478	1,200,024	93,664
1906	144,585	1,208,442	83,989	710,892	244,744	651,407	1,979,574	141,895
1907	126,998	1,265,719	89,305	756,250	257,028	644,235	1,526,002	149,186
1908	126,828	1,338,953	92,356	794,498	269,356	700,777	1,946,010	158,645
1909	191,596	1,263,923	90,759	753,489	274,026	793,660	2,347,548	153,645
1910	152,760	1,264,000	88,253	826,346	286,920	1,120,744	2,063,303	142,318
1911	215,651	1,304,400	85,471	810,451	270,000	659,615	1,504,633	143,009

Production.											
AGRICULTURE AND HORTICULTURE.				LIVE STOCK.				No. OF CERTAIN INDUSTRIES AND MANUFACTORIES.	No. OF HANDS EMPLOYED.	VALUE OF OUT-PUT.	Year.
Potatoes, tons.	Apples, bushels.	Pears, bushels.	Hops, lbs.	Horses.	Horned Cattle.	Sheep.	Pigs.				
...	...	...	...	34	1956	20,501	...	...	...	£	1816
...	...	...	...	111	6889	42,003	...	...	...	...	1820
...	...	...	...	3387	85,942	680,740	...	...	...	...	1830
...	...	...	...	4217	97,088	682,128	...	...	...	...	1831
...	...	...	...	5020	80,939	756,202	...	...	...	...	1832
...	...	...	...	5483	79,517	719,729	...	...	...	...	1833
...	...	...	...	7115	74,075	765,552	...	...	...	...	1834
...	...	...	...	6449	82,217	824,256	...	...	...	...	1835
...	...	...	...	8243	74,500	906,813	...	...	...	...	1836
...	...	...	...	8010	73,212	911,357	...	...	...	...	1837
...	...	...	...	9656	75,087	1,214,485	...	...	...	...	1838
11,501	...	...	...	9868	75,915	868,590	...	...	...	...	1839
11,373	...	...	...	11,850	92,101	1,089,987	...	...	...	...	1840
14,934	...	...	...	12,000	90,498	1,167,737	...	...	...	...	1841
14,138	...	...	...	12,414	91,614	1,227,058	...	...	...	...	1842
16,901	...	...	...	13,360	83,195	1,449,504	...	...	...	...	1843
13,874	...	...	...	15,355	85,302	1,145,089	...	...	...	...	1844
13,349	...	...	...	14,824	76,417	1,253,481	...	...	...	...	1845
...	...	...	...	15,323	72,454	1,313,622	...	...	...	...	1846
...	...	...	...	16,212	82,194	1,833,866	...	...	...	...	1847
18,232	...	...	...	17,196	85,485	1,752,963	29,967	...	...	...	1848
22,164	...	...	...	18,507	83,520	1,712,291	31,890	...	...	...	1849
...	...	...	...	18,391	82,761	1,822,320	...	...	...	...	1850
49,083	...	...	...	18,271	79,953	2,213,367	26,615	...	...	...	1851
15,732	...	...	...	17,699	68,911	2,219,385	32,626	...	...	...	1852
16,990	...	...	...	15,455	91,803	1,942,550	28,082	...	...	...	1853
23,256	...	...	...	17,384	103,752	1,831,308	22,598	...	...	...	1854
36,984	...	...	...	18,358	110,304	1,835,902	22,331	...	...	...	1855
29,415	...	...	...	18,019	88,608	1,674,987	30,074	...	...	...	1856
29,233	...	...	...	19,857	80,144	1,912,423	34,237	...	...	...	1857
37,762	...	...	...	21,563	79,460	1,504,393	30,673	...	...	...	1858
41,493	89,327	32,258	...	20,559	79,951	1,679,199	32,008	...	...	...	1859
33,589	118,810	22,049	...	21,034	83,366	1,700,930	31,290	...	...	...	1860
47,428	106,544	29,195	...	22,118	87,114	1,714,498	40,841	...	...	...	1861
39,553	131,254	26,575	...	20,742	83,145	1,616,225	38,491	...	...	...	1862
36,356	168,114	25,800	...	21,964	90,446	1,800,811	41,986	...	...	...	1863
30,438	128,784	13,846	...	22,090	89,801	1,736,540	50,380	...	...	...	1864
41,864	160,982	13,828	...	22,152	90,020	1,752,719	36,624	...	...	...	1865
40,735	128,359	15,431	...	21,567	88,370	1,722,804	33,259	...	...	...	1866
37,568	122,939	10,835	...	23,299	86,598	1,742,914	54,287	...	...	...	1867
27,374	169,478	25,670	...	22,272	105,450	1,569,809	55,222	...	...	...	1868
34,211	132,200	23,070	...	22,583	95,097	1,531,187	49,524	...	...	...	1869
36,028	147,614	27,553	...	22,679	101,459	1,349,775	49,432	...	...	...	1870
22,608	142,756	20,801	785,977	23,054	101,540	1,305,489	52,863	...	...	...	1871
29,447	143,486	25,097	994,467	24,244	104,594	1,395,353	53,927	...	...	...	1872
24,970	174,551	15,042	825,306	22,612	106,308	1,490,746	59,628	...	...	...	1873
26,169	150,978	31,020	811,746	23,208	110,450	1,714,168	51,468	...	...	...	1874
24,445	136,682	16,310	1,032,008	23,473	118,694	1,719,768	47,664	...	...	...	1875
27,290	153,812	23,148	839,514	23,622	124,459	1,755,142	60,681	...	...	...	1876
27,106	138,215	16,583	796,839	22,195	126,882	1,818,125	55,652	...	...	...	1877
27,257	137,215	18,684	801,226	24,107	126,276	1,838,831	39,595	...	...	...	1878
31,103	140,277	19,340	738,616	24,593	129,317	1,835,970	38,610	...	...	...	1879
32,548	155,237	22,086	644,273	25,267	127,187	1,783,611	48,029	...	...	...	1880
33,565	142,217	22,271	668,846	25,607	130,526	1,847,479	49,660	...	...	...	1881
37,526	234,805	24,864	1,101,243	25,857	122,504	1,845,455	47,826	...	...	...	1882
35,409	207,999	30,310	811,364	26,840	130,525	1,831,069	55,774	...	...	...	1883
39,503	279,637	21,772	940,631	27,188	128,834	1,720,927	57,303	...	...	...	1884
53,521	292,461	24,013	768,660	28,610	138,642	1,648,627	67,395	...	...	...	1885
75,773	315,128	22,434	633,462	29,684	148,665	1,608,946	73,118	...	...	...	1886
42,526	289,904	18,125	567,442	29,528	147,092	1,547,242	52,408	...	...	...	1887
66,721	367,426	21,872	749,660	29,238	142,019	1,430,065	43,227	...	...	...	1888
72,275	503,013	29,828	685,031	29,778	150,004	1,551,429	58,632	...	...	...	1889
73,158	368,986	23,204	432,630	31,165	162,440	1,619,256	81,716	...	...	...	1890
63,100	604,255	65,075	624,726	31,312	167,788	1,664,118	73,529	...	...	...	1891
60,245	391,912	27,543	377,885	31,976	170,085	1,623,338	59,267	...	...	...	1892
76,769	661,350	37,312	594,917	31,587	169,141	1,535,047	51,952	...	...	...	1893
90,810	677,675	29,183	522,450	34,835	177,038	1,727,200	65,620	...	...	...	1894
81,423	510,387	31,510	543,650	31,580	162,801	1,523,846	70,142	...	...	...	1895
72,241	...	...	596,772	29,547	157,730	1,640,567	55,261	...	...	...	1896
49,124	407,750	25,774	774,514	29,898	157,486	1,588,611	43,520	...	...	...	1897
88,166	363,915	33,738	601,496	29,857	149,753	1,493,638	45,274	...	...	...	1898
101,670	643,209	34,629	589,793	31,189	160,204	1,672,068	74,451	...	...	...	1899
93,862	551,251	59,480	696,679	31,607	165,516	1,683,956	68,291	...	...	...	1900
114,704	843,348	50,212	650,940	32,399	168,661	1,742,081	58,716	...	...	...	1901
163,518	684,945	49,301	808,903	33,466	177,566	1,672,085	52,092	...	...	...	1902
171,298	977,362	76,631	864,604	35,541	185,938	1,597,053	56,538	...	...	...	1903
110,547	1,071,015	74,882	911,686	36,565	202,206	1,556,160	77,943	...	...	...	1904
64,606	669,009	42,999	988,932	37,161	206,211	1,583,561	57,718	...	...	...	1905
182,323	947,029	96,157	1,356,330	38,299	211,117	1,729,394	42,985	...	...	...	1906
145,483	1,007,500	37,322	1,402,198	40,392	215,523	1,744,800	46,704	...	...	...	1907
121,605	1,070,546	71,306	1,334,106	39,281	205,827	1,728,053	47,945	...	...	...	1908
73,862	1,480,107	94,865	1,160,176	40,492	199,945	1,734,761	55,705	544	9322	...	1909
70,090	1,347,952	115,954	1,775,276	41,388	201,854	1,788,310	63,715	605	9848	2,983,762	1910
62,164	1,505,944	160,527	1,057,976	41,853	217,406	1,823,617	67,392	669	10,298	3,525,087	1911

APPENDIX B
TO STATISTICS FOR 1911-12.

B48851

TASMANIA.

Statistical Summary for the Years 1901, 1908-9, 1909-10, 1910-11, and 1911-12.

Area—16,778,000 Acres. 26,215 Square Miles.

	1901.	1908-9.	1909-10.	1910-11.	1911-12.
Population on 31st December ⁶	174,233	189,024	191,272	193,547	193,479
Ditto, mean for year	173,636	187,913	190,148	192,410	190,316
Births	4930	5614	5506	5586	5444
Deaths	1805	2129	1843	2122	1931
Marriages	1338	1432	1497	1493	1477
Finance—					
Commonwealth.					
Revenue.					
Customs and Excise	£ 424,443	374,061	391,192	...	...
Total Revenue	£ 505,930	515,354	549,137	...	...
Expenditure	£ 128,148	270,546	314,610	...	...
State.					
Revenue.					
Customs and Excise ¹⁰ .....	£ ...	...	...	115,836	143,875
Income Tax	£ 17,538	59,123	68,330	...	...
Ability Tax (Taxation Act, 1904) ...	£ 93,977	34,892	41,928	...	...
Other Taxes	£ 156,820	193,132	193,132	169,129	196,559
Total Taxation	£ ...	250,835	303,390	284,965	340,434
Surplus returned by Commonwealth	£ 377,782	232,842	239,816	228,168	236,761
Total Revenue	£ 826,163	931,405	1,008,932	970,092	1,084,663
General Expenditure.					
Interest (gross)	£ 322,746	370,727	377,217	388,964	411,621
Total Expenditure	£ 870,442	960,237	997,321	1,016,903	1,064,725
Total Net Expenditure ¹	£ 612,371	607,305	635,043	660,631	654,000
Loans Expenditure.					
On Railways	£ 80,948	68,776	100,162	81,694	120,179
Other Public Works	£ 261,046	265,424	334,942	218,522	315,378
Total, Current year	£ 341,994	334,200	435,104	300,216	435,557
Public Debt on 31st December	£ 8,854,541	10,134,914	10,570,453	11,077,790	11,302,411
Imports	£ 1,969,199	3,371,862	3,129,873	3,370,000 ¹¹	3,309,506 ¹¹
Exports ² —					
Wool	£ 280,347	474,850	401,985	401,312 ¹³	416,279 ¹³
Gold ³	£ 204,164	292,611	179,234	157,370 ¹³	132,108 ¹³
Silver, Silver Ore, and Silver-Lead	£ 325,335	370,477	335,037	247,576 ¹³	253,361 ¹³
Copper and Copper Ore	£ 1,026,748	521,202	452,643	566,972 ¹³	408,649 ¹³
Tin	£ 212,542	400,196	419,143	399,393 ¹³	513,500 ¹³
Total Gold, Silver, Copper, and Tin	£ 1,768,789	1,584,486	1,377,057	1,371,311 ¹³	1,307,618 ¹³
Ditto per cent. to total Exports	60.03	39.31	40.13	34.23 ¹³	28.87
Total Minerals won to date .....	£ ...	...	...	32,720,558	33,367,949
Total Home Products	£ 2,934,069	3,936,100	3,351,829	3,912,000 ¹¹	4,423,500 ¹¹
Total Exports ⁸	£ 2,945,757	4,030,766	3,431,250	4,005,500 ¹¹	4,529,331 ¹¹
Shipping—Total Tonnage	1,432,725	2,583,039	2,426,216	2,426,604	2,587,437
Railways— ³					
Miles open	618	618½	624½	643	668½
Train miles	1,121,191	1,228,211	1,259,440	1,242,463	1,257,166
Cost of Construction	£ 4,961,291	5,136,359	5,182,013	5,236,147	5,415,612
Receipts	£ 290,600	371,233	377,374	370,947	408,440
Expenditure	£ 234,964	257,784	262,425	267,875	277,059
Telegraphs— ⁴					
Miles Poles ⁷	2615½	2683	2846	2903	2557 ¹⁴
Offices	325	328	311	317	321
Cost of Construction ⁷	£ 338,487	310,401	391,795	239,079 ¹⁴	12
Messages	No. 363,414	580,540	565,080	594,840	796,084
Receipts ⁸	£ 37,023	5	18,969 ⁵	19,600 ⁵	18,607
Expenditure	£ ...	5	5	5	5
Post Office—					
Offices and Receiving Offices	376	414	417	429	433
Letters and Post Cards	11,173,493	15,302,742	16,296,348	17,584,526	24,005,215
Newspapers and Packets	9,678,778	16,385,691	16,178,602	17,633,840	16,099,525
Receipts ⁹	£ 95,411	140,900	141,515	149,825	152,454
Working Expenses ⁵	£ 97,470	124,106	142,522	143,776	160,810
Bank—Deposits (Ordinary)	£ 3,187,831	3,619,070	3,536,384	3,534,577	3,844,221
(Savings)	£ 1,092,037	1,605,919	1,652,966	1,760,091	1,845,909
Property Assessed Annual Value	£ 1,012,967	1,246,076	1,334,378	1,459,917	1,492,533
Total Sales of Crown Lands since foundation of Colony .....	£ ...	...	...	...	4,120,442 ¹⁵
Agriculture—					
Wheat—Acres	44,084	29,103	37,078	52,242	37,208
Bushels	963,662	700,777	793,660	1,120,744	659,615
Oats—Acres	54,089	56,654	71,293	63,887	57,583
Bushels	1,702,659	1,946,010	2,347,548	2,063,303	1,504,633
Barley—Acres	6104	6475	6923	5235	6081
Bushels	167,485	158,645	153,645	142,318	148,009
Potatoes—Acres	25,444	25,160	21,375	26,230	21,818
Tons	114,704	121,605	73,862	70,090	62,164
Hay—Acres	61,495	88,613	77,804	72,992	77,466
Tons	109,383	137,518	118,746	115,190	107,684
Apples—Bushels	843,348	1,070,546	1,480,107	1,347,952	1,505,944
Land in Crop—Acres	232,550	269,346	274,026	286,920	270,000
Live Stock—					
Horses	32,399	39,281	40,492	41,388	41,853
Cattle	168,661	205,827	199,945	201,854	217,406
Sheep ⁴	1,792,481	1,728,053	1,734,761	1,788,310	1,823,017
Pigs	58,716	47,945	55,705	63,715	67,392

¹ I.e., Gross Expenditure less Revenue from Service Departments, Interest on Loans to Local Bodies, and on Transferred Properties (from 1911), &c. ² Public Debt 30th June in financial years from 1905-6. ³ Including Private Lines, 1893, 63 miles; 1901, 158½ miles; 1902, 158½ miles; 1903, 158½ miles; 1904 to 1909, 155½ miles; 1910 to 1911, 172½ miles. ⁴ Including Cable and Government Railway Telegraphs. ⁵ Included in Post Office Accounts. ⁶ Population of Tasmania at time of Census, 3.4.1911, was 191,211, equal to 4.29 per cent. of the Total Population of the Commonwealth, which has been taken as 4,455,005. ⁷ Including Telephones, Government Railway Telegraphs, and Cable. ⁸ Including Interstate Transfers, &c. ⁹ Includes gold included in blister copper and silver-lead bullion formerly included in the value of copper and silver. ¹⁰ Transferred to Commonwealth from 1st January, 1901. ¹¹ Estimated. ¹² Not available. ¹³ Production in years 1910-11 and 1911-12. ¹⁴ Does not include cables, as in previous years. ¹⁵ Including Rents prior to 1903

TASMANIA.

Statistical Summary for the Years 1901, 1908-9, 1909-10, 1910-11, and 1911-12.

Relative and Proportional.

	1901.	1908-9.	1909-10.	1910-11.	1911-12.
Population—					
Persons per square mile	6·65	7·21	7·30	7·38	7·38
Birth Rate	28·40	29·87	28·96	29·03	28·61
Death Rate } All causes	10·40	11·33	9·69	11·03	10·11
} Preventable causes†	8·85	9·97	8·39	9·86	8·87
Marriage Rate	7·71	7·61	7·86	7·76	7·76
Finance—					
State Revenue per head..... £	4 15 2	4 18 10	5 5 6	5 0 3	5 12 1
Ditto Taxation ditto	0 12 10	1 6 7	1 11 9	1 9 5	1 15 2
Customs and Excise ditto	2 8 11	1 19 7	2 0 11	...	...
Total Taxation, State and Commonwealth..... £	3 1 9	3 6 2	3 12 8	...	...
Customs and Excise, per cent. to Total Taxation.....	76·26	59·31	56·32	...	...
State General Expenditure per head	5 0 3	5 1 7	5 4 4	5 5 1	5 10 1
Total State Net Expenditure ditto*	3 10 7	3 4 3	3 6 5	3 8 3	3 7 7
Public Debt per head..... £	50 16 5	53 12 0	55 6 5	57 4 9	58 8 4
Interchange—					
Imports per head ‡	11 6 11	17 6 9	16 7 4	17 8 3	17 7 9
Exports (Home Products) per head *	16 18 0	20 16 4	17 10 7	20 4 3	23 4 10
Total Exports per head ‡	16 19 4	21 6 5	17 18 10	20 13 10	23 16 0
Home Products per square mile.....	111·92	150·15	127·85	149·21	168·74
Free Goods per cent. to Total Imports.....	...	53·46	52·51	52·62 [§]	...
Railways—					
Miles open and being constructed, per 100,000 persons	352	327	323	336¶	355¶
Ditto per 10,000 square miles	237	236	238	245	262
Population, per mile open and being constructed	280	300	306	301	281
Cost of construction per mile open..... £	8028	8304	8304	8142	8104
Receipts per mile worked..... £	489·00	600·20	600·01	586·01	611·21
Ditto per train mile	5 4 13	6 0 35	5 9 9	5 11 6	6 5 98
Profit per cent. to cost of construction..... s. d.	1 30	2 21	2 22	1 97	2 43
Working Expenses per mile worked	383·51	416·72	417·30	423·18	414·60
Ditto per train mile	4 2 30	4 2 30	4 1 6	4 3 7	4 4 89
Ditto per cent. to Receipts	78 43	69 45	69 50	72 21	67 83
Service Train Miles per mile worked	1830	1986	2002	1963	1881
Ditto per head.....	6 46	6 50	6 58	6 42	6 50
Ditto per 100 square miles.....	4277	4685	5038	4738	4796
Equivalent in No. of Trains run per total miles open per working day ^d .....	...	6 34	6 39	6 27	6 01
Post Office—					
Letters, Newspapers, &c., per head mean population	120	168	170	183	211
Offices per 100 square miles.....	1 43	1 58	1 59	1 63	1 65
Telegraphs—					
Miles poles per 100 square miles.....	9 98	10 41	10 86	11 07	9 75 [§]
Offices, ditto	1 24	1 21	1 19	1 21	1 22
Agriculture —					
Wheat, bushels per acre.....	21 86	24 08	21 40	21 45	17 73
Oats, ditto	31 47	34 34	32 92	32 29	26 13
Barley, ditto	27 43	24 50	24 40	26 68	24 33
Potatoes, tons per acre	4 50	3 46	3 39	2 67	2 85
Hay, ditto	1 77	1 55	1 7	1 76	1 39
Wheat, bushels per head	5 55	3 71	4 15	5 79	3 41
Oats, ditto	9 81	10 71	12 75	11 18	7 77
Barley, ditto	0 96	0 87	0 83	0 81	0 76
Live Stock—					
Horses per square mile.....	1 24	1 50	1 54	1 57	1 59
Cattle ditto.....	6 43	7 85	7 63	7 70	8 29
Sheep, ditto.....	68 36	65 96	66 19	68 21	69 50

¹ 31st December. ² 30th June. ³ Estimated. ⁴ Number of working days (313) divided into the number of train miles per miles worked. ⁵ Not including cab's.

* I.e., Gross Revenue or Expenditure, less Revenue from Service Departments, interest on Loans to Local Bodies, and (from 1911) on Transferred Properties, &c.

† Deaths from the specific cause of "Old Age" or "Senility" have been eliminated.

‡ State Departments transferred to Commonwealth Government in this year.

§ The low rates in these years are due mainly to Interstate Freetrade.

¶ Including Interstate Transfers.

¶ Calculated on total estimated Population 31st December (for financial years ending 30th June following).

** Calculated on mean Population (year ending 31st December previous calendar year).

STATE DEPARTMENTS TRANSFERRED TO COMMONWEALTH.

The formal transfer of the several State Departments to the Commonwealth was as follows:—

Customs and Excise, 1st January, 1901.

Posts and Telegraphs, 1st March, 1901.

Defences, 1st March, 1901.

Letters Patents, 1st June, 1904.

Trade Marks, 2nd July, 1906.

The Commonwealth Uniform Customs Tariff came into operation on the 9th October, 1901.

POPULATION OF CHIEF CITIES, 31ST DECEMBER, 1911.

HOBART—City

Suburbs

TOTAL.....

LAUNCESTON—City

Suburbs

TOTAL.....

GOVERNMENT RAILWAYS, AUSTRALASIA, 1911-12.

ABSTRACT showing (A.) the Financial Aspect in relation to the State Treasury as the result of working of the various State Railways and Tramways; also showing, approximately, (B.) the advantages to the State, from an economic and industrial point of view, due solely to the saving of time and money by the cheaper and quicker mode of transit by Railways, as compared with Roadways prior to the introduction of the former.

Absolute.

State.	Average Miles Open.	Cost of Construction and Equipment.	Gross Receipts.	Working Expenses.	Net.		(Estimated) Interest burden on Capital expended on Construction and Equipment. † ‡	Net Burden or Gain to State Revenue.		(B.) Estimated Yearly Value of Time and Money saved to the State by the cheaper and quicker mode of Railway transit.
					Profit on Working.	Loss on Working.		(A.) Burden.	(A.) Gain.	
	No.	£	£	£	£	£	£	£	£	£
New South Wales Railways (1911-12) §	3799½	53,514,903	6,491,473	4,169,591	2,321,882	...	1,874,709	...	447,173	12,952,946
Victoria (1911-12).	3510	44,021,543	4,909,062	3,109,323	1,799,739	...	1,484,372	...	315,367	9,818,124
Queensland (1911-12)	4107¹	27,207,025	2,885,609	1,718,381	1,167,228	...	980,428	...	186,800	5,771,218
South Australia (1911-12)	1460²	13,240,175³	2,090,563	1,293,987	796,576	...	421,563	...	375,013	4,181,126
West Australia (1911-12)	2471	13,233,093	1,884,604	1,343,977	540,627	...	463,548	...	77,079	3,769,208
Tasmania (1911-12)	495½⁴	4,253,013	312,786	221,172	91,614	...	159,123	...	...	625,572
Six States (Commonwealth) (1911-12) ¶	15,843½	155,469,752*	18,574,097	11,856,431	6,717,666†	...	5,383,743	67,509	1,401,432	37,148,194
New Zealand (1911-12)	2801	30,506,089	3,676,509	2,465,896	1,210,613	...	888,903	...	321,710	7,353,018
Seven States (1911-12)	18,644½	185,975,841	22,250,606	14,322,327	7,928,279	...	6,272,646	...	1,655,693	44,501,212

Relative.

	Cost per Mile.	Percentage in relation to Capital expended on Construction and Equipment.						Present Capital Value of (B.)
		12·13	7·79	4·31	...	3·50	...	£
New South Wales Railways	£ 14·086	12·13	7·79	4·31	...	3·50	...	370,941,314
Victoria	12·542	11·15	7·06	4·09	...	3·37	...	280,517,829
Queensland	6625	10·61	6·32	4·29	...	3·60	...	164,891,943
South Australia	9065	15·79	9·77	6·02	...	3·18	...	119,460,743
West Australia	5356	14·24	10·16	4·08	...	3·50	...	107,691,657
Tasmania	8583	7·35	5·20	2·15	...	3·74	1·59	17,873,486
Six States (Commonwealth)	9813	11·95	7·63	4·32	...	3·46	...	1,061,376,972
New Zealand	10,891	12·05	5·08	3·97	...	2·91	...	210,086,229
Seven States	9975	11·96	7·70	4·26	...	3·37	...	1,271,463,300

* Represents 56·10 per cent. of the total Public Debt of the six States for all purposes (£277,124,095). † On lines open for traffic only. ‡ This Profit on Working (£6,717,666) not only exceeds the Interest Burden on borrowed money invested in State Railways (£155,469,752) by £1,333,923, but itself represents and covers 61·35 per cent. of Interest Burden and Sinking Funds on the total Public Debt of the Six States for all purposes. § Not including tramways. ¶ Contributions to Redemption and Sinking Funds not included (except in Queensland.) ¶ The advantages of working the 15,843½ miles of Railway to the Six States, regarded from an economic and industrial point of view, are estimated to represent a present capital value of £1,061,376,972, i.e., 2·83 times greater than the present capital value of the whole of the existing Public Debt of the Six States of the Commonwealth. † Average miles open in Queensland not available; the number open at end of year taken. ‡ On the 1st January, 1911, the Port Augusta to Oodnadatta Railway (478 miles) was transferred to the Commonwealth Government, so is not included in South Australia figures. § The Expenditure on construction and equipment of line transferred to Commonwealth Government was £2,240,012, and is not included in South Australia figures. ¶ Not including 7½ miles of Private Line, worked by Government, the receipts and expense for which are included in totals shown.

LOANS EXPENDITURE.

(SIX STATES.)

AGGREGATE UP TO AND INCLUDING YEAR 1911-12.

	New South Wales.	Victoria.	Queens- land.	South Australia.	West Australia.	Tasmania.	Six States.
	£	£	£	£	£	£	£
Railways and Tramways	62,011,229	43,200,768	30,153,798	14,826,216	13,320,623	4,553,649	168,146,283
Telegraphs and Telephones	1,761,845	...	996,587	991,773	332,118	142,410	4,224,733
Roads and Bridges	1,785,813	176,475	923,656	1,464,736	339,689	3,839,650	28,580,611
Harbours, Rivers, and Lighthouses	11,788,442	611,059	2,445,805	2,328,536	2,876,750	974,482	10,787,890
Public Buildings	4,510,621	1,912,029	1,514,381	1,154,077	722,300	128,224	2,389,782
Defences ..	1,457,536	149,323	363,084	291,615	...	...	29,432,840
Water Supply	7,630,314	10,637,002	364,627	4,590,317	2,958,732	...	7,324,308
„ Conservation	2,378,080	...	...	873,768	605,254	...	3,611,863
Sewerage	5,844,859	...	...	874,195	*43,863	235,000	22,876,119
Immigration	569,930	...	2,763,070	...	...	...	...
Other Public Works or purposes	744,152	7,849,225	4,649,165	5,107,726	3,140,301	1,385,550	...
Total Loans Expenditure, exclusive of redemptions	100,482,821	64,615,881	44,174,173	32,502,959	24,339,630	11,258,965	277,374,429

** Exclusive of Agricultural Immigration, £89,421, which is included in "Other Works."

Current Year, 1911-12.

	New South Wales.	Victoria.	Queens- land.	South Australia.	West Australia.	Tasmania.	Six States.
	£	£	£	£	£	£	£
Railways and Tramways	3,448,126	1,703,453	2,854,560	789,143	1,316,800	120,179	10,232,261
Telegraphs and Telephones .....	...	...	...	...	...	...	...
Roads and Bridges	Cr. 10	...	...	...	35,414	211,052	1,000,320
Harbours, Rivers, and Lighthouses	413,998	...	...	154,235	185,631	24,935	363,001
Public Buildings	142,640	...	40,591	23,989	130,846	...	...
Defences ..	...	...	...	...	...	...	...
Water Supply	371,824	259,281	2465	120,906	31,548	...	1,393,590
„ Conservation	568,492	...	...	39,074	93,285	...	567,012
Sewerage	403,919	...	...	69,808	7383	...	7383
Immigration .....	...	...	...	...	...	...	...
Other Public Works or purposes	142,114	1,011,415	426,632	558,895	543,163	79,391	2,761,610
Total Loans Expenditure, exclusive of redemptions	5,491,103	2,974,149	3,324,248	1,756,050	2,344,070	435,557	16,325,177

REVENUE.

COMPARATIVE MAGNITUDE of the various Sources of Revenue and Expenditure of the several Australian States and of the Commonwealth—Year 1911-12.

SOURCES OF REVENUE.	Amount of Revenue.						Per Head.				Per cent. to Total Revenue of States and Commonwealth.	
	New South Wales.	Victoria.	Queensland.	South Australia.	West Australia.	Tasmania.	Six States.	Commonwealth.	Total.	Six States.	Commonwealth.	Total.
[Population...	1,672,783	1,362,794	622,129	418,172	294,181	193,479	4,563,538	4,568,707	Total States & Commonwealth.	4,568,707		
DIRECT.												
TAXATION—	£	£	£	£	£	£	£	£	£	s. d.	s. d.	%
Customs Excise.....	1,885,653	1,620,899	787,577	551,994	352,314	340,434	5,538,811	14,710,136	14,710,136	24 3	64 5	26.26
Direct .....	...	...	...	...	...	...	...	1,366,457	6,905,268	...	30 3	2.44
SPECIAL PUBLIC SERVICE—	£	£	£	£	£	£	£	£	£	s. d.	s. d.	%
Railways, Tramways	8,067,597	5,237,466	3,032,929	2,145,634	1,896,579	314,708	20,694,913	186	20,695,099	90 8	7 7	36.95
Post and Telegraph	1,055,852	351,351	125,996	455,296	410,345	45,191	2,444,031	3,916,254	3,916,254	...	17 2	7.00
Other .....	...	...	...	...	...	...	...	222,573	2,666,604	10 9	11 8	0.40
Total Special Public Service	9,123,449	5,588,817	3,158,925	2,600,930	2,306,924	359,899	23,138,944	4,139,013	27,277,957	101 5	119 5	48.71
Land Sales and Rental.....	1,765,459	360,065	875,221	478,780	380,103	94,441	3,954,069	...	3,954,069	17 4	17 3	7.06
Interest on Investments*	318,230	393,937	257,965	187,021	14,478	50,826	1,222,457	...	1,222,457	5 4	5 4	2.18
Miscellaneous	637,032	378,481	152,572	120,295	314,975	2302	1,605,657	332,914	1,938,571	7 1	8 6	3.46
Total Direct Revenue	13,729,823	8,342,139	5,232,260	3,939,020	3,368,794	847,902	35,459,938	20,548,520	56,008,458	155 5	245 2	100.0
Total per head (s. d.)	164 2	122 5	168 3	188 5	229 0	87 7.8	155 5	89 11	245 2	155 5	245 2	...
Ditto per cent. Direct Total Revenue	24.51	14.90	9.34	7.03	6.02	1.51	63.31	36.69	100.0	...	...	...
* Including interest on properties transferred to Commonwealth.												
INDIRECT.												
States' Surplus Provision by Commonwealth*	2,046,993	1,667,657	757,087	511,719	597,879	236,761	5,818,096	—5,824,423	—	25 6	—25 6	10.40
												...
* Commonwealth figures show Queensland, £761,302, and Western Australia, £599,991.												
TOTAL REVENUE (DIRECT AND INDIRECT).												
Grand Total Direct and Indirect Revenue	15,776,816	10,009,796	5,989,347	4,450,739	3,966,678	1,084,663	41,278,034	14,724,097	56,002,131	180 11	245 2	26.29
Ditto per head (s. d.)	188 8	146 11	192 7	212 10	269 8	112 1	180 11	64 5	245 2	...	...	...
Ditto per cent. to Grand Total	28.17	17.87	10.70	7.95	7.08	1.94	73.71	26.29	100.0	...	...	...

MISCELLANEOUS PARTICULARS.

	24 6	24 6	24 4	24 6	40 8	24 6	25 6	25 6	...	25 6	25 6	...	25 6	...	...
Federal Surplus per head (s. d.)*	22 7	23 9	24 4	24 6	23 11	24 6	25 6	25 6	...	24 3	24 3	...	24 3	...	...
State Taxation per head (s. d.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Commonwealth Taxation per head (s. d.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* Federal Surplus per head = 25s., less moiety to Western Australia, &c.

CONSOLIDATED REVENUE EXPENDITURE.

	3,430,096	2,048,011	1,724,304	1,008,686	856,285	411,621	{ 10,949,940	...	10,949,940	48 0	19 70	...	19 70	...	...
Interest	536,470	264,096	...	{ 370,990†	248,405	50,976	{ 4,330,896	...	4,330,896	...	...	...	...	...	...
Redemption, Sinking Funds, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Post and Telegraphs	5,428,085	3,356,714	1,915,246	1,395,839	1,354,847	221,175	13,671,906	...	13,791,332	59 11	24 60	...	24 60	...	...
Railways and Tramways	1,395,114	1,065,727	436,672	285,808	238,570	94,604	3,516,495	...	3,516,495	15 5	6 33	...	6 33	...	...
Education .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Humane Provision—Hospitals, Charities, Old-age Pensions, &c.	517,974	469,413	246,426	145,588	188,717	55,827	1,623,945	...	3,767,157	7 1	16 6	...	2 92	...	6 78
Police	493,308	329,312	235,088	106,845	125,165	41,435	1,331,153	...	1,331,153	5 10	5 10	...	2 39	...	2 39
Defence .....	...	...	...	...	...	...	...	...	2,128,649	...	9 4	...	...	...	3 83
All other charges, including Public Works, N.E.I.	3,475,954	2,466,069	1,407,956	1,136,983	1,089,093	189,087	9,765,142	...	15,767,056	42 10	69 0	...	17 57	...	28 37
Amount ...	15,277,001	9,999,342	5,965,692	4,450,739	4,101,082	1,064,725	14,724,097	...	55,582,678	179 1	243 4	...	73 51	...	100 00
Total Expenditure ...	27 48	17 99	10 73	8 01	7 38	1 92	26 49	...	100 00	...	...	...	...	...	...
Per cent ...	182 8	146 9	191 10	212 10	278 9	110 1	64 5	...	243 4	179 1	243 4	...	...	...	...
Per head ...	499,815	10,454	23,655	...	...	19,938	419,453	...	838,906	...	...	...	...	...	1 51
Year's Surplus .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Year's Deficit .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

† Surplus Revenue for year has been set apart for Redemption purposes (£275,150).

‡ Interest on Transferred Properties (£370,906) is included in expenditure of respective departments

§ Port Augusta Railway only.

TAXATION.—STATES AND COMMONWEALTH OF AUSTRALIA.

FINANCE, YEAR 1911-12.

ABSOLUTE.

Particulars.	State Direct Taxation.							Indirect.	Total.
	N.S.W.	Victoria.	Queens-land.	S.A.	W.A.	Tasmania.	Six States.	Customs and Excise, &c. Commonwealth.	Six States and Commonwealth.
	£	£	£	£	£	£	£	£	£
Indirect— Customs and Excise .....	.	..	..	..	..	..	..	14,710,136	14,710,136
Direct—									
Probate and Succession Duties	849,405	448,283	{ 331,842	{ 95,667	22,276	35,012	{ 2,568,755	..	2,568,755
Other Stamp Duties	255,085	285,212	{ 106,910	{ 118,725	74,828	64,235	{ 81,234	..	..
Land Tax	6479	293,823	..	..	45,166	..	545,427	1,366,457	1,911,884
Income, Dividend, and Ability Taxes ..	644,571	443,248	372,497	207,416	154,442	143,876	1,966,050	..	1,966,050
Licences	130,113	22,403	63,673	23,276	46,560	13,928	299,953	..	299,953
Other Taxes .....	..	127,870	19,565	..	9042	2149	158,626	..	158,626
Total Direct Taxes	1,885,653	1,620,839	787,577	551,994	352,314	340,434	5,538,811	1,366,457	6,905,268
Total Indirect and Direct ...	1,885,653	1,620,839	787,577	551,994	352,314	340,434	5,538,811	16,076,593	21,615,404

PER CAPITA.

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Indirect— Customs and Excise .....	..	..	..	..	..	..	..	64 5	64 5
Direct—									
Probate and Succession Duties	10 2	6 7	{ 10 8	{ 4 7	1 6	3 7	{ 11 3	..	11 3
Other Stamp Duties	3 1	4 2	{ 5 2	{ 5 1	6 8	..	{ ..	..	..
Land Tax	0 1	4 4	..	5 8	3 1	8 5	2 5	6 0	8 5
Income, Dividend, and Ability Taxes ..	7 8	6 6	12 0	9 11	10 6	14 10	8 7	..	8 7
Licences	1 7	0 4	2 1	1 1	3 2	1 5	1 4	..	1 4
Other Taxes .....	..	1 10	0 7	..	0 7	0 3	0 8	..	0 8
Total Direct Taxes	22 7	23 9	25 4	26 5	23 11	35 2	24 3	6 0	30 3
Total Indirect and Direct ...	22 7	23 9	25 4	26 5	23 11	35 2	24 3	70 5	94 8

[Compiled from latest Official Returns.]

1911-1912

(No. 14.)

TASMANIA

FIRST ANNUAL REPORT

OF

THE CHIEF INSPECTOR OF FACTORIES

ON

THE FACTORIES, WAGES BOARDS, AND SHOPS
CLOSING ACTS

BY

J. S. PURDY, M.D., C.M. (ABERD.), D.P.H. (CAMB.), F.R.S. (EDIN.)

DEPARTMENT OF PUBLIC HEALTH, HOBART

Presented to both Houses of Parliament by His Excellency's Command



Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART

1912

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REPORT ON THE FACTORIES, WAGES BOARDS, AND SHOPS CLOSING ACTS.

Department of Public Health,
Hobart, 20th July, 1912.

SIR,

I HAVE the honour to submit a report on the working of "The Factories Act" and "The Wages Boards Act" from the 31st March, 1911 (the date on which, by proclamation, the Acts came into operation) until the 30th June, 1912, the end of the financial year.

A review of the operation of "The Shops Closing Act, 1911," which became law on the 1st January, 1912, is also given. Although the annual report for 1910-11 of the Department of Public Health, which is charged with the administration of these Acts, contained a summary of the work carried out during the first three months after the Factories and Wages Boards Acts came into force, it is considered opportune, in this the first separate report, to review the working of the Acts and the amendments, as a whole, since their inception.

Object of Factory Legislation.

The object of "The Factories Act, 1910," was mainly to improve the conditions under which all workers, including women, young persons, and children, were employed in factories.

The object of "The Wages Boards Act" was to either maintain at, or, as in the amendment, raise the standard of wages to a fair and reasonable level, whilst at the same time enabling employers and employees, through accredited representatives, to adjust any differences without causing a general or local economic disturbance.

Industrial Acts Applicable to Whole State.

Although similar as to their provisions to those in the other Australian States, the Tasmanian Acts were made applicable to the whole State, and not limited to districts or areas proclaimed, as in New South Wales, Queensland, and Western Australia; or, as is the case in Victoria, confined as to their operation to cities, towns, and boroughs, with the power of extension to shires or parts thereof.

Scope and Limitation of "The Factories Act."

The original Act, which provided for the registration of all factories within three months after the Act came into force, was only limited as to its application by the special exemptions from the somewhat drag-net-like definition of a "factory."

Any building, structure, premises, or place, including any laundry, in or in connection with which four or more persons (including the occupier—or, in the case of the Chinese or other Asiatic race, any one or more persons) were or was employed, directly or indirectly, in working in any handicraft, or in preparing, working at, dealing with, or manufacturing articles for or in connection with any trade, or for sale, was a factory.

In addition to every bakehouse and every clay-pit or quarry worked or used in connection with and occupied by the occupier of any pottery or brickyard, the use of any motive power other than manual in preparing, working at, dealing with, or manufacturing articles for trade or sale, or packing them for transit, brought any building, structure, premises, or place within the definition of factory. The term did not include any prison, reformatory, industrial school, or home for erring women, any charitable institution, ship, mine, dairy, or premises used for pastoral, agricultural, or horticultural purposes when the last-mentioned were situated outside cities or towns.

Although the words "working at, dealing with" might have been construed to include ordinary retail shops, it was obvious, from the other sections dealing therewith, that such was not intended.

With regard to the exemptions, it was found that certain smelting works came under the Act, whereas others did not.

Threshing-machines were registerable when situate in towns; not in the country. Certain chemists had to have premises registered, in addition to those of wholesale manufacturing chemists. Dentists using an electrical machine of one horse-power or less also came under the Act.

Amendments.

As the result of the first few months' working of the Acts, and in view of some obvious defects, omissions, or anomalies, as well as interpretations by the Solicitor-General of certain clauses (more especially those referring to the definition of "factory"), the fact that no offence was committed by non-payment of the minimum wage and the retention of the "reputable employers" clause, necessitated amendments of the Factories and Wages Boards Acts, if such were to prove workable and attain their intention. Of these amendments, "The Factories Act, 1911," came into force on the 10th January, 1912, whilst "The Wages Boards Act, 1911," was made effective on the 14th September, 1911.

Amended Definition of "Factory."

By the amendment the word "factory" was more clearly defined. The omission of the words "working at, dealing with" cleared up much ambiguity. The use of special motive power, unless such exceeds one horse-power, is no longer sufficient irrespective of the number of employees to constitute any place a factory. Works for the generation of gas and electricity are now specifically mentioned as included under the definition of factory—an important point when it is realised that the registration fee for every factory in which not more than six persons are employed, and for which the motive power is obtained from a factory already registered, is 2s. 6d.: in contradistinction to 10s. when the motive power is obtained from premises unregistered.

By the non-registration at first of gasworks and power-stations the fee of 2s. 6d. could not be accepted from small factories obtaining power therefrom, whilst in cases where 10s. had been paid, when such power-supplying factories were shown to be registerable, 7s. 6d. had in some cases to be returned, necessitating extra and complicated bookkeeping.

By the amendment exemption was given to "smelting works or any works" within the meaning of any Acts relating to mines and mining.

Exemption was also given to any building in course of erection or any temporary workshop or shed for workmen engaged in the erection of such building. The effect of these amendments must be remembered in contrasting the records of factories registered for 1911 and 1912.

Benefits Sought to be Conferred by the Acts.

The legislation enacted has provided for better supervision as to sanitation in factories by prescribing by regulation that the minimum amount of cubic space for each person employed shall be 400 cubic feet, and that premises shall be ventilated so as to render harmless (so far as practicable) all the gases, vapours, dust, and impurities generated therein that may be injurious to health. By regulation it is prescribed that for each worker there shall be inlet and outlet ventilation, each equal to 12 square inches. These regulations, together with the provision that heating appliances in factories, whether used for warming persons therein engaged or for a manufacturing process, shall be provided with a flue of such size and construction as has been prescribed, are of special importance when it is realised how the absence of such provisions, together with long hours of employment in factories, affected the health of the workers, more especially women and children, in large manufacturing centres in more closely settled countries with old-established industries.* This fact is illustrated by occupational mortality statistics.

Provision is also made for satisfactory privy and urinal accommodation for each sex, proper appliances for the extinction of fires, sufficient means of egress in the case of fire, and the efficient lighting of factories with natural light where reasonably practicable.

Any building or place which at any time after "The Factories Act" came into force, or which after a period of disuse is about to again become a factory, must be certified to in writing by the Chief Inspector as suitable for a factory, and comply with the requirements prescribed for new factories, which are such as to ensure satisfactory construction and maintenance for the various purposes of different trades.

Limitation of Hours of Adult Workers.

A week of 48 hours has been fixed as the working week, which in the case of adults may be exceeded, provided that not less than time and a quarter rates be paid for such overtime. Work beyond 10 hours a day, or for more than five hours continuously without an interval of one hour for a meal (breakfast, dinner, or tea), is not permitted, except in the case of a worker getting up steam or making preparations for the work of the factory. A half-holiday (almost universally observed on Saturday) is compulsory for all factory employees.

Employment of Children in Factories Prohibited.

Under the 1911 amendment, by altering the definition of "child" to mean a person under the age of 14 years, the age permitted for commencing

employment in a factory was raised from 13 to 14 years. At the same time it was enacted (without the reservation which in the original Act contemplated the possibility of permission being obtained from the Chief Inspector) that "No child shall be employed in any factory."

Children Employed.

The registrations for 1911 showed that there were 44 males and 8 females employed under 14 years of age in factories in Tasmania. Taking the number of all employees under 14 years of age this worked out at 67 per cent. of all factory employees. Of females employed under 14 years of age the percentage was 5 of all females employed, or 13 per cent. of all employees in factories. Of male employees under 14 years there were 71 per cent. of all males employed, or 57 per cent. of all employees in factories. The largest number of boys under 14 in any one trade in 1911 was eight in the printing, bookbinding, and stationery trade. Consequently the alteration, by the amendment of "The Factories Act," by which the age of commencing work was raised to 14 and child labour prohibited in factories, although affirming an excellent principle, did not affect to any great extent employment in this State. Whatever may have been conditions as to child employment previous to the introduction of "The Women and Children Employment Act" (now repealed), either factory occupiers at the time when "The Factories Act" took effect did not seem to have made any great demand for such labour, or parents did not encourage their children to take up factory work at that age.

Uniformity in Australian States desirable as to Minimum Age and Wage.

In view of different conferences having been held with the object of obtaining, for instance, uniformity in the compiling and collection of statistics, uniformity as to "Food and Drugs Act" regulations, uniform methods for the control of consumptives and for other purposes, one might suggest the advisability of uniformity as to such items as the definition of "factory" in the Acts of the various States, uniformity as to the extent of their application, and uniformity as to the commencing age of employment in factories. For instance, it was claimed that South Australia (and until recently, Victoria) permitting employment at the age of 13 years, and in the case of the latter, the minimum wage per week being fixed at 2s. 6d., in contradistinction to 4s. in the other States, adversely affected the clothing industry in this State: dressmakers and milliners, as well as ready-made clothing makers, having to compete, chiefly in Launceston, with imported articles, more especially from Melbourne. On enquiry by wire from the Chief Inspector of Factories I learned that the age for commencing work in Victoria was altered in 1909 to 14 for boys and 15 for girls, whilst the minimum wage rate is fixed by determination, or where no determination applies is 2s. 6d. per week.

In recommending the raising of the age for commencing work in factories, in addition to being able to cite the precedents afforded by New South Wales, Queensland, and Western Australia, which States had adopted the minimum age of 14, and New Zealand with 16 years, one was able to quote from the excellent report of the President of the United States Homes Commission, 1909, on Industrial Conditions: "No child shall be permitted to work in factories and wage-earning occupations under the age of 14, and then only upon presentation of a medical certificate that it is free from physical defects. Such children should not be obliged to work longer than six hours, with a two hours' interval of rest after the

* Memorial Address. Public Health Section, Australasian Medical Congress, Sydney, 1911. "Australasian Medical Gazette," 1911.

first three hours, so that they may be able to enjoy their noon dinner. Under no circumstances should they be permitted to perform night work or engage in the so-called dangerous occupations. The same may be said of individuals between the ages of 16 and 18 years, who, however, may be permitted to work eight hours a day, with proper intervals for meals and rest."

Employment of Boys under 16, and Girls and Women.

In this State, in addition to prohibiting the employment of any child under 14 years, the work of boys under 16 and all females is limited to 48 hours a week except under special conditions, and then only when the employer has given written notice to the Department. In order to meet a press of work any boy over 14 years of age and any female over 16 may be employed for not more than 55 hours in one week, but in no case shall the aggregate number of hours of employment above 48 hours per week exceed 200 hours in any one year. For such overtime, time and a quarter rates must be paid, and when the employees are in receipt of wages not exceeding 15s. a week, every such person shall be paid not less than 6d. tea-money. As to night work, no boy under 16 and no female whosoever shall work after 9 p.m. in manufacturing articles for, or in connection with, any trade, or for sale.

Medical Examination.

With regard to medical examination, before commencing work a medical certificate is required as to fitness of persons under 16 for employment in aerated water works, breweries, foundries, manure works, and bonemills.

It is interesting to note that under "The Federal Compulsory Service Act" all boys at 14 years of age have to submit to a medical examination, and again at 18 years of age to a more stringent medical examination as to fitness for military service.

Education of Girls Employed in Factories.

There is no such uniform examination for girls, who also do not receive the other advantages of physical training and discipline such as boys now receive. This suggests that when the school age is raised to 14 years, in conformity with "The Factories Act," the provision of evening continuation classes for girls from 14 to 16 years is worthy of consideration. Training in cooking, domestic economy, infant nursing, physical culture, and kindred subjects, if special compulsory provision were made therefor, would counteract to some extent the acknowledged unhealthy effect of factory life on girls, especially those of poor physique; and at the same time add to national efficiency, which so much depends on the physique and training of girls, the future mothers of the best immigrants to Australia—children born and bred in the land.

Night Work.

When the Act first came into force I had reason to believe that certain employers, more especially some engaged in dressmaking, were in the habit of working girl employees to very late hours. As a result of personal investigation proceedings were taken against one offender in Hobart who not only persisted in working her employees after 9 p.m. on Friday evenings, but also failed to register the premises as a factory or pay the minimum rate of wages. A fine of £1 was inflicted for employing females after 9 p.m.—the first conviction with a fine under "The Factories Act."

Employees Working in Factories also Employed in Shops.

An amendment of the original Act was that "all the time in any day or week during which any person is employed at work of any description for an occupier shall count in calculating the hours of employment," under Section 51, which deals with the working hours for women and young persons. In certain cases where a factory was run in conjunction with an open shop, the Department had taken exception to the practice of getting female employees after 9 p.m., when they finished work in the factory, to work in the shop. It was contended that such a practice was breaking the spirit and intention of the Act, if it were not a direct infringement thereof.

Under the amendment no young person or woman can be employed in a factory later than 9 o'clock in the evening "in manufacturing articles for, or in connection with any trade, or for sale"; the words in quotation marks being those of the amendment.

As "The Shops Closing Act" allows shops to be open until 10 o'clock on one week day, it will be necessary to keep some supervision over employers who combine a factory (such as a dressmaking or millinery establishment) with an open shop, to see that no females are employed for more than 48 hours a week in the work-room, and, in addition, employed in the shop.

In a few cases, to meet a stress of work, notice has been given by occupiers; also application has been made, and written consent given, for the extension of the hours of young persons and women working in shops. Such last mentioned cases were generally in connection with stock-taking. "The Shops Closing Act," of course, by not only making the shop "closed to the admission of the public for the purposes of trade" on the statutory half-holiday, but also prohibiting the employment of assistants until 6 o'clock a.m. on the next week-day, prevents any extension being granted on the half-holiday or curtailment thereof. When an application was made recently to permit such extra work for stock-taking on the half-holiday it was pointed out that no such concession could be made.

The Minimum Wage.

The most important amendment, more especially as far as young persons and women were concerned, was that repealing the section of the Act which prescribed a minimum wage without providing that the non-payment of such was an offence under the Act.

Under the amendment, if the occupier of a factory makes default for seven days in the full and punctual payment (at not more than fortnightly intervals) of such payment as is agreed upon, being not less than at the weekly rates of 4s., 7s., 10s., 13s., 16s., and 19s. for the first six years respectively of the employee in the trade, and thereafter not less than 20s. a week, irrespective of overtime, he is liable to a fine not exceeding 5s. for every day thereafter during which such default continues.

Civil proceedings may also be taken by an inspector on behalf of an employee for the recovery of the payment due. A police magistrate or justice may order a person convicted to pay any sum due for wages, overtime, or tea-money, or otherwise in connection with the employment of any person in respect of whom an offence was committed.

Non-payment of Minimum Wage.

With regard to the payment of the minimum wage previous to the amendment, to which in the 1910 Act employees in any capacity in a factory were entitled, certain employees paid the wages specified, and did not

take advantage of the fact that no offence was disclosed under the section, as pointed out by the Solicitor-General, who, in view of 30 cases for prosecution under this section having been authorised, was asked as to the validity of enforcing the section.

Some employers, even after this opinion rendered the section inoperative—as far as any direct action by the Department was concerned—continued to pay the minimum to which their employees were entitled, and which was recoverable as a debt by employees. Other employers, and all those who had never paid the minimum, on attention being called to their liability to the employee, explained that they did not pay the wages prescribed because competitors in the same trade had taken advantage of the loop-hole in the Act.

Wages in Dressmaking and Millinery Trade.

The first returns received in connection with the attempt to form a Wages Board in the clothing trade showed that 2s. 6d. or 2s. per week was the standard weekly wage for a girl during her first year of employment in some dressmaking and millinery establishments. Indeed, an occasional return, made actually after the Act had been in force some time, showed that for the first year at these trades young girls were employed without any remuneration. The explanation usually given was that for some time these employees were of little use, and took up the time of older employees in teaching them. Keen disappointment on the part of some employees and their parents was expressed at not securing the wages specified under the Act. Although the wage was recoverable as an ordinary debt from the employer, in no case did an employee take advantage thereof, the invariable excuse being that if she did so she could expect no further employment at her trade. As showing the difference which the amendment of the Act has made, a milliner who had been eight years at the trade and was receiving 12s. 6d. per week, and who received a fortnight's so-called holiday without payment whilst the question of the enforcement of the minimum wage was under discussion, after this point was settled, and no offence was shown, was told that her services could not be retained unless she accepted 6s. 6d. a week less than the wage to which she was entitled. Under the amendment, in such a case when employment is continued the Department can take proceedings to enforce the payment of the wage. So far no proceedings have been taken, although all cases where less wages have been alleged to be paid have been investigated. In cases up to the present, where any occupier of a factory has not paid the minimum wage under the amendment, so far as the Department is aware, the question has been as to the number of years an individual has been employed at a particular trade. Certain employers discharged girls whose capacity and work they did not consider worth the wages to be paid. In some cases these girls were taken on as shop assistants or obtained employment with other employers at the same trade. It has been found, however, that a girl earning 7s. a week as a taildress may have been over a year at that branch of the clothing trade after she has served two or more years previously at dressmaking.

Up to the present a thorough investigation has not been made as to the possible prevalence of this process of "ringing the changes," but recently, in investigating the conditions under which the clothing trade was carried on, I found such a case as the above. The point may have to be tested as to whether dressmaking and tailoring are to be construed as branches of the one trade.

Statistics compiled from the registrations and records, comparing this year with last, reproduced in the appendices to this report, suggest that in certain workshops when a girl is entitled to an increased wage, in accordance with an increased number of years of employment, it may be the practice to replace her by an employee who, although not so experienced, can be retained at a less wage. At the same time, there is an evident demand for capable expert women workers at and over £1 per week.

Women as Factory Inspectors.

The practice of an interchange of employees, if found to obtain to any extent, may be checked by applying the minimum wage to shops, and by better supervision, more especially of the dressmaking and millinery trades, which from their nature suggest the employment of a woman or women factory inspectors, who in other ways would be of service to the Department. My impression when investigating the administration of "The Factories Acts" in New South Wales and Victoria was that the employment of a woman as a factory inspector was of much service. One need only refer to the excellent work accomplished in Sydney by Miss Duncan, whose paper, read before the International Congress of Women at Toronto in 1909, on "Employment of Women in Factories in Australia," attracted considerable attention.

Definition of "Week."

Owing to the question as to what constituted a "week" in the original Act having been raised in connection with proceedings taken by the Department against a firm for the alleged non-payment of overtime (a case which was dismissed owing to the information not disclosing where the employee was employed—a decision upheld on appeal), a "week" was defined in the amendment as "the period between midnight on Saturday night and midnight on the succeeding Saturday night."

Other Amendments.

The prohibition of employment continuously in any factory for more than five hours without the interval of an hour for a meal (breakfast, dinner, or tea) was extended to all employees, except when the operation of this section is suspended.

The special provisions for bakehouses, which provide for painting interiors once at least in every seven years, and washing once at least in every 12 months, were extended to all bakehouses in the State.

Underground Bakehouses.

The only two underground bakehouses cannot be used as such after the 1st day of January, 1913.

Application to Crown Factories.

The Act applies to factories belonging to the Crown, and no exemption has been granted therefrom.

Outworkers.

Although the inclusion of the words "in connection with" brings many employees under "The Factories Act," most of whose work—as, for instance, in the case of timber-getters and carters—is performed outside the factory, the term "outworker," often synonymous with "homeworker," technically embraces only those to whom work is given out by factory occupiers. A record of outside work done for factories, together with the names and addresses of the person by whom the same is done, must be kept. Under "The Wages Boards Act," such outworkers, of whom there are 57, as far as the records show in this State, are registerable.

Registration of Factories.

Registration annually of all factories is obligatory under a penalty of £5 for every day during which an unregistered factory is occupied or used.

The Act prescribes that the annual fee for registration shall, after the first registration (for which a period of three months was allowed after the Act came into force), be paid by the occupier of a factory on or before the 31st day of January. A certain amount of delay in connection with commencing the first two registrations was unavoidable, owing, in the case of that for 1912, to new forms of application having to be prescribed, gazetted, printed, and circulated, to comply with the amended Act, which came into force on the 10th January, 1912.

With regard to the first registration in 1911, as the Act came into operation on the 31st March there was little time between its passing and the proclamation to prepare the various forms, notices, and abstracts which had to be prescribed, together with the regulations, all of which had to be carefully revised by the Crown Law Department, from whose officers much assistance has also been obtained in elucidating and interpreting certain clauses of the Act. Naturally, with the introduction of such legislation—previously foreign to the people—at first, on the part of some, there was, if not actual passive resistance to complying with the provisions of the Act, more especially as to registration, indifference, inherent or studied, towards the issue of notices, circulars, and requisitions, or an actual failure to grasp the import thereof. Some of the forms were confused with those to be filled in for the Commissioner of Taxes or the Government Statistician, occupiers claiming that returns had been previously made.

Rightly, at the beginning, time was given to allow the distribution of abstracts and other information disseminated by the aid of the press and by advertisement to take effect. In cases where warning notices, either from the Department or local authorities, were ignored, proceedings were taken. After convictions and fines, eventually 896 factories were registered for the first year. In these factories there were 7704 employees and 639 employers working at their trades, including 43 female employers. At the end of June, 1912, there were 938 factories registered, with 7851 employees and 641 employers working at their trades, including 47 female employers.

The increase, in spite of certain small and other premises being no longer registerable under the amended definition of "factory," shows not so much an actual increase in the industries of the State as the effect of importunity in making requests to local authorities to notify the existence of any unregistered premises. The visits of Mr. Inspector Wadsworth and Mr. Tapsell (who was appointed an inspector under "The Health Act," and made a special trip to Launceston and the towns on the North-West Coast) had the effect of bringing in applications for registration. The moral effect of prosecution at different places also noticeably increased registrations.

Analysis of Returns from Factories for 1911-12.

Tables are appended in which factories are divided into the 19 classes recommended by the conference of State and Commonwealth Statisticians. The number and ages of male and female employees are also shown for each description of factory. Of the 7704 employees working in the 896 factories registered at the end of October, 1911, when the first returns were compiled, there were 6126, or 79·38 per cent., male employees, and 1578, or 20·48 per cent., female employees.

At the end of June, 1912, there were 938 factories registered, with 7851 employees, 6251, or 79·62 per

cent., of whom were males, and 1600, or 20·38 per cent., females. Thus, there was a slight relative proportional increase of male employees for 1912, partly accounted for by the fact that no female children under 14 were returned as employed in factories in 1912; whilst there were eight females, or ·5 per cent. of females employed, or ·13 per cent. of all employees, in 1911, and still 23 male employees under 14 at the beginning of 1912 employed in contravention of the Act.

At the time of issue of the application forms for registration for 1912, the new abstracts had not been printed and circulated drawing attention to the amended clause prohibiting the employment of any person under 14 in a factory. Whenever attention has been drawn to this breach of the Act the children have been discharged. It was not found that any of the 23 children received less than the minimum wage. In the most recent case to come under the notice of the Department—that of a boy and a girl, each under 14, employed in a woollen mill—the weekly wages up to the time of discharge were 9s. and 8s. respectively. As notices in each case sufficed to secure discharge, and representations were made to the effect that the change in the age of commencing employment had not come under the notice of the occupier, it was considered unnecessary to take proceedings.

Classification of Workers at Different Age-periods.

Adults.—Of the 6126 males employed in 1911, there were 4440, or 72·4 per cent., either 21 years of age or over; whilst in 1912, of the 6251 males employed, 4661, or 74·56 per cent., were adult workers.

In 1911, of the 1578 female employees, 638, or 40·4 per cent., were adults; for 1912, out of the 1600 females employed, there are 717, or 44·8 per cent., adults.

The percentage of adults employed in 1911 in factories was 64·67, which had increased in 1912 to 68·5.

In 1911 the percentage of male employees over 21 to all employees was 57·6; for 1912 the percentage is 59·36.

Of adult females, in 1911 the percentage to all employees was 8·2; for 1912 the percentage is 9·14.

Thus, whilst there is a general increase in the employment of workers of 21 years of age and over, the relative increase is greater among females.

Sixteen Years of Age and Under Twenty-one.

In 1911, of males in this group there were 1301 employees; that is, 21·2 per cent. of all male employees and 16·8 per cent. of all employees in factories.

For 1912, at the same age, there are 1119; that is, 17·9 per cent. of all male employees and 14·25 per cent. of all employees in factories.

Of females, in 1911, of 16 years of age and under 21 there were 743 employees, 47·1 per cent. of all female employees or 9·6 per cent. of all employees in factories.

For 1912 there are at this age-period 702, or 43·87 per cent., of all female employees, or 8·94 per cent. of all employees.

The percentage of all employees of 16 years of age and under 21 in factories in 1911 was 26·5; for 1912 the percentage is 23·19.

Thus the decrease at this age-period in both sexes was fairly uniform, and in all probability due to the increased wages paid for workers after the third and fourth year of employment.

Employment of Young Persons.

In 1911, of male employees of 14 years of age and under 16, there were 381, or 6·2 per cent. of all

male employees, and 4·9 per cent. of all employees working in registered factories.

For 1912, of male employees at the same age-period there are 338, or 5·4 per cent. of all male employees and 4·3 per cent. of all employees.

Of females, in 1911, of the age of 14 years and under 16, there were 189, or 11·9 per cent. of all female employees and 2·4 per cent. of all employees in factories.

For 1912 there are 181 females of this age; that is, 11·14 per cent. of all female employees or 2·3 per cent. of all employees in factories.

The percentage of employees in 1911 between 14 and 16 years was 7·39, whilst in 1912 it has fallen to 6·6.

There is thus also a relative proportional decrease of workers of both sexes at this age.

Of all factories, those connected with the timber industry afforded the most employment, there being for the present year 1422 persons employed in connection with sawmills, an increase of 162 on the previous year.

Employment of Females.

With regard to the employment of women and girls in Tasmania, an analysis of the returns of factories compiled for 1911 shows that of the 1578 females employed, 1225, or 77·6 per cent., are employed in the making of clothing and textile fabrics. Out of this class, which comprises two-thirds of the female labour in factories, only 228 were actually engaged in factories with machinery other than sewing-machines; of these, 144 were employed in the four woollen mills of Hobart and Launceston, 76 in boot factories, and 8 in dye works. There were 446 engaged in clothing and tailoring, chiefly in Launceston, and 569 in dressmaking and millinery.

For 1912 there are 1174 females employed in the making of clothing and textile fabrics, a decrease of 21 on the previous year. In the four woollen mills there are 125 females employed, an increase on last year of 11, of whom 10 are over 21 years of age. The branches of the clothing trade giving employment to the largest number of females are dressmaking and millinery, the number employed for 1912 being 609, an increase of 40 on the previous year. It is interesting to note with regard to age-groups that the greatest increase (48) is at the ages of 21 and over, whilst there is a decrease of 18 between the ages of 18 and 21 years, and an increase of 13 between the ages of 14 and 16 years. In the previous year in these industries there were three employees under 14 years. The decrease between the ages of 18 and 21 years is in all probability due to the effect of the graduated minimum wage coming into effect.

Care must be exercised to see that young persons are not permitted to drift into blind-alley occupations, as must sometimes be the case with those who after they are entitled to a wage of 10s. and 13s. are discharged. A general system of apprenticeship, such as obtains under the wages boards, will check the temptation of employers to adopt this practice.

At the same time in certain trades, more especially where females are employed and where marriage often removes adults from work, care should be taken to see that the proportional number of apprentices is not less than the future developments of the trade may require.

Female Labour in Jam and Fruit-preserving Factories.

The other trade in which women find most employment in factories in this State is that of jam-making and fruit-preserving.

From the registration forms of such factories for 1911, in 13 factories there were 138 females employed out of a total number of 499 employees. Of these, 57 gave their ages as 21 years and over; 67 were classed as of 16 years of age and under 21 years; and 14 employees were 14 years and under 16. For 1912, in 12 factories, there are 190 females employed in fruit-preserving out of a total of 854 employees. Of these, 107 females are over 21 years, 67 are between the ages of 16 and 21, and 16 are between the ages of 14 and 16.

Records and Notices by Occupiers.

An obligation on every occupier of a factory is the making and keeping of a true record, accurately filled in, maintained up to date, and produced for examination by an inspector or an officer of the Department of Public Health, and a true copy thereof forwarded to the Chief Inspector during the first week of December in each year.

This has given a considerable amount of concern, and in some cases unnecessary trouble, to certain employers who hitherto appear not to have realised the advantages to themselves in the conduct of their business of keeping such a record, showing the amount expended weekly in wages.

Those employers who kept a wages-book had little difficulty in keeping this record up to date as far as concerned the recording of the names of all employees and classifying them according to their age, sex, and work.

With regard to the hours of work per week and the amount of weekly earnings, it is recognised that unless a separate sheet or sheets were provided for each week in cases where overtime is worked, or where there is broken time, the one record would not suffice. This difficulty has been met by some employers having their wages-books printed so as to show the required information as to names of employees, classification, weekly wage for 48 hours, and overtime. The Department, on the present forms, requires a statement of the average hours worked per week and the amount of weekly earnings.

Many factory-occupiers at first were found not to have complied with the section requiring the posting of the notice containing the name and address of the inspector for the municipality in which the factory is situated, together with the holidays and the working hours of the employees.

As illustrating how certain words in an Act may be misunderstood or misconstrued, a few occupiers, after filling in the notices, returned them by post instead of affixing them in some conspicuous place "in the factory." The last three words were added in the amendment.

With regard to the fixing of the abstract in some conspicuous place, it is unusual now to find that this has not been done. A few offenders in this respect have, however, been warned of their liability for ignoring this provision of the Act. No case of the abstract or notice having been effaced has come within the ken of the Department. Enquiry was made into a case where it was alleged that the occupier had ordered that the abstract be removed, but no evidence was forthcoming other than that it was the old abstract, which became invalid with the amendment of the Act. This was replaced by the new abstract, a copy of which had been fixed between receipt of the information and the arrival of the inspector.

It has been found that occupiers have not complied with the requirement of the Act to affix and keep affixed in legible characters the name of such occupier, and in the case of a company the registered name of such company. It is realised, however, that

when local inspectors are more familiar with the provisions of the Act, and their inspection is supplemented by more routine and regular inspection by inspectors directly responsible to the Department, occupiers will comply with this reasonable requirement without resort being had, except possibly in certain cases, to proceedings. On conviction, the penalty for non-compliance with the fixing of notices, abstracts, and the name of the occupier, registered name of company, or firm-name is £1 for every day during which any of the provisions of this section are not fulfilled. Enquiry in Sydney and Melbourne, when investigating the administration of the "Factories Acts" in New South Wales and Victoria, elicited the information that, although at first experiences were similar to those in Tasmania, it was extremely rare now to find that the required abstracts and notices were not affixed.

Powers and Duties of Inspectors.

An inspector has the right to enter, inspect, and examine at all reasonable hours by day and night any factory where he has reason to believe that any person is employed therein, to take a police constable, if necessary, to assist him in the execution of his duty, make such examination as may be necessary to ascertain whether the provisions of the Act and of all health laws are complied with as regards the factory and the employees therein, and report as prescribed any breaches of the health laws. He may question with respect to matters under this Act every person whom he finds in a factory, or whom he has reasonable cause to believe to be or to have been within the preceding two months employed in the factory, and require such person to answer the questions put, and to sign a declaration of the truth of his answers.

The signing of a declaration is a provision of considerable importance, as it has been found that occasionally on enquiry being made, in the event of the probability of proceedings following, when an attempt has been made to get evidence, an employee either will not or cannot back up his statement.

An inspector may also require the production of any book, notice, record, list, or document which is required to be kept or exhibited, and inspect, examine, and copy the same. I have found this last clause of special service in investigating alleged infringements of the Act with regard to the non-payment of overtime.

No case has come under notice where an occupier has obstructed or failed to comply with a request to produce any book, record, or notice, the penalty for which is £10.

Certificates of Appointment of Inspectors.

Occupiers are protected from unauthorised individuals prying into their affairs. An inspector, if required, on applying for admission to a factory, has to produce a certificate of appointment.

Shops.

The working period for young persons and women is limited to 52 hours a week in shops.

Written consent has been given in twelve cases for an extension of hours, with the proviso that such did not exceed 40 in one year.

Attention has already been directed to the prevention of factory employees being employed beyond 48 hours by the practice of transferring them to shops after the closure of the workroom. Abstracts have been issued through the local authorities for posting in shops. It is recognised, however, that up to the present such abstracts are conspicuous by their absence, and little action has been taken to see that the liberal provision as to hours is not abused.

The "Shops Closing Act," with police supervision, however, has materially improved the lot of shop-assistants as to hours of employment. No case of employment in shops beyond the hours authorised under the "Factories Act" has come to the notice of the Department.

Suspension of Shop-restrictions for Charities.

Only one application was received. The suspension in this case for an exhibition in connection with a general bargain sale could in no sense be construed as for benevolent or charitable purposes.

Sanitary Conveniences in Shops.

In Hobart investigation has been made as to the provision of conveniences in certain shops, and although occasionally such have not been found in a cleanly condition, otherwise they complied with the by-laws of the Metropolitan Drainage and Sewerage Board, which were amended to comply with the requirements of the "Factories Act."

Tasmanian Regulations as to Sanitation Meet Modern Requirements.

Judging from the requests from other States for copies of the Tasmanian sanitary regulations, it is recognised that such, more especially those in vogue in Hobart, which is now almost completely sewered with an excellent separate water-carriage system, are considered to meet modern requirements.

Attitude of Factory Occupiers.

With few exceptions, it may be stated that occupiers of factories, as far as requirements as to sanitation and cleanliness are concerned, once these are fully understood, show a tendency to improve conditions. Most difficulties occur where the occupier is not the owner of the property, especially in cases where only a short lease or tenancy is held. The throwing of more responsibility on the owner of premises used for factory purposes, even to making him directly responsible for all structural defects in buildings so used, as obtains in some of the other States, would facilitate general improvement.

In some cases where defects have been pointed out owners have shown a readiness to improve buildings for the purposes for which they were used. In other cases owners have shown little or no inclination to assist tenants in this respect.

In some instances occupiers of factories have actually decided to build new premises rather than increase expense in improving unsuitable premises. It is pleasing to note that, more especially with regard to bakehouses and those butchering establishments which come under the "Factories Act," several new premises have been erected since the Act came into operation. The gradual passing of the old order of bakehouse and sausage factory should be a source of satisfaction to those members of the general public who appreciate cleanliness in the preparation of food products.

Attitude of Employees.

With regard to improved conditions as to sanitation in factories, it is unfortunate that the employees in many cases, so far from assisting the employer, by their indifference, apathy, and neglect make the regulations as to cleanliness sometimes difficult to carry out. The reports as to the cleanliness of closets does not show that employees always appreciate the introduction of up-to-date methods of sanitation. In Hobart most of the closets were dirty. It was noticed that in certain establishments where ventilation had been provided or was obtainable, that such was not always appreciated. It was

very seldom that among the many complaints that reached the Department any reference was made to sanitary conditions. This is an experience of factory inspection which seems to be fairly general. Thus, to quote from the 1909 Massachusetts State Board of Health Report with regard to employees exposed to metallic dust, "even when employers have provided hoods, connected with a system of exhaust fans or blowers, a very large proportion of grinders recklessly remove the hoods, and thus expose themselves unnecessarily to this especially dangerous form of dust. They assert that they prefer freedom of movement with dust to the protection offered by 'hoods.'" In Tasmania, although we have not to any extent any so-called dangerous trades, yet the general attitude of the older workers towards sanitary improvements is such as to remind one of Ruskin's statement, that "any interference which tends to reform and protect the health of the masses is viewed by them as unwarranted interference with their vested rights to inevitable disease and death."

As a matter of fact, the indifference is in great part due to lack of early training in hygiene, and already it is noticeable that younger employees occasionally show appreciation of attempts to improve sanitary conditions.

As a result of teaching hygiene in schools and the provision of school baths in certain countries, it is found that workmen may become as careful in respect to their work as athletes in training; in some cases in modern factories each man having his locker and changing after his work.

Inspection.

Industrial legislation, however advanced and excellent in theory, can only secure satisfactory equitable results and be effective in practice where there is excellence of administration, which depends to so great an extent on the employment of a sufficient and efficient high-grade staff of inspectors. As it is shown that compulsory school attendance requires constant vigilance on the part of those responsible for its enforcement, even more so does the supervision of factories, as to registration, sanitation, hours of employment, payment of the wages to which employees are entitled, and the enforcement of determinations, require an adequate system of inspection.

It is recognised that the inspection which has been carried out has been, in some districts, neither efficient nor sufficient. This has been supplemented wherever possible by visits of inspection by Mr. Inspector Wadsworth of the Central Department, and by the occasional employment in factory inspection of Mr. Robert Tapsell, who was gazetted an inspector under the "Public Health Act," and so became an inspector under the Act. Both these inspectors have rendered excellent services, and as a result of their efforts there has been much improvement in the observance of the provisions of the Act.

It was intended at the beginning of the present year to appoint a full-time inspector especially to deal with the inspection of factories. Instead of appointing such an inspector, on my recommendation the inspectors of machinery who visit all factories in which there is motive power were gazetted as inspectors under the "Public Health Act," by virtue of which they became inspectors under the "Factories Act." Recently I had an opportunity of meeting the four inspectors in conference, and explaining the provisions and requirements of the Act, in addition to providing them with copies of the Act and regulations. The idea was that these inspectors, in carrying out their duties under the "Inspection of Machinery Act," would be able to report any breach of the "Factories Act" which

came under their notice. Already one such inspector has reported a breach of the Act, which was rectified on attention being drawn thereto.

It is realised, however, that full-time officers directly responsible to the Department are essential, more especially in the larger centres, in seeing that the hours and rates of payment are observed. A commencement with this object in view is being made by appointing two inspectors, one for the North, to be stationed in Launceston, and the other for the South, to work from Hobart. At the same time, so far from local authorities being relieved of their duties, the work of these inspectors, except where they are appointed by local authorities also, will at first merely be supplementary to, and in co-operation with, that of the local inspectors.

Administration.

The Department of Public Health was charged with the administration of the "Factories Act," whilst every local authority was empowered and required in and for its district to cause regular and proper inspection of all the factories to be made, and generally to enforce the provisions of the Act. The amendment of "The Factories Act, 1911," and "The Wages Boards Act, 1910," with the amendment of "The Wages Boards Act, 1911," are incorporated and read as one with "The Factories Act, 1910," the principal Act.

In so far as the "Chief Inspector" means "the person who for the time being holds the office of Chief Health Officer," and "inspector" means any officer of health or inspector for the time being appointed under "The Public Health Act, 1903," or by a local authority, it will be seen that the satisfactory administration of the Act depends upon the organisation and machinery available under the "Public Health Act," together with the co-operation of local authorities.

Department of Public Health, Executive and Staff.

The Department of Public Health, as to executive officers, consists of the Chief Health Officer, who became Chief Inspector of Factories, and one full-time inspector, Mr. A. E. Wadsworth, a highly qualified, certificated, experienced, and reliable officer.

At the time of the introduction of the "Factories Act" the clerical staff was limited to one permanent clerk, new to the work of the Department, a change having been rendered necessary by the transfer of the senior clerk to another department, and the securing of an appointment in the Queensland Health Department of the other, who for some time had undertaken all clerical work, with the occasional temporary employment of a typiste. Requests were made for the employment of additional clerks, and a second clerk who had entered the Government service as a cadet was appointed. From time to time temporary clerks have been employed, a renewal having been made periodically of the services of a typiste and another clerk. The services of Mr. Cronelly, of the Agricultural Department, were obtained in connection with the taking of evidence during the sittings of the Timber Trade and Carters' Boards. Occasional casual clerical assistance has in addition been obtained to relieve an extra pressure of work, and special typing occasionally has been done outside the office staff. The recording of expenditure under the "Wages Boards Act" was carried out by the staff of the Under-Secretary, although vouchers, passes, and all orders were made out by the Secretary of the Wages Board, who is also Chief Clerk of the Health Department. As giving some indication of the routine clerical work of the Department, apart from

making and typing various reports, 4163 receipts, forms, circulars, and notices have been sent out during the last year, whilst the letters and requisitions despatched numbered 4093.

During the first six months after the "Factories Act" came into force only four short of nine hundred factories were registered. Each application for registration necessitated a receipt being given, recording by card-index under the respective district of the local authority in which the factory is situated, classification into the standard nineteen varieties of factories, and the notifying of the local authorities concerned. On the return of the schedules with the local inspector's report—when these are returned, as they are being now after, in some cases, repeated requests—and the return of the annual records by occupiers, these have to be checked, requisitions forwarded to occupiers, date of expiry of notices recorded, and compiling-sheets prepared for making the annual return.

Although the routine work of registration and re-registration, which must be done annually, has been simplified by using the original application forms for the compilation of the register, in a manner similar to the filling of a loose-leaf ledger (thus avoiding copying out all details other than those required for card-indexing, according to the local authorities concerned and the information necessary for making up the compiling-sheets from which the records are made and statistics compiled), this work has been continuous, and has required constant attention owing to delay in forwarding applications for registration on the part of occupiers. Although a form is available for notifying each local authority of the registration of each individual factory, in practice it has been found advisable to notify all authorities simultaneously at certain times as to the factories registered in their district. Local authorities are asked to notify the existence of any premises which come within the definition of a factory, the occupiers of which have failed to register.

Inspection by Local Authorities.

Forms are supplied to all local authorities to be filled in by inspectors, recording the date and hour of inspection, the maximum number of persons stated to be employed at any time during the year (males and females), and the total number of employed persons counted during inspection (males and females).

Measurements of each room or part of factory where employees work are to be given, as length, breadth, and height, from the multiplication of which figures the cubic space is calculated. The number of men, women, and young persons in each room has also to be given. The inspector is required to note whether a proper notice is posted certifying hours of employment. The next query is as to the number of closets provided for males and for females. He is asked to state whether closets are clean and in good order, affording sufficient privacy by having separate and screened approaches for each sex.

He has to enquire as to child labour, and state whether anyone is employed under 14 years of age. "Is there 400 cubic feet of air space for each person working in each workroom?" "Is ventilation such as is prescribed?" "What appliances are provided for the extinction of fire?" "What means of egress are there in case of fire?"—are other questions to be answered.

He is required to state width of doors and of any staircases; also whether doors open outwards.

In order to give an idea as to lighting, he has to answer the query, "Is it possible to read a newspaper during the hours of work without artificial light?"—and also the following: "Is any part of the factory used as a sleeping-place?" "When were internal walls

or ceilings painted or varnished?" "Are you of opinion that the walls or ceilings, or both, require lime-washing or other treatment?" "What defects do you report?" "What repairs, alterations, or improvements are required?" "Within what time should they be completed?" Space is left for any other remarks.

The Work of Local Authorities.

Part of the fees paid for registration of factories to the Chief Inspector must be paid by him to the municipal fund of the local authority inspecting any factory in its district, the balance having to be paid into and form part of the Consolidated Revenue. For 1911 the sum of £229 2s. 8d. was paid to local authorities, an equivalent sum being paid into the Treasury. Interesting tables in the appendix show how local authorities carried out, or failed during the first year to carry out, the primary inspections necessary for filling in the schedules which local inspectors were expected to fill in for each factory.

The first year's experience showed that the inspection by local authorities, the officers of which are not directly responsible to the Department, although to be commended on the score of economy, with exceptions, did not make either for efficiency and despatch in carrying out the work or for uniformity as to local administration. It is pleasing to note, probably owing to the repeated requests from the Department and the possibility of the withholding of half the registration fees in the event of a local authority not carrying out its obligation with regard to inspection, recently there is evidence that local authorities are now securing the return of the schedules as required by the Department.

At the introduction of factory legislation it was interesting to observe the local authorities which proceeded straightaway to carry out their obligations under the Act. Zeehan, Queenstown, and Gormanston on the West Coast were assiduous in securing registration, whilst Huon, Port Esperance, and Port Cygnet showed commendable initiative. With regard to the actual work of the inspectors, when such was undertaken, one can speak in terms of commendation in the majority of cases, especially when one realises the multifarious duties they have to discharge and the disabilities under which some of them work.

With regard to Hobart, some delay was unavoidable, a change in the inspectorial staff of the City Council necessitating the appointment of a new inspector. The first batch of 32 schedules carefully filled in by Mr. Inspector Hutchinson were returned through the Town Clerk on the 14th November, 1911, and up to the 30th June, the end of the present financial year, 196 schedules have been similarly returned. The Launceston City Council made no returns in 1911. Fifty schedules were received from Launceston on July 5, 1912, the first report on a schedule from Launceston having been made on an inspection carried out on the 11th June, 1912. The Launceston City Council was recommended to appoint an extra inspector, more especially in view of the increased work necessitated by the introduction of the "Factories Act." As showing the attitude of this local authority with regard to the important matter of inspection, although the forms are actually headed "Report by Inspector ——— of the Local Authority of ———," and the date and hour of inspection are to be given in addition to the answers to questions and particulars mentioned elsewhere, the whole report to be signed by the inspector, the forms were actually forwarded to occupiers of factories with a request to fill in the forms, with the exception of the measurements. The last item is the very detail which, in some countries, the occupiers

are required to supply. To ask the occupier to fill in the rest of the form was calculated to hold the whole matter of inspection up to ridicule. Immediately on learning that such a procedure had been adopted, I wired asking that all such forms be withdrawn, and pointed out, what should have been obvious, that the reports were to be filled in by the inspector. When the work was undertaken by Inspector Murnane it was conscientiously and carefully done, and as a result, when the necessary requisitions are made and complied with, there will be considerable improvement with regard to certain factories.*

With regard to other local authorities, it was pleasing to note in many cases the conscientious and efficient manner in which the work of inspection was carried out and the returns completed. The work of Inspector D'Arcy of the Huon Municipality is especially worthy of mention with regard to despatch, reporting, and filling in of forms, practical suggestions for improvement, and care in securing the carrying out of all requisitions and notices. Mr. D'Arcy is the only inspector who has completed the inspection and made the return for his district both for 1911 and 1912. The local authority and the people of the Huon are to be congratulated on having so efficient, energetic, and conscientious an inspector, who reflects to some extent the evident interest of the warden and members of the council in seeing that matters pertaining to local government are satisfactorily carried out. At Port Cygnet, where the local health officer carried out the inspection, such was done with promptitude, and indicated evident appreciation of the diversity of conditions of factory employment in the district. The work of Inspector Campbell of Scottsdale demonstrated that this local authority also possessed a capable and skilled inspector, who showed thoroughness and exactitude in carrying out his duties, together with a grasp of the special requirements with regard to factories. Special mention should be made of the work of Inspector Gibson of Zeehan, who showed evident initiative by promptly dealing with defects of some urgency. This inspector was able, by using authority under the "Public Health Act," to remedy straightaway certain sanitary defects. The work of this inspector, backed up by a council conspicuous for its advocacy of sanitary reform, is an asset of much service to the Department of Public Health. Inspector Hull of the Emu Bay Local Authority has done his work of inspection conscientiously and efficiently, whilst the local authority evidently realises its responsibilities with regard to the improvement of the progressive town of Burnie. Inspector Viney of Latrobe, Inspector Cameron of Deloraine, and Inspector Cole of Devonport have made returns, showing that each has a good grasp of the requirements of the Act. The work of Inspector Warren, of St. Leonards, shows that he recognises the essential features of the Act, his reports indicating care in compilation, together with an appreciation of the benefits from improvement in sanitary conditions.

A pleasing feature of the inspection was that in certain rural districts the work of the local inspectors was well carried out with regard to the initial inspections.

Inspector Heyward's work in the widely scattered district of Tasman, where means of communication are limited, showed that this officer has a keen sense of duty, which he performs circumspectly and well.

* An arrangement has recently been made with the Launceston City Council to appoint an inspector under "The Public Health Act" directly responsible to the central Department as their inspector under this Act.

Breaches of the Act and Prosecutions.

Reference has already been made to the non-payment of the minimum wage not having been an offence under the "Factories Act" until the amendment came into force on January 10, 1912. Cases which came under the notice of the Department were:—

In the printing trade: A woman who had been 11 years at the trade received 15s. per week; another woman six years at the trade, 15s. per week.

A woman in a laundry, 10 years at trade, 12s. 6d. a week.

Another woman in same laundry, eight years at trade, 12s. 6d. per week.

In boot factories: A girl, four and a half years at trade, received 14s. a week; another, seven and a half years at trade, 16s. 6d. a week; another, two and a half years at trade, 7s. a week; another, six years at trade, 17s. a week.

Thirty authorities to prosecute were obtained with a view to proceedings being taken for non-payment of minimum wage, but of course were withdrawn when it was found that the section was inoperative.

Prosecutions for Non-registration.

In the case of non-registration of premises, it sufficeth to allege that a factory or bakehouse is a factory or bakehouse, the onus of proof to the contrary being thrown on the defendant.

One occupier of a bakehouse at Oatlands was fined 1s. and costs for non-registration.

At Scottsdale two occupiers of factories were fined 5s. and 10s. respectively, with costs, for non-registration.

At Gormanston one occupier was fined 2s. 6d. and 9s. costs for non-registration. Another case was dismissed owing to no evidence being forthcoming that four persons were employed on the premises.

In Hobart a conviction was recorded against one occupier for non-registration.

In the case of Launceston, 42 occupiers were reported for non-registration, but proceedings were not required owing to compliance.

At Lilydale six prosecutions were authorised.

At Huon three prosecutions were authorised.

At Queenstown two prosecutions were authorised.

At Port Cygnet two prosecutions were authorised.

At Burnie two prosecutions were authorised.

At Ringarooma six prosecutions were authorised.

At Clarence three prosecutions were authorised.

At Kentish four prosecutions were authorised.

At Circular Head two prosecutions were authorised.

Copies of an information were forwarded to local authorities.

In some of the above cases proceedings were not taken by the local authorities in view of occupiers having complied between the time of having been reported to the Department and the issue of authorities to prosecute. In some cases the Department was not informed of the result of proceedings, but in all cases reported registration was secured.

A firm in Hobart was fined £1 and costs for non-payment of overtime.

In addition to references in Inspector Wadsworth's report as to non-compliance with provisions as to payment of wages and overtime, several occupiers who were reported direct to the Department, after enquiry or requisitions being served or notice given, complied with the Act. In some cases further notices were necessary to secure payment of back time due.

Notices of Defects in Factories.

Under Section 30 of the "Factories Act" written notice is given by the Chief Inspector to the occupier of a factory which, or any part of which, he has reason to believe is defective by reason of being dilapidated, unsafe, unfit for use, injurious to health, or insufficiently provided with privies, urinals, proper appliances for the extinction of fires, insufficient means of egress in case of fire, or insufficient natural light where reasonably practicable. Such notice has to specify the defect, the repairs, alterations, or improvements required to be made, and the time within which such repairs, alterations, or improvements are to be completed. In the event of non-compliance with the requisition, the occupier shall be summoned to show cause why the registration of such factory should not be cancelled.

If the occupier fails to comply with an order made by the court specifying the repairs, alterations, and improvements to be made within the time specified, the occupier shall be deemed guilty of an offence against the Act, and in addition to any penalty for such offence, the Minister may instruct the Chief Inspector to cancel the registration of such factory, and the same shall not be re-registered until such orders are complied with.

The defects are reported by the local inspectors in filling in the schedules, and requisitions are served on the occupiers. It has not been practicable yet to serve all requisitions required, but this is gradually being done as reports are reviewed. The following is taken from an analysis of schedules forwarded by local inspectors showing defects needing the serving of requisitions or notices:—

Beaconsfield.—A sawmill without privy. A bakehouse required renovation of interior. Another bakehouse being rebuilt.

Bothwell.—A bakehouse required lime-washing.

Brighton.—Reports incomplete with regard to lighting, lime-washing, &c.

Campbell Town.—A bakehouse required lime-washing.

Circular Head.—Aerated water factory: repairs to floor. Bakery: gravelling of yard.

Deloraine.—Sawmill: no closet; not permanent. Bakery: lime-washing. Sawmill: no closet. Wheelwrights: defective closets (two).

Devonport.—Builder to clean privy. Engineer: closets with no partitions—should be separate. Bacon factory: unsuitable pig enclosure; some alterations being made, but even then will require notice under "Public Health Act" or by-laws. Butcher: renovate rooms; repair privy. Baker: bad drainage and surroundings generally insanitary: repair or provide new closet. Bakery: dirty privy, defective manure-bin, defective drain. Bakery: men's closet only accessible through stable: no cover on manure-bin. Closets used by occupiers of boot shop and factory, who pass through bakehouse. Bakery: no screens, and female closet near dwelling (3 feet). Additional closet required. Aerated water factory: notices not posted. Boot factory: no closet for females of household. Tailor: ventilation defective; renovation and portion of walls near closet to be cleaned and put in order. Dressmaking: privy approached through stable. Blacksmith: cleanse closet. Baker: no privy for females belonging to family; defective manure-bin. Bakery: new bakehouse; defective closet drainage, stable, and manure-bin. Shipwright: only one closet, 34 males.

Hobart.—Out of 196 factories registered in Hobart, 22 had notices posted and 174 had not. Eleven had clean closets, 73 wanted cleaning, and 12 had no closets. Seven had no closets for females. One approach to female closet wanted screening, and several workmen used the closet belonging to the

household. Two factories used the closet belonging to others; 40 wanted renovating; and one factory had only one closet for 31 men. Eleven had not sufficient air-space and ventilation; four required the ceilings and walls to be lime-washed; five required walls to be repaired. One bakehouse to be made fly-proof. The belting in one factory was not sufficiently fenced. One untidy workroom; one workroom over insanitary stable; seven had no lavatory for females. In one instance closet not regulation size. Absence of provision for meals general, but not noted; some cases appear to warrant special provision for these.

Emu Bay.—Printer: notices not posted. Brick-maker: notices not posted; closets want cleaning. Tailor: insufficient space; occupier promised to comply. Builder: notices not posted. Builder: notices not posted; insufficient closet accommodation. Sawmill: notices not posted. Baker: no closet for females: repairs to floor. Cordial: closets required—probably only an omission. Bakery: general cleaning-up wanted. Dressmaking: notices not posted. Brewery: privy to be finished. Butcher: insufficient ventilation. Bicycles: no closet provided. Butcher: lime-washing required. Butcher: lime-washing and cleansing required.

Fingal.—Baker: notices not posted.

Glamorgan.—Flour and bark mill: closet being erected.

Kingborough.—Three sawmills; no closets mentioned.

Huon.—Box sawmill: no closet. Butcher: alteration of a sleeping-room door. Butcher: renovation of interior. Box sawmills (13): closets required. Fruit-drying: lime-washing middenstead to be abolished. Fruit-drying: lime-washing. Fruit-pulping: lime-washing. Bakehouse: lime-washing. Fruit-pulping and apple-packing: lime-washing.

Kentish.—Baker: relining of bakehouse. Bakehouse: interior surfaces not treated.

Launceston.—Boots: window and door vents only; factory not wholly suitable for purposes. Clothing: privacy of closets required—difficult to arrange. Straw hats: privacy of closets—difficult to arrange: lime-washing and cleansing of interior of factory required. Dressmaking: good conditions. Tailor: renovation of walls; privacy of closets—difficult to arrange. Millinery: insufficient air-space. Tailor: cleansing and renovation. Clothing: to provide water-closet for male workers. Tailor: cleanse and renovate interior of No. 1 room; no closet for males. Tailor: cleanse and renovate interior of water-closet; insufficient air-space. Dressmaking: privacy of water-closets: insufficient air-space No. 2 room; and insufficient closets for females. Tailor: insufficient air-space: notices not posted. Tailor: no closet for males: existing closet dirty; insufficient air-space; difficulty of arranging another closet to secure privacy. Flockmaker: notices not posted: unsuitable premises. (Notices served by C.I.F.) Dressmaking: workroom not satisfactory; insufficient air-space. Tailor: renovation of interior. Tailor: ventilation of No. 2 room before occupation. Dressmaking: not sufficient air-space; unsuitable workroom.

Leven.—Baker: renovation of interior.

Latrobe.—Bakery: occupier promised to limewash interior. Tailor: no closet for females. Millinery establishment: lime-washing required.

Oatlands.—Bakery: lime-washing, ventilation, and floor-space required. Some defects in two other bakehouses.

Port Cygnet.—Eight sawmills with no closet accommodation. Bakery: lime-washing required.

Queenborough.—Butchers (2): lime-washing and cleaning.

Ross.—Bakery: notices not posted.

Scottsdale.—Builder and wheelwright: no closet (both employees live near). Saddlery and harness: walls dusty. Cycle and engineering: defective ventilation. Sawmill: no closet (workmen live near mill). Tailoring: only one closet. Bakery: renovation of interior required. Sawmill: no closet (mill to be removed).

St. Leonards.—Closet accommodation required in four sawmills. Brickworks: pan required in closet; also privy to be provided. Woollen mills: no meal-rooms.

Sorell.—Sawmill: no closet.

Strahan.—Butcher: defective surroundings. Bakery: lime-washing required (six months to alter building).

Table Cape.—Tailor: no closet for males.

Tasman.—Renovation of interior and lime-washing required of five bakehouses: no closet accommodation in six sawmills; also notices not posted.

Waratah.—Bakery: no closet provided; unsuitable premises; notices not posted. Bakery: lime-washing required; notices not posted. Butcher: ventilation required.

Westbury.—Sawmills (2): no closet accommodation.

Zeehan.—Dressmaking: notice given by local authority to limewash. Baker: stable adjoining bakehouse. Baker: notice by local authority to lime-wash and clean drain.

Overtime.

The prescribed number of working hours for male employees under Section 52 of the 1910 Act might be extended from time to time in order to meet a pressure of work, provided that not less than time and a quarter rates were paid for such overtime. This clause was amended by allowing the ordinary hours to be exceeded irrespective of an unforeseen press of work. Although this section did not require notification as to the working of overtime, such was given by eight occupiers of factories.

In the case of young persons and women who come under Section 51 of the Act, in the event of such extra working, notice is required to be given on the prescribed form within 24 hours of the commencement of such extra working. In twelve cases such notices were given for periods varying from one evening to three weeks. One application from Launceston to permit an extension all the year round was refused, as being contrary to the provisions of the Act.

It was necessary in certain cases to draw attention to the fact that payment for overtime at the rate of time and a quarter was compulsory from the 1st April, 1911. One operative in a bakehouse recovered after taking civil proceedings a sum of £30 for overtime.

With regard to the alleged non-payment of overtime to workers in a Hobart factory, a test case was taken, but, as previously mentioned, owing to a technicality, was dismissed.

Among many enquiries an interesting point arose as to the payment of factory employees for feeding pigs for an occupier on Sunday. It was pointed out that overtime rates applied to all who were employed in connection with a factory. An interesting letter from a manufacturing firm in Launceston in July last year stated, "Our difficulty is to obtain the necessary assistance to meet the rush of business received during the last five months; we are trying our best to obtain hands, and could give regular employment to another 15 hands. We are refusing orders, and are losing our customers through inability to supply goods in reasonable time. We are offering a bonus of 2d. per hour in addition to time and quarter for all hands who will work overtime."

This firm stated that they welcomed the establishment of a settled wage, in the expectation that workers would return when conditions were improved.

This instance is quoted as an expression of opinion on the part of a large manufacturer, only one of several, to show that certain employers as well as employees recognise the benefits of establishing definite wages, provided such are uniformly applicable.

Payment of Inspectors.

Enquiry was made by one local authority as to the payment of the inspector. This authority was reminded that half the fees paid for registration were to be paid into the municipal fund of the local authority inspecting any factory. In one case the local authority paid those fees over to the inspector, a procedure worthy of note by other local authorities, who might encourage officers by extra remuneration for extra work.

In view of the general increase of wages in certain trades, together with the increased cost of living, not to stress the extra work and responsibility entailed by the introduction of the Factories and Wages Boards Acts, wherever possible local authorities should increase the remuneration of inspectors.

It is bad policy, and does not work well in practice, to give men who are already fully employed extra work and responsibility without extra pay, especially where extra revenue is actually received for such work.

A return of factories registered in the municipalities in the Electoral District of Bass up to the 30th July, 1911, was made and laid on the table of the House.

Boundaries of Municipalities.

In some cases it was found that applications of factories were wrongly recorded under local authorities, owing to confusion as to boundaries, a matter which entailed some correspondence before it was rectified.

This matter became of considerable importance with regard to the disposal of fees returnable to local authorities.

Publications re "Factory Act" Administration.

The Department is indebted to Mr. Murphy, Chief Inspector of Factories, Victoria, for much valuable information in reply to enquiries re "Factory Act" administration, in addition to the receipt of reports.

Mr. Allardyce, Officer in Charge, Department of Labour and Industry, New South Wales, who also afforded much useful information, and showed the excellent system of office administration in that State, has also forwarded reports to the Department.

Mr. Addison, Industrial Registrar, Sydney, has kept the Department supplied with copies of the awards of the Industrial Boards in New South Wales.

The Chief Inspectors of Factories for South Australia and Queensland have also supplied reports.

Dr. Hope, Commissioner of Health, Western Australia's report on health and factories has also proved of service to the Department. The excellent reports, bulletins, and labour journals forwarded by Mr. Rawley, Chief Clerk of the Department of Labour, Wellington, New Zealand, have also been appreciated. The annual reports of Dr. Whitelegge, Chief Inspector of Factories, from the Home Office Office, England, are most valuable, and show the great advancement made as to sanitary and other conditions in factories.

"THE WAGES BOARDS ACT."

"The Wages Boards Act, 1910," incorporated and read as one with "The Factories Act, 1910," came into operation by proclamation on the 31st March, 1911.

Intention of the Act and Amendments.

Amicable settlement of disputes and the adjustment of relations between employers and employees, more especially with regard to wages, the obvious intention of the Act, was speedily shown to be a forlorn hope, owing to the retention of the "reputable employers" clause. This clause limited the wages to be determined by the Board to those paid at the time such Board came into being, and did not allow of any increase above those rates. Owing to the strenuous opposition of the employees to this clause, it was speedily demonstrated that without a previous rearrangement of rates between employer and employees by preliminary conference, either called willingly or unwillingly on the part of one side to a dispute, the "Wages Boards Act" would prove inoperative.

The first attempt to form a Wages Board in the clothing trade was met by a refusal on the part of employees to allow their names to be submitted for nomination.

Strikes in the carters' and drivers' trade, in the butchering trade, and a partial strike in the building trade led to conferences between employers and employees in these trades. Representatives of both parties concerned in the timber trade also met in conference, and fixed a log of wages which was not binding even morally on those who claimed not to have been represented. In the case of the Boot Trade Wages Board appointed on the 4th July, 1911, a previous conference had settled by mutual agreement the scale of wages and other matters in dispute. A compliment was paid to Mr. P. O. Fysh, Launceston, chairman of these conferences of the boot trade, who, although an employer in the trade, was unanimously nominated as chairman of the Board, and appointed within seven days of the gazettal of the members of the Board. The Board met on July 18, 19, and 20, and made an award which came into effect on the 1st September, 1911.

As was pointed out, Victoria had by "The Factories and Shops Act, 1907," repealed the "reputable employers" clause, and when Parliament assembled "The Wages Boards Amendment Act, 1911" (dated the 14th September, 1911), was passed, deleting the clause from the Tasmanian Act.

Extent of Application of the Act.

The Act applies to the whole State of Tasmania, although authority is given to a Board to specify a locality or area to which a determination shall be applicable, and to increase or decrease wages by an amount not exceeding 10 per cent. in any specified area.

Provisions of "The Wages Boards Act" re Appointment of Boards.

The Act provides for the appointment by the Governor of Wages Boards in respect of the preparation and manufacture of clothing and wearing apparel (including boots and shoes), and for any other trades or group or parts in respect whereof both Houses of Parliament pass a resolution approving such appointment.

Resolutions authorising the appointment of the following nineteen Boards were carried in both Houses during the sessions 1911-12:—

Bakers' and Pastrycooks' Board.
Bricklayers' and Stonemasons' Board.
Brickmakers' and Pottery-makers' Board.
Butchers' Board.
Carpenters' and Joiners' Board.
Carters' and Drivers' Board.
Coachbuilders' Board.
Engineers' Board.
Plasterers' Board.
Timber Trade Board.
Flourmillers' Board.
Furniture-makers' Board.
Hotels, Coffee-palaces, Restaurants, and Clubs Board.
Ironmoulders' Board.
Jam-Makers' Board.
Painters' and Decorators' Board.
Pastoral Industry Board.
Printers' Board.
Threshing-machine Board.

Constitution of a Board.

Each Board shall consist of not less than four or more than ten representatives, equally divided between employers and employees, and a chairman. A majority of the members can either nominate a chairman, or, if this privilege is not exercised within 28 days from the appointment of the Board, the Governor may appoint any justice to act as chairman.

Procedure of Appointment of a Board.

It is usual for the Chief Secretary, as the Minister administering the "Factories Act," to move the resolution in Parliament for the appointment of a Board on representations being made by employers or employees either separately or conjointly, or on the recommendation of the Department. Employees generally urge the appointment of a Board with a view to improving their wages; whilst employers may recognise that the establishment of such a Board removes unfair competition on the part of some members of their trade who do not pay the standard rate of wages, and so may be able to undersell competitors. More especially where work, as in the building trades, is let by contract does the establishment of Wages Boards prevent undercutting in making out estimates, and places those submitting tenders on fairly equal terms.

After the resolution is carried in both Houses, the Minister publishes in the "Gazette" a notice specifying the trade, or group or part, in respect of which such Board is to be appointed, together with the date on or before which the returns are returnable, giving full name, address, and occupation of employers, and the names, work, and wages of persons employed by them.

In Tasmania the trades have been grouped, so as to make the Boards as comprehensive as possible, in order to avoid multiplication of the number of Boards.

Equal representation is also given, as far as possible, to the northern and southern portions of the State in cases where there are four, six, or eight members of a Board, or to special portions of the State where certain industries are particularly established.

With regard to the number of representative members, out of the sixteen Boards which have actually been appointed, twelve have each eight representatives. For the timber industry there are ten; in the jam trade, four; in the furniture trade, four; and in the threshing-machine industry six. The recommendations as to members are made with regard to the extent and distribution of the industry, in order to make representation as general as possible.

As a rule the required number of nominations are received on behalf of the employers and employees, and the names of the persons so recommended, when eligible, are those nominated by the Minister and published in the "Gazette." Attention has had to be drawn in certain cases to the representatives of employers having to be either at the time, or to have previously been, actual employers in the trade; and on the other hand that the representatives of employees must be or have been actual employees in the trade.

Unless within 21 days from the date of the publication of the nominations one-fifth of the employers or employees object to any of the persons nominated as representatives of employers or employees respectively, the persons nominated are appointed members of the Board by the Governor.

Election of Members of a Board.

The Tasmanian Act allows an objection to be made to an individual nominated, and not necessarily, as in Victoria, to all the nominees of employers or employees. When such an objection is laid by the required one-fifth of persons interested, the representatives of the employers or employees shall be elected in accordance with the regulations under the "Wages Boards Act." As an election would entail considerable extra work on the Department in preparing electors' rolls, fortunately there have been no valid objections lodged with regard to the nominations. Every employer in the trade specified is entitled to one or more votes, up to four, in proportion to the registration fee paid; that is, to the number of employees. For trades other than those in which the employees are working in or in connection with a factory, each employer of ten, or less than ten, employees shall be entitled to one vote, and to a further vote or votes for every extra ten or any less number than ten employees. Thus, the principle of proportional representation for employers is carried out.

Each employee has a vote for the representatives of employees, the lists being compiled from special returns forwarded by employees or from the annual records.

A returning officer appointed by the Minister conducts the election, the ballot-papers being forwarded to each elector the actual voting is carried out either by post or by the direct return of the voting-papers to the ballot-box at the office of the Chief Inspector of Factories. No voting-paper shall be allowed in which more or fewer names are left uncanceled than the number of persons to be elected. The Minister shall publish in the "Gazette" a notice setting forth the number of votes received by each candidate, and the names of the persons duly elected, whereupon such persons are deemed to be duly elected. It will thus be seen that it is in the interests of all parties, including the limited staff of the department concerned, in order to secure the expeditious formation of the Boards, that an election should be avoided.

Appointment of Chairman.

Of the sixteen boards which have been actually appointed, eleven have nominated the chairman, who has then been appointed by the Governor.

Messrs. P. O. Fysh (Launceston), K. A. Ogilvy, and A. J. Ogilvy (Richmond) have each, on the nomination of the representatives, filled the position of chairman to the Boot Trade Board, the Timber Trade Board, and the Bakers' Board respectively. Mr. C. J. Eady, solicitor, Hobart, was nominated by the representatives, and appointed, chairman of seven Boards—the Butchers', Jam Trade, Brick-makers', Carters' and Drivers', Flourmillers', Iron-moulders', Painters' and Decorators'.

Mr. R. J. Meagher, Hobart, was appointed by the Governor to the chairmanship of five Boards—the Bricklayers' and Stonemasons', the Carpenters' and Joiners', Furnituremakers', Threshing-machine, and the Engineers'. Mr. Meagher was also nominated by the representatives, and appointed, chairman to the Plasterers' Board and Coachbuilders' Board.

Vacancies on Boards.

Vacancies on Boards, which have been fairly frequent owing to resignations or removal of members from the State, were filled by a majority of the representatives on the Board of employers or employees either nominating a person to be appointed within 14 days of the occurrence of a vacancy, or by the direct nomination of the Minister.

Vote of Chairman.

The chairman has a deliberative and not a casting vote. In the event of an equal division of votes upon any question, it passes in the negative. It is thus seen that unless employers and employees agree, a full attendance of the Board is required, as in case of a difference of opinion the chairman decides the matter. When a representative has been unavoidably absent, and notice given thereof, pairing has been permitted in order to facilitate business.

In the case of one Board there was considerable delay and useless expense incurred owing to a member not attending, necessitating two adjournments of the Board. A recommendation to remove the member from the Board was considerably dealt with, owing to the receipt of a belated explanation and the realisation that a further appointment would occasion still further delay.

Expenses.

As will be seen from the table in the appendix, the expenses connected with the sittings of the Boards have been considerable, especially when such have been away from Hobart. Originally the payment prescribed was £1 5s. per day for the Chairman for each meeting, with 12s. a day expenses when absent from home. This was raised to a maximum of £3 3s. per day when absent from home, with 12s. per day expenses. The members receive 10s. per sitting, with 12s. travelling allowance. Witnesses receive payment at the rate of 10s per day, with travelling allowance of 10s. per day. The two clerks who have acted as secretaries, according to their classification in the public service, receive 10s. and 8s. per day travelling allowance.

Objects and Duties of Boards.

A Board may classify the employees, and shall determine the lowest prices or rates of payment which may be paid to each class or for any specified work. A Board may determine that the rates of wages, or any part thereof, fixed by a determination shall, as applicable to any specified locality or area (as, for instance, certain portions on the West Coast), be increased or diminished by an amount not exceeding 10 per centum thereof. A Board has to fix the maximum number of hours per week or per day in

respect to which such wages, prices, or rates shall be paid. A Board has to fix the maximum number or proportionate number of improvers and apprentices who may be employed by an employer, and prescribe a form of indenture of apprenticeship.

The Board shall, for work done outside a factory, in respect of the manufacture or preparation of articles of clothing or wearing apparel, fix piecework prices or rates, and not wages prices or rates. This position of a Board with regard to out-workers is taken exception to by certain employees in the clothing trade, who are unwilling to assist in the formation of a Board unless, in the tailoring at least, the giving out of work is regulated or prevented. Under the amendment the principles upon which determinations are to be made are that the Board, for the purpose of determining the lowest prices or rates of payment which may be paid, shall take such evidence as it deems sufficient, taking into consideration the nature, kind and class of the work, the mode and manner in which the work is to be done, the age and sex of the workers, and in addition, as regards apprentices and improvers, their experience at the trade; and, as has been prescribed by regulation, where the employment is in different trades, take into consideration the nature, kind, and class of work in those trades respectively.

Determinations.

The result of the labours of a Board is called a determination. A determination applies to all employers and employees engaged in the particular trade or group or part, either within the State or within any locality or area specified by the Board, after it has been signed by the chairman, forwarded by him to the Minister, and forthwith published in the "Gazette." The Board fixes a date on which the determination shall come into force, but such date must not be less than 30 days after the making thereof.

The determination shall remain in force until altered by the Board or by a subsequent Board.

The appointment of a Board is for a period of three years from the date of appointment of the Chairman.

Suspension of Determinations.

The Governor may, by order published in the "Gazette," suspend the operation of the whole or any part of the determination of a Board. This was the procedure followed with regard to the portion of the Carters' and Drivers' determination referring to apprentices and improvers.

When a determination or part thereof is suspended, the Board reassembles, and may either alter or adhere to the determination. In the event of a Board's adherence to its determinations without alteration, after the Chairman has notified the Minister, in writing, the suspension is revoked by order of the Governor published in the "Gazette," and such revocation takes effect from a date not later than 14 days, to be fixed in such order by the Board.

In the event of the alteration of a determination, such alteration, after being forwarded by the chairman to the Minister, and after publication in the "Gazette," becomes the determination of the Board.

Validity of Determination.

Provision is made by which a person desiring to challenge or dispute a determination of a Board for the illegality thereof may apply to the Supreme Court, upon motion supported by affidavit, for a rule calling upon the Board to show cause why such determination should not be quashed, either wholly or in part. The court may make absolute or discharge the said rule, with or without costs.

Title of Members of Board.

Within two months of the appointment of a member of a Board, an information may be laid and proceedings taken before two or more justices of the peace in a summary way, to try the title of such member of a Board to his office, or to compel his restoration or admission.

Breach of Determination and Proceedings.

The penalty of not paying or receiving the wages fixed by the Board is £20.

The allegation contained in the information is deemed to be proved in the absence of proof by the defendant to the contrary.

Proceedings may be taken by a member of the police force or by an inspector. No proceedings shall be taken without the consent in writing of the Minister, which is proved by the production of a document in accordance with the schedule to the Act.

Any employee may, notwithstanding any agreement to the contrary, recover in a court of competent jurisdiction any amount short paid.

Records and Notices by Employers.

In addition to the records and notices required under "The Factories Act," which must be kept under this Act by every employer, whether the occupier of a factory or not, the employer must affix and keep affixed in legible characters in some conspicuous place, so as to be easily read by his employees, a copy of the determination of the Board for the time being in force, under a penalty of £1 for every day during which such is not done. Representations were made for the supplying free of copies of determinations to employers concerned, and, as a matter of fact, such had been supplied free on application to the Department. It has now been arranged to supply copies of the determinations, which are now being reprinted from the "Gazette." After the distribution of these to employers in each trade, in the event of the required notices and determinations not being exhibited in accordance with the Act, it will be necessary, in order to enforce this provision, to take proceedings.

Powers and Duties of Inspectors.

Under this Act extensive powers are given to an inspector, similar to those conferred under "The Factories Act." He may require the production of any book, notice, record, list, indenture of apprenticeship, or document, which is by the Act required to be kept or exhibited, and inspect, examine, and copy the same. He may require the production of, and inspect, examine, and copy all pay-sheets or books wherein an account is kept of the actual wages (whether by piece or not) paid to any employee whose wages are fixed by a Board.

A person questioned with respect to matters under the Act may be required by an inspector to answer questions put, and sign a declaration of the truth of his answers.

Obstruction of an inspector in the execution of any of his duties is a breach of the Act punishable by a penalty of £10. Up to the present employers and employees have not put any obstacle in the way of inspectors making investigations under the Act.

In certain cases where complaints as to nonpayment of the prescribed rates of pay have been made it has not even been necessary to do more than interview employers and employees concerned. In other cases it has been necessary to issue an order or requisition in writing in order to secure compliance with a determination.

Undoubtedly there have been certain misunderstandings as to the classification of employees, and occasionally employers have failed to realise their obligations under the Act. The latter remark applies with equal force to employees, who are equally responsible with employers in accepting wages which are not in accordance with the determinations.

Aged, Slow, and Infirm Workers.

The Chief Inspector, if satisfied that a worker is by reason of age, slowness, or infirmity, unable to obtain employment at the wage fixed by the Board, may grant a licence to such worker specifying the wage at which he is licensed to work. This licence is granted for 12 months, but can be revoked at any time.

Every employer may employ one licensed slow worker, but may not without the consent of the Board employ any number of licensed aged, slow, or infirm workers exceeding one-fifth of the whole number of persons employed by him in the particular trade at the wage fixed for adults or at piecework rates.

An appeal from a refusal by the Chief Inspector to grant such licence, or as to the wage specified in such licence, may be made to the Board, which may uphold such refusal or fix the wage and direct such inspector to issue a licence.

At first, judging from requests made to the Department, certain employers seemed anxious to avail themselves of this provision of the Act. This section is one which requires considerable care in administration, otherwise there is evidence that employees may be exploited. Even when, as is the custom, each applicant is required to fill in and sign an application and a statement has to be made by the employer or a person interested, it is found that investigation is necessary.

Applications have been made at the office for a permit to work at less than the prescribed wages by strong, hale, robust men, some of whom were obviously neither aged nor infirm, and repudiated the implication of being slow.

One employer, who appeared much perturbed at the publication of a determination applicable to his trade, after stating that he paid wages as high as anyone in the Commonwealth, and that his men worked on piece rates, explained that his employees were either crippled, deformed, or very old men, whom he had kept on practically out of charity. It was pointed out that if what he said were correct he ought to claim exemption of his premises as a charitable institution.

Apprentices and Improvers.

Whereas in some of the other States (notably in Victoria) there may be an unlimited number of apprentices, Tasmanian wages boards fix the maximum number, or proportionate number, of apprentices, as also of improvers.

Various proportions have been fixed—from one apprentice to three, or fraction of three, adult workers receiving not less than the minimum wage, as in the Butchers' and Brickmakers' determinations, and one apprentice to every three journeymen, as in the Carpenters' and Joiners' determination. The Bricklayers' Board determined that the maximum number of apprentices to be employed should be one to every two journeymen. The Butchers' Board permitted one apprentice for every shop, with an additional apprentice where from four to seven operatives were employed; where eight to 12 operatives, not more than three apprentices; where 13 to 18, not more than four; where 19 to 20, five.

In the boot trade the number of male and female apprentices is one to every three, or fraction of three, workers of each sex respectively receiving or earning at piecework rates the minimum wage. In the furniture trade the proportion is one to one. An apprentice under the Act means any person under 21 years of age bound by indentures of apprenticeship. An important provision is that after the expiration of one month from the publication of the form of indenture of apprenticeship prescribed by the Board, no employer shall take an apprentice except under indentures in the form and for the term fixed by such notice or by the Act (which is not less than three years); and indentures contravening the provisions of this subsection shall be void. Twenty pounds (the penalty under the above section) is also the penalty for an employer directly or indirectly employing any improver or apprentice in excess of the number authorised by a determination.

Before and after the gazettal recently of the Furniture Trade determination an attempt was made to engage apprentices out of proportion to the number prescribed, with the impression evidently that such could be done previous to the determination coming into effect, and that the proportion of one to one would not apply thereto. Evidently this was done in ignorance of the section imposing a penalty against employing a number of improvers or apprentices in excess of the determination.

With regard to the Carters' and Drivers' determination, it was obvious from the nature of the employment and the custom of the trade that apprenticeship was not adaptable to this occupation, and I had no hesitation in recommending the suspension of the clause. The amended determination is apparently giving satisfaction, except to certain employers, who evidently would have preferred that conditions should have remained as they were in this industry previous to the intervention of conferences and Wages Boards.

Employment of Apprentices.

As pointed out with regard to the prohibition of the employment of children under 14, under "The Factories Act," until the age for leaving school is raised to 14 years, there will be an intervening year before a boy or girl can take up work as an apprentice.

In this respect it is interesting to quote from a report by Miss Thear, an inspector under the Victorian "Factories Act":—"In some cases I am afraid girls, in order to retain employment, have overstated their age. An employer having had long experience in the woollen industry states it has been his experience that the 'most tractable and teachable employees have always been those who commenced immediately on leaving school.' The general experience is that, after an absence from school for a time, it is difficult to get employees to willingly settle down to learn a trade." The same inspector points out "that certain 'ready-made' clothing manufacturers, in order to produce goods cheaply, take undue advantage of the limited proportion of apprentices, and do their work on a sectional system, keeping the employees doing the same work continuously. When the term of apprenticeship expires some of the girls are dispensed with, and then there are complaints about their having been insufficiently taught, and occasionally difficulty in their obtaining employment elsewhere at the wage they are legally entitled to on their experience."

This raises the question as to the undoubted obligation thrown on the employer to either teach or arrange for the teaching of the trade to the apprentice,

Improvers.

Any person who has served a term of three years as an apprentice, and is not over the age of 21 years, is an improver. Provision is also made by which a person over the age of 21 years may hold a licence from the Minister to be paid as an improver.

In certain determinations apprentices and improvers are classed together, the wages being estimated from the first to the fifth year of employment, as in the butchering trade.

In view of the employment of boys who are not apprenticed, provision is made in certain determinations (as in the jam trade, butchering and timber trades, and carting and driving) for the employment and payment of youth labour.

This question of the employment of beginners in special occupations is one of the many difficulties which arise, owing to the diversity of conditions in different trades, when any attempt is made at a hide-bound system of uniform classification.

The success of the system of establishing Wages Boards undoubtedly depends on a certain amount of elasticity being allowed in the grouping of employees, in accordance with the special requirements of each trade, more especially where, as in carting and driving, such employment is common to many various industries.

Five licences have been granted to men over 21 to work as improvers in different trades—one painter, one carpenter, and three men in the timber trade.

These men had not completed apprenticeship at their trades, and varying times were allotted to allow them to come up to the standard of journeymen.

Several applicants to be classed as improvers had completed the required apprenticeship or had worked an equivalent time at the trade, and consequently could not be recommended for licences.

As in the issue of licences to alleged slow workers, it has been necessary to observe considerable care, owing to the attitude of certain employers, so also with regard to licences for improvers, requests at first seemed to show an inclination on the part of some to upset the intention of the determinations by resorting to the plea that employees were below the standard of men entitled to the wages awarded.

"The Wages Boards Act"—Penalties which Affect Master and Man.

It has evidently been overlooked by some employees that they are equally liable with the employer with regard to wages not in accordance with a determination. Whereas the employer is liable to the extent of a penalty of £20 for a breach of the determination in paying rates less than those fixed by a Board, the employee is liable to the same penalty for receiving such rates.

Organisations of Employers or Employees Responsible for Lock-outs or Strikes.

An organisation of employers or a member thereof, or an employer who counsels, takes part in, supports, or assists directly or indirectly any lock-out on account of any matter in respect of which a Board has made a determination, in the case of an organisation, is liable to a penalty of £500, and in the case of an individual, £20.

Similarly, an organisation of employees, or member thereof, or an employee, is equally responsible in the event of a strike, and liable to like penalties.

Organisations not otherwise Recognised.

With the above exception, there is no reference in the Act to organisations, either of employers or employees. It has been found, however, in practice

that nominations for membership of Boards have invariably come from organisations of employers and employees.

It is also observed that where there is some form of cohesion on the part of employers and employees there is much less trouble with regard to the supervision needed for carrying out the determinations.

Outside Workers.

It is necessary for all outside workers to be registered, as pointed out under "The Factories Act." The reason for the non-formation of a Wages Board in the clothing trade is due to the opposition of the indoor workers to the Board not having the power to prevent or regulate out-workers.

I am of opinion that the stipulation that no work should be given out to an employee who has already completed work to the extent of 48 hours or over in a factory is a fair one, as the practice of taking work home defeats the object of the Act. At the same time I do not consider—and I understand that it is not asked—that home work (as far as, for instance, in the case of a widow with a family to support) should be prohibited. It is, however, necessary to keep a strict supervision over all out-workers, in order to prevent sweating, especially in the clothing trade, which apparently is most open to the exploitation of the wage-earner.

Hitherto, as far as the Central Department is concerned, it has not been possible to thoroughly investigate the conditions in this trade and to visit out-workers.

Meetings and Determinations of Wages Boards.

The following is a list of the Boards which have made determinations:—

Bakers and Pastrycooks.
Boot Trade.
Bricklayers and Masons.
Brickmakers.
Butchers.
Carpenters and Joiners.
Carters and Drivers.
Furniture Trade.
Jam Trade and Fruit Preserving.
Painters and Decorators.
Timber Trade.

The Flourmillers' Board, the Threshing-machine Board, the Plasterers' Board, and the Ironmoulders' Board have commenced work, but have not yet issued their determinations.

Boards in the Clothing Trade.

Reference has already been made to the abortive attempt to form a Board in the clothing trade. With regard to tailoring, it is noticeable that the only enquiry as to the formation of a Wages Board in this industry, since the amendment of the Act, has come from the female employees. As far as I have been able to ascertain, owing to mutual arrangements the conditions of employment and wages for men are considered to be satisfactory in this industry. With regard to women and young persons, the minimum wage clause prevents sweating in workshops. At the same time, as far as one can judge, the payment of women in this trade, taking it on the basis of work done, does not appear to be in direct proportion to that of the men. The position with regard to the trade was peculiar, in view of the attitude of the male workers being such as to discourage any attempt to nominate representatives of employees other than those suggested by some of the female Llanneuston employees. In the event of nominating three female representatives of all employees to meet the representatives of the employers, the nomination would be upset by

one-fifth of the employees objecting to the female representatives. Although the Act allows the appointment of a separate Board in respect of the preparation and manufacture of any particular article or articles of clothing apparel, it prescribes that if a Board be appointed exclusively for men's and boys' clothing, the representatives of employees shall consist of three representatives of ready-made clothing and two of makers of order clothing. It was found that the female petitioners for a Board claimed to be both makers of ready-made clothing and order clothing, and they resented any suggestion to exclude clothing made to measure. The only branch, therefore, of the clothing and textile trades in which a Board has been established is that of the boot trade.

The Boot Trade Award.

This Board—the first Wages Board appointed in Tasmania—held its first meeting in Hobart on the 18th July, 1911. Mr. P. O. Fysh, of Launceston, on the unanimous nomination of the representatives, had been gazetted Chairman of the Board on the 11th July, seven days after the appointment of the members. Most of the details had been thrashed out at previous conferences of representatives of employers and employees, and the Board, after sitting for three days, made a determination, which took effect from the 1st September, 1911.

The determination of the Board fixed the lowest prices or rates which may be paid to any person for wholly or partly preparing or manufacturing boots, shoes, or slippers of every description. The determination was practically a replica of the log drawn up by the previous conference, and gave a general rise of $7\frac{1}{2}$ per cent. all round in wages, with a later increase to certain employees of 1d. per hour, which took effect on the 4th April, 1912; and a further increase of $\frac{1}{2}$ d. per hour, to take effect after the 4th April, 1913.

It was noticeable that after the increase of wages an increase estimated at 10 per cent. in the retail prices of boots and shoes became general throughout the State. As far as the trade is concerned, the determination may be said to have given general satisfaction. As showing the effect on the industry, however, a comparison of returns as to employment in boot factories in the year 1911 with the present year shows that there has been a decrease of 50 in the number of employees, 49 of whom were males. Of this decrease, 22 were adult males, 12 between the ages of 16 and 21 years, and 16 between 14 and 16 years. There was little change in the number of female operatives employed. In this trade there is a good deal of competition from mainland manufacturers; Melbourne, more especially, dumping goods into Tasmania. There is also a considerable importation of English-made boots and shoes. In some lines Tasmanian manufacturers can compete with, and even excel, some of the larger manufacturers on the mainland. Recently an outside manufacturer, in discussing this question, admitted that, in order to get business in this State, he was able to quote a special line of boots at a low figure, which although it only gave him a small margin of profit, yet afforded him an introduction for other lines. He informed me that the raising of the wages in Tasmania had placed the industries in Victoria and this State on a more equal footing. He, however, admitted that the larger population to be served in the larger centres on the mainland, by allowing a larger output, necessarily decreased the cost of production.

From general observation in Hobart, Launceston, Devonport, Burnie, and Zeehan as to the prices of footwear, there is so keen a competition in the boot and shoe trade that as far as the public are concerned,

taking into consideration the cost of production, the prices charged are reasonable. For boots made to measure, for instance, the average cost per pair is 5s. less than in New Zealand, whilst for ready-made boots the prices are generally less in proportion. Compared with prices in Melbourne and Sydney, judging from prices in Hobart and Launceston, I should consider the Tasmanian prices were actually a little lower than those obtaining in the mainland cities. The Tasmanian climate is such as to make boots less lasting as to wear than in a country with considerable periods of relatively dry weather. Sandals and boots for children appear to be largely imported into this State, and unfortunately in a country with the highest birth-rate in the British Empire, although the supply of foot-gear affords employment to fellow Britishers, the cost is a considerable item of expenditure for parents.

With regard to the carrying out of the determination, the first important point to consider was as to whether the repairing of boots came within the province of the Wages Board. Having regard to the wording of the Act and the terms of the determination, the Solicitor-General showed that boot-repairers did not come within the scope of the determination unless they were actually manufacturing boots.

As to the payment of the rates prescribed at first it was necessary to keep a strict supervision over certain manufacturers, more especially as to the payment of females, but it has not been necessary to take any proceedings for a breach of the determination. One employer in Launceston was alleged not to be observing the determination as to the payment of boys. Except that two lads working at the bench had not been apprenticed in accordance with the terms of indenture there was not an actual breach to report with a view to proceedings being taken. The employment of a shop-boy as messenger, unless it could be proved that he did any work in connection with the factory, in this case did not infringe the determination as to the proportionate number of apprentices. A manufacturer in a town on the North-West Coast also had to be requisitioned to pay £2 12s. per week to one employee after the 4th April, 1912, as he had continued to pay the previous rate of £2 8s. per week. This employer had also to be warned as to the observance of the determination with regard to apprentices.

As to the personnel of the Board, of the original representatives of employers only Messrs. Cane and Cuthbertson remain members of the Board. The northern representatives (Messrs. Hamilton and Clarke) resigned on leaving the State, being replaced on the Board by Messrs. Barnes and J. W. Wright. Of the representatives of employees, Messrs. Thompson and Mills were appointed for the north, and still remain members of the Board. Of the southern representatives (Messrs. Cuttifford and Chester), the former, after the making of the determination, having previously lost his employment, resigned and left the State. Mr. A. E. Thornton, appointed in his stead, resigned, and was replaced by Mr. A. E. Bowring. Mr. Chester removed to Launceston, but still retains his seat on the Board.

The Timber Trade Board.

This Board was established in accordance with a resolution to determine the lowest prices or rates which may be paid to persons engaged in sawmills, timber yards, wood-box making, or timber-getting, and any work in connection with any such trade. The original members of the Board were Messrs. A. H. Ashbolt, H. G. Gray, J. W. Gofton, F. Lindsay Gunn, and John Hay (No. 3), representing employers: Messrs. D. E. Dicker (M.H.A.), C. M. Edwards, J. J. Kenneally,

Chas. McLean, and H. B. Pithouse, represented employees. The Board was appointed on the 14th November, 1911. Previous to the appointment of the Board there had been considerable discussion as to the nomination of a suitable Chairman. Eventually Mr. Kenneth A. Ogilvy, of Richmond, was selected, unanimously nominated and appointed on the 23rd November, 1911.

The first meeting was held in Hobart on the 30th November, 1911. Subsequent meetings were held at Geeveston, Esperance, Southport, Smithton, and Launceston, where the final meeting was held on the 20th January, 1912. Altogether sittings were held on 21 days. A voluminous amount of evidence was taken as to the conditions obtaining in the timber industry, the cost of living in the various districts, the hours worked, the wages paid, and as to whether the industry was paying under varying conditions. In all, 70 witnesses were examined, and much valuable information was obtained, collected, and recorded.

A summary of the determination, together with those of the other Boards, is reproduced in the Appendix. There has been a general increase in the rates of payment of all classes engaged in the timber industry. Previous to the organisation of this industry in accordance with modern methods, the average wage for a workman engaged therein was 6s. a day, and in some cases the wage was 5s. a day. The minimum wage in the industry is now 7s. 3d. a day, which applies to yardmen and stackers of timber, whilst for expert workmen, such as band-saw sharpeners and fitters, the minimum wage is 11s. per day of eight hours.

The average wage in the industry, including all adult workers, is 8s. 6d. per day.

The minimum rate in districts south of Dover, which include mills at Raminea, Hastings, Southport, Lune, Recherche, and Catamaran, is 7s. 6d. per day. On the North-West Coast to the west of Burnie in mills working within 2 miles of the north coast the minimum rate is 7s. 8d. per day. In the remainder of districts west of Burnie the rates specified are increased uniformly 10 per cent.

The question arose as to whether men employed with chisel mortisers, chain mortisers, tenon machines, panel planes, buzzers, sandpaper machines, and any other machines engaged in joinery work, working in a building partly used in connection with sawmilling, came within the scope of the work in connection with the trade of sawmilling, and were subject to the findings of the Board. In a communication to the chairman I stated that any such workers in a building used exclusively for carpentry and joinery, and not associated with the actual work of sawmilling, would come under the Wages Board for carpenters and joiners. Tools might be used in a building apparently used as a sawmill and yet not in any way be used in connection with such trade; that is, one employer might be carrying on two distinct trades—those of sawmilling and joinery. Questions such as these, which continually come up before Wages Boards and the Department, I was advised were more questions of fact than of law, and it was for the Board to satisfy itself (which it did), having regard to all the circumstances whether the work is connected with a trade in question or distinct therefrom. After the determination came into effect the question came up as to whether men working at circular saws in woodyards came within the scope of the Wood-workers' Board. The reply was that there was no reason to doubt otherwise. The first action of the Department with a view to seeing that the determination was carried out was to draw the attention of certain employers to the alleged payment of wages by cheque after deducting house rent and store

accounts from the full amount due, in contravention of the Act, which requires all wages to be paid in full at not more than fortnightly intervals. An investigation was made into the alleged payment of an employee of a wage at the rate of 5s. a day. The employee, it was found, had been instructed that it would be necessary for him to obtain a licence as a slow worker if he was to retain his position at the sawmill. A case taken by the employee to recover by civil remedy money alleged to be due was dismissed, evidence being given as to the employer having instructed the employee to apply for a licence as a slow worker, and that in the opinion of fellow workers he came within such a category.

Mr. Inspector's Wadsworth's report deals with an investigation into the conditions of this trade in the South, and shows that generally speaking in the Channel districts the provisions of the determinations are being observed. It has not been possible thoroughly to investigate conditions as to wages, &c., in other parts of the State, and no reports have been received from local inspectors with regard to the observation of this or other determinations.

The appointment of extra inspectors will allow an investigation into the conditions obtaining to be carried out.

The returns for the present year show that there has been an increase of 163 employees in sawmills over the record for the previous year.

Butchers' Board.

This Board, "to determine the lowest rate to be paid to persons employed in the process, trade, or business of a butcher, or seller of meat, or worker or seller of small goods," was appointed on the 14th November, 1911. The Chairman (Mr. C. J. Eady) was nominated by the representatives and appointed on the 9th December, 1911. Messrs. Willing, the late J. A. Kenmure, H. Hutchinson, and A. E. Webb represented the employers; Messrs. Pickford, Bellette, Jackson, and J. A. Guy (Jun.) represented the employees. The first meeting was held in Hobart on 20th February, 1912, and subsequent meetings at Geeveston, Franklin, Launceston, Deloraine, Burnie, and Devonport. The Board held meetings on 12 days, the final session being held in Launceston on 17th March, 1912.

The determination came into operation on the 8th April, 1912. The practice in this trade of considering board and lodging or meat supplied as part of the wage was abolished, a practice ever liable to abuse. There has been some difficulty on the part of employers in arranging the employees under the various classes. For instance it is easy to realise, more especially in small shops, the difficulty which arises in making one man first slaughterman and the other an assistant, especially where both men are equally skilled.

It has been necessary to serve requisitions on employers at Launceston, Devonport, Beaconsfield, and New Norfolk to comply with the determination. One firm in Launceston found to be employing a man as a baconcurer at the wage for a general butcher, on service of a requisition for the extra payment, complied and informed me that it was their intention to give up this branch of their business.

Bricklayers', Stonemasons', and Stonecutters' Board.

This Board, "to determine the lowest prices or rates which may be paid to persons engaged as bricklayers, stonemasons, and stonecutters (including labouring work in connection therewith, other than carting)" was appointed on the 28th November, 1911. The Chairman (Mr. R. J. Meagher) was

appointed on the nomination of the Minister on the 25th January, 1912. The representatives of employers were Messrs. Jas. Dunn, J. McKenzie, F. Russell, and A. H. Manser. Messrs. J. B. Griggs, W. H. Pratt, C. Walker, and G. E. Rowell represented the employees.

The first meeting was held in Hobart on 30th January, 1912. The Board held sittings on five days, the final session being held on the 5th February, 1912.

The determination came into force on the 25th March, 1912; not on the 18th March, as arranged, owing to delay in drafting and the necessity for 30 clear days to elapse before the determination could become operative.

As far as the Department is aware, this determination, as is the case with all determinations in the building and other organised trades, speaking generally, is being observed. A special investigation was made *re* the rates paid in monumental stonemasons' yards. It was found that none of the workmen were paid the rates required by the determination. The highest payment worked out at 1s. 3d. per hour, instead of 1s. 4½d., the rate specified. It was necessary to serve requisitions in these cases in order to secure compliance with the determination.

Carpenters' and Joiners' Board.

This Board was appointed on the 28th November, 1912, to determine the lowest prices or rates which may be paid to any person or persons or classes of persons engaged in carpenters' and joiners' work. The representatives of the employers were the same as on the Bricklayers' Board. Messrs. Vincent Barker, Harrison, Faulkner, P. G. Phillips, and A. A. Gadsby represented the employees. Mr. R. J. Meagher was appointed Chairman on 25th January, 1912. The first meeting was held on the 25th February, 1912. The Board held meetings on six days, the final being held on 19th February, 1912. The determination became operative on 1st May, 1912.

Before the determination came into effect enquiry was made as to carpenters working on boatbuilding, river steamers, &c., coming under the determination. It was pointed out that there is no exemption for any special class of work in which carpenters and joiners are employed.

It has not been possible to make a general investigation as to the observance of the determination in this trade.

Bakers' Wages Board.

This Board was appointed on the 28th November, 1911, "to determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of making and baking of bread, pastry, and small goods." The representatives of employers were Messrs. Weller Arnold, Wm. Cripps, Richard Dewis, and James Docking. Messrs. Henry Graves, Frank Mather, F. T. Bailey, and Ernest Scott represented the employees. Mr. A. J. Ogilvy, Richmond, on the nomination of the representatives, was appointed Chairman on 9th December, 1911. Meetings were held on five days, the first on 18th January, and the final session on 25th January, 1912.

The determination came into force on 2nd March, 1912. The Board recommended that the rate of pay for the West Coast, including Balfour and Waratah, should be 15 per cent. higher than that for the remainder of the State. It was pointed out, however, that the Act only permits an increment of 10 per cent. for any specified locality or area. A majority of the Board agreed to the increment being 10 per cent., and such was made the determination.

There are 150 establishments in Tasmania registered as bakehouses. The number of employers working at their trade is 114. There are 383 male employees and 17 female employees. Inspectors Wadsworth and Tapsell have investigated cases of non-payment of the rates of the determination in Hobart and Launceston, and requisitions have been served and carried out.

It is claimed that biscuitmakers do not come under the determination, and it may be advisable to appoint a separate Wages Board for this trade.

In country districts the conditions with regard to the baking trade require readjustment in order to comply with the determination. Already one employee has obtained £30 for overtime due as the result of taking civil proceedings.

Wherever the Department has been able to obtain information as to the conditions of employment it has been found that previous to the determination taking effect the practice obtained of giving board and lodging in lieu of wages or other anomalies existed. Under the determination no operative or apprentice, other than members of the employer's family, shall be allowed to board on the premises of his employer without the consent of the Chief Inspector.

Carters' and Drivers' Board.

This Board, the members of which were the Hon. W. H. Burgess, Messrs. W. T. Thorpe, A. Hutton, A. Linwood, representing employers; and Messrs. F. Katz, J. O'Neil, J. Arnott, and J. Grant, representing employees—was appointed on the 28th day of November, 1911.

The Chairman (Mr. C. J. Eady), on the nomination of the members, was appointed on 16th December, 1911.

The first meeting was held at Hobart on 10th January, 1912, and subsequent meetings were held at Burnie and Launceston. Considerable delay was experienced during the sittings of this Board, owing to various questions as to the powers of the Board being raised, thus necessitating the opinion of the Crown law officers being obtained.

The determination came into operation on the 4th May, 1912.

The portion of the determination dealing with apprentices and improvers was suspended by order of the Governor in Council. The Board subsequently reassembled and fixed new rates of wages for youth labour.

The Board sat on 25 days before the original determination was settled, and had one subsequent meeting to fix rates for youths.

There has been considerable difficulty in investigating the conditions in this trade owing to the employment not being such as to permit the inspector easily to get in touch with the employees. With regard to the employers, it is difficult to get with exactitude the times worked by the carters.

From 7 to 7.30 a.m. to 5.30 p.m. is the average time worked each ordinary day.

It has been necessary to give notice to certain employers requiring compliance with the determination. When an employer does not pay the prescribed wage he not only breaks the law himself but also causes the employee to break the law, as the employee is liable to an equal penalty of £20 for receiving wages less than the determination. It is also grossly unfair to employers who comply with the determination that they should have to compete with certain employers who do not comply therewith.

Neither employers or employees up to the present have apparently been in the habit of keeping time-books and recording the hours worked. In this trade there appears to be in some cases the usual dread

of loss of employment in the event of the employee claiming his full payment. Attempts have been made to evade the effect of the determination by letting-out carts on a share system.

The determination applies to Hobart and Launceston within a radius of 5 and 4 miles respectively of the General Post-offices.

Generally speaking, the determination is now being carried out in Hobart, and investigation is being made in Launceston with regard to the observance thereof.

Jam Trade Board.

This Board was appointed on the 19th December, 1911. The representatives of employers were Messrs. Jones and Turner. Messrs. Wright and Williams represented the employees. Mr. C. J. Eady was Chairman.

There was only one meeting of this Board, held on 9th January, 1912, at which the findings of the previous conference of employers and employees were ratified and adopted as the determination. The determination fixed the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of preserving or manufacturing fruit, jam, pickles, and sauces.

The minimum rate of wage paid to adult males was raised by this determination from 35s. to £2 2s. per week.

Painters' Board.

This Board was appointed on the 12th February, 1912, to determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed as painters and decorators. The representatives of employers were Messrs. R. H. Stabb, T. Gray, F. French, and H. Goodluck. Messrs. C. W. Edwards, W. Kerr, P. B. Deane, and J. W. Lawler represented the employees. Mr. C. J. Eady was appointed Chairman.

The first meeting was held in Launceston on 17th April, 1912. Subsequent meetings were held at Burnie and Devonport. The Board held meetings on eight days, the final session being at Hobart on 5th May, 1912.

The determination became effective on 16th June, 1912.

Inspection from Central Office.

In addition to the work performed by Mr. Inspector Wadsworth, which is summarised in a special report from that officer, Mr. Robert Tapsell visited nearly all the factories and workrooms in Hobart, Launceston, Longford, Cressy, Deloraine, Latrobe, Ulverstone, Devonport, and Burnie. Mr. Tapsell reported that on the occasion of his visit last year very little was known about the Act as to the carrying out of requirements. He explained the provisions as to wages, hours to be worked, overtime, &c., and much benefit accrued from his tour of inspection.

I have found this officer of great service to the Department, and only regret that his whole time can not be given to the work connected with the inspection of factories and the carrying out of the determination of "The Wages Boards Act."

REPORT OF INSPECTOR WADSWORTH TO THE CHIEF INSPECTOR OF FACTORIES.

Hobart, 20th July, 1912.

SIR,

I HAVE the honour to report that since the Factories and Wages Boards Acts came into force I have visited most of the centres in the State.

During the earlier part of the year I was chiefly occupied in making explanations and giving instructions to local inspectors and occupiers of factories relative to duties and responsibilities with which they had been

unfamiliar previous to these Acts coming into force. Notwithstanding the publicity given by the press to the main provisions of the Acts and the activity of the Department in circulating information, a considerable number of occupiers professed to be unaware of the requirements of the "Factories Act." It was necessary therefore to spend a large proportion of the time in imparting the necessary information and showing them how the various records should be kept, &c., and this had, to a certain extent, to be repeated when the various wages determinations were made and came into force. In many instances it was evident that there was a real want of knowledge; but in other cases there was an acquaintance with the exemptions affecting the employers that induced one to think they knew more about the requirements than they were willing to admit.

Although the evident intention of the "Factories Act" is that the primary inspections of the factories should be made by the local inspectors, I have from time to time made special inspections in various parts of the State, chiefly with reference to sanitary conditions, and particularly with respect to food-suppliers, such as bakers, butchers, aerated water manufacturers, &c. In these inspections I was usually accompanied by the local inspector, to whom I at the same time supplied information regarding his duties and the provisions of the Acts. Of the considerable number of bakers' premises, a good proportion of them were far from satisfactory as to structure, cleanliness, and in other respects. In regard to the butchers' premises, there has been an improvement in some districts, but in others very little has been accomplished that is worth mentioning.

Inspections of the general factories disclosed a number of constructional and maintenance defects, and in some cases the former would be difficult to remedy, as the premises were never designed for the particular work carried on. In a very small proportion were there special and adequate inlet and outlet provisions for ventilation, and in a few there was evidence of overcrowding or inadequate cubic space. Inspection also showed that a number of factories were without sufficient closet accommodation.

Whilst some of the factories were well kept and could not be much improved upon, there were others that were badly maintained, or were such that improvement was desirable. Walls and ceilings with defective surfaces or in want of renovation, floors unsuitable or not in good repair, dirty interior surfaces or want of routine cleansing, trade refuse or unnecessary materials littered about the rooms, generally untidy conditions and dirty and badly-kept closets were the chief defects so far as maintenance was concerned.

A few cases of employing children under 14 years of age in factories have been enquired into, and as they were immediately discharged, it was reasonable to suppose that the employers were unaware of the recent amendment to the "Factories Act," and especially so as in some cases they claimed not to have received the latest abstracts.

Since the appointment of the various wages boards and the coming into force of their determinations, I have made special and general enquiries respecting the observance of their awards in different parts of the State.

During April I visited the large timber mills in the Municipalities of Bruni and Esperance, where I found that, though the Timberworkers' Award was fairly well complied with as regards payment of rates, there were some exceptions in addition to discrepancies in respect to other portions of the determination.

Complaint was made at a few of the mills that employees were paid in cheque instead of cash—an inconvenience to the men, as in some instances the cheques were sent to Hobart to be cashed, thus causing trouble besides a little extra cost. Although I was assured by the employers of there being no difficulty in getting the cheques cashed locally (and in some instances this appeared to be true), I formed the opinion that this was not so in all cases, and in such the men had a legitimate grievance. Complaint was also made about deductions for rent and store accounts, but only in a few instances. One employer, on account of some ambiguity in this part of the award, has assumed that a majority of the men may "agree otherwise," not only in respect to the intervals during payment of wages, but also as to the method, whether in cash or cheque. While recognising that payment in cash at frequent intervals would cause trouble and inconvenience, yet it appears to me that, taking the Act and determination together, it is intended that an employee shall receive his full amount of wages in cash.

The question as to which mills were south of the "District" of Dover was of importance at one, if not more, of the mills, but as the extent of the "Dover District" was not defined, one could not give an authoritative opinion. A variety of other questions and doubtful points were investigated and discussed, amongst these

being what constituted a "first-class circular and vertical saw-sharpener, hammerer, and retoucher" as distinguished from an ordinary "saw-sharpener." The wage rate for grooms was also brought up, and it would appear that, considering the nature of their employment, it would have given more satisfaction if a separate determination had been made for them. A thoroughly exhaustive enquiry would have rendered it necessary to interview all the bushmen, and this would have taken up more time than was at my disposal. Sufficient, however, was done to bring the various requirements and provisions of the Acts before the employers, who cannot now plead unacquaintance with them and the determinations. Although not coming within the jurisdiction of the "Factories Act," I took note of the general sanitary conditions under which the timber-workers in these districts lived, and made out a special report with a view to suggest or obtain improvement.*

Some investigations were made with reference to the Bakers' Award at Hobart, Beaconsfield, and Devonport. Except for some differences that had to be settled, the award was found to be observed in Hobart. At Devonport and Beaconsfield several employers were not complying with all the terms; some of them said they were unacquainted with the details of it, and on enquiry of the local inspectors I found they were no better informed. It was necessary, therefore, to explain the salient points of the determination and the requirements which were to be observed.

Employment of youths without apprenticeship and in a larger proportion than was allowed, boarding on the premises without consent of the Chief Inspector, and payment of wages lower than the determination required were chief contraventions noticed. Some of the employers allowed their employees to have bread, and considered that this should be added to the wages received; but this is evidently not in accordance with Section 43 of the Act. This also applies to deductions for boarding on the premises, the value of which is difficult to appraise, as it may vary from really good board and residence to what is practically "batching" in unsuitable quarters. My inspections disclosed that the latter kind predominated, and the fact does not need more than mention that to make full charges for cheap board would be unfair competition with employers who paid full rates in cash, and that a baker's conditions of residence should be sanitary and in every way at least equal to the general average.

In Launceston the Butchers' Determination was generally well observed, with the exception of ordermen and youths under 21 years of age who were carters. The rates paid were generally equal to or above the Butchers' Award for this class of work, but the Carters' and Drivers' Award specified a higher rate, which was not observed in some instances. At Beaconsfield and Devonport there were a number of contraventions. Allowances of meat and boarding on the premises (which is not prohibited) complicated the question of what was the real value of the wages paid. The Butchers' Award does not include any specified rate for a slaughterman (cattle) in country districts. Enquiries were made in Hobart and Launceston with respect to the Carters' and Drivers' Determination. Although the majority appear to have complied fairly well with the Award, there have been some who omitted to pay for Sunday work and overtime previous to my visit. What was evidently an evasion of the requirements was made by a few employers, who let their horse and cart out to the carter on shares. Even when the turnout is hired at a fixed rate and the owner of it finds work for the driver it appears to me to be an evasion.

A special award for wood and coal carters would be an advantage, as the present determination has provided an opportunity for those who in their own interest have read to the letter rather than the spirit of the determination, and made claim to come under a class that was apparently not intended for them. For instance, one wood and coal merchant claimed that his drays were all "tip-drays," simply because they would tip up, when everyone understands tip-drays to mean navvies' or brickcarters' drays and the like kind.

I visited the yards of monumental masons in Hobart with reference to the Stonemasons' and Stonecutters' Determination, and found that none of the adult journeymen were receiving the awarded rates. It was contended that a special award should have been made for this branch of the trade, especially with regard to the permanent employees, who were not under the same disadvantages of work or liability to have broken time as compared with stonemasons employed in the general building trade.

Cases of employing more than the permitted number of youths or not-fully-qualified workmen were also found.

As regards the building trade determinations, at Devonport the Bricklayers', Carpenters', and Painters' Determinations were generally well observed. It was pointed out, especially with regard to the carpenters, that difficulty would be experienced by employers in country districts in obtaining apprentices, on account of the limitation of one to every three journeymen, for although he may have a considerable number of men engaged at certain times when trade is brisk, there are intervals when less than three men may be employed. The possibilities of employment not being continuous would probably deter youths from being apprenticed at the trade.

On visiting the brick and pottery makers at Launceston, with reference to wages paid as compared with the determination, I found practically no discrepancies.

Dissatisfaction was expressed with respect to the requirements that, in conjunction with a 48-hour week, there was a proviso that time and a quarter shall be paid for over eight hours work per day. In order to comply with Section 52, Subsection 4, of the "Factories Act," these clauses in the determination render it necessary for the employer to pay time and a quarter for the daily extras which make up for the half-holiday, or to employ the men an aggregate of less than 48 hours.

It has not been the rule to indenture apprentices in the majority of the trades, and I have not during my enquiries come across any that were bound in proper form.

I have made some exhaustive investigations with reference to applications made under Section 28 of the "Wages Boards Act" by aged, slow, or infirm workers for licences to work at less rates than the ones determined. The necessity of doing a fair thing for the three different interests concerned causes some difficulty, especially in the case of a slow worker whose mental and physical endowments are apparently up to the average. Notwithstanding all the enquiries that were made, the result was not wholly satisfactory, as the only persons to really know the applicant's capabilities besides himself are his employer and fellow workmen, and as the latter would suffer from unfair competition if the slow worker was granted a lower pay than his work warranted, it would appear reasonable for him to give evidence in regard to the matter. I interviewed workmen whose appearance and their experience at the trade gave me the impression that they were capable of doing a good average day's work, and were of the same opinion themselves, and yet, on account of their employer informing them that they would not be kept on unless they accepted less than the minimum, they had filled in the application forms rather than lose their positions.

Amongst other enquiries I have made is that regarding the Painters' Determination in Hobart, where I found a general compliance with its provisions, and the boot factories in Devonport, where youths in excess of the number allowed were employed at one factory.

During the time the Factories and Wages Boards Acts have been in force, in addition to the towns mentioned in this report, I have visited Queenstown, Gormanston, Zeehan, Waratah, Stanley, Wynyard, Burnie, Latrobe, Westbury, Longford, Deloraine, St. Marys, Fingal, Scottsdale, Campbell Town, Franklin, Huonville, and Lovett, at which places enquiries were made in connection with the observance of the provisions of these Acts.—I have, &c.,

A. E. WADSWORTH, A.R.S.I., Inspector.

To the Chief Inspector of Factories.

Increased Cost of Living.

The tables published in the Appendix, which illustrate the increase in the cost of living, were compiled from data obtained by a committee of public servants, with a view to submitting information on this subject to the Public Service Board. The Committee (to whom I am indebted for the use of the information), estimates that owing to the rise in rates of wages, cost of provisions, clothing, and house rents, the purchasing value of £1 in 1905 has depreciated to 14s. 6d. in 1912.

Table A shows that since 1905 in those trades now controlled by Wages Boards determinations there has been an increase varying from 15 per cent. to 56 per cent.

Tables B and C show that the cost of clothing has increased 64 per cent., whilst the cost of provisions has increased 25 per cent.

Table D shows that rents have increased 55 per cent. during the period.

* Housing of employees. Report Public Health, 1912.

Improved Standard of Living.

Whilst there has been a marked increase in the cost of living there is evidence to show that there has been a concomitant improvement in the standard of living. The problem is not therefore limited to the higher cost of living, but includes also the increased cost of higher living. The quality of provisions purchased has undoubtedly been improved by the introduction of such legislation as "The Food and Drugs Act." Although local health officers have taken little action with regard to the condemnation of old dilapidated insanitary houses, either unfit for human occupation or certainly not worth repair, there has been a general improvement in the class of houses occupied by the wage earners.

Owing to the increased cost of building, however, unless there is some general housing scheme evolved, the problem of the provision of accommodation for workers will become even more pressing than at present. Experience shows that wherever a man is encouraged to become the owner of his own house the conditions as to housing are much improved.

General State of Industry.

From enquiries I have made from business people with a long experience of conditions in Tasmania one can assert that speaking generally the country is prosperous, and that the prospects for the future are good. The building trade, in spite of the higher cost of construction, has been brisk, more especially in Hobart and suburbs, where buildings are apparently rapidly increasing in number. It has been said that the building trade, as also the beer trade, are evidences of the prosperity of a community, and if this be correct there must be a general improvement in trade in this State. Of course, the prosperity of a country like Tasmania largely depends on the primary sources of production—agriculture, mining, and the timber trade. The great influx of tourists in the summer months is also a contributing factor to the general prosperity, and is dependent to some extent on the general flourishing condition of the other Australian States.

"THE SHOPS CLOSING ACT."

This Act, which came into force on the 1st January, 1912, was intended to make uniform earlier hours for closing shops and to secure a weekly half-holiday. As a result of this Act, undoubtedly the general conditions of shopkeepers and assistants were improved by a shortening of the hours of work in all of those shops which previously had kept open after 6 p.m.

Owing to the varying conditions in retail trade and the desire not to interfere with the livelihood of any section of the community or to benefit certain persons at the expense (through direct loss) of others, as well as the necessity for studying the general convenience of the public, it may be realised how difficult it has been to deal with the problem of early closing of shops.

The Act provided for a compulsory half-holiday after the 31st March, 1912, for all shop assistants in the State.

With certain exemptions, of vegetable, fruit, milk, cooked meat, and confectioners' shops, in addition to licensed hotels and public-houses, railway refreshment rooms, restaurant and tea-rooms, and undertakers, the half-holiday had to be observed by the compulsory closure of the shops at 1 p.m. on Saturday or on some other day either fixed by a special resolution of the municipal council or by a poll of the ratepayers.

With regard to the shops exempt from closure on the statutory half-holiday all shop assistants employed therein had to be allowed a half-holiday from 1 o'clock in the afternoon on some one week-day of every week till 6 o'clock a.m. on the next week day. In the case of assistants employed in public-houses, hotels, railway refreshment-rooms, restaurants, or eating-houses, the half-holiday had to be allowed from half-past 2 o'clock in the afternoon, presumably until 6 a.m. of the next day.

With regard to early closing, the Act prescribed that "every shop in Tasmania shall, except as herein-after provided, be closed at 6 o'clock p.m. on four week-days, and on one week-day at 10 o'clock p.m., other than the weekly statutory half-holiday." This section did not apply to small shops, tobacconists, tea-rooms, restaurants, railway refreshment-rooms, photographers (for the purpose of taking photographs by appointment only), licensed hotels, public-houses, cooked-meat shops, fish and oyster shops, bakers, pastrycooks and confectioners, fruit shops and vegetable shops.

Under the Act, small shops and the shopkeepers thereof had to be registered annually by the Chief Inspector of Factories.

By "small shops," are meant those shops which would, except for the sections of the Act specially dealing therewith, be required to close under the general provisions thereof, and wherein no paid assistant is engaged or employed, and the shopkeeper thereof is registered with the Chief Inspector of Factories.

The inclusion of the word "paid" in this definition defeated to a considerable extent the intention of the Act. Many shopkeepers who employed relatives in their shops registered as small shopkeepers. All sorts of anomalies have arisen from this exemption. Thus, a general store dealer with three sons and a daughter assisting in the business was able to keep open, whilst a widow who hired a girl to attend shop at meal hours had to close.

Again, with regard to the definition of shopkeeper, it was contended that as a partnership or corporation occupying a shop directly or indirectly as principal was included under this term, where two or more

people had joint shares in the concern they could claim exemption as a small shopkeeper where no paid assistant was kept. No less than 703 registrations were effected of small shops and small shopkeepers. The table in the appendix shows the distribution of these within the various municipalities. Special provision was made for hairdressers, chemists, and butchers' shops. Thus, hairdressers have to close on four days of the week at 8 p.m., on one day at 10 p.m., and on the half-holiday (which may be either Wednesday or Saturday, at the individual option of each hairdresser) at 1 p.m. With few exceptions, a hairdresser in Tasmania also carries on the trade of a tobacconist. The position with regard to a tobacconist is that (apart from any exemption as a small shopkeeper) he is exempt from the provisions as to early closing, but is subject to closure at 1 p.m. on the statutory half-holiday.

The position in Hobart, where the majority of the hairdressers chose Wednesday as the half-holiday, was that on Saturday afternoon and evening the saloons were open for the hairdressing business, but in selling tobacco in the front shop the law was being broken. At the present time the law, as far as the combined business of hairdressers and tobacconists are concerned, is being observed, as far as the Department is aware. On the other hand, when the hairdresser's shop is closed on Wednesday for the half-holiday, unless the tobacconist part of the business is kept open on that day the shopkeeper loses half a day in the week for the sale of tobacco. In these trades a more equitable arrangement would be to class tobacconists and hairdressers within the same category as to closing and observance of holidays.

With regard to chemists and druggists, it was permitted that their shops might reopen between 7 and 8 p.m. on the statutory half-holiday and on Sundays. They were also permitted to supply medicines or necessities in urgent cases. With two exceptions, where advantage was taken of the privilege of registering and keeping open as a small shopkeeper (a point which had to be tested), the chemists have carried out the provision of the Act as to chemists, and closed at 6 p.m. on four week-days. The position with regard to the advantages of early closing taken up by the majority of chemists in Tasmania has had an educational influence in promoting a demand for a similar enactment dealing with chemists' establishments in the other States. There was an exemption for friendly societies' dispensaries which supply medicines only prescribed by a medical practitioner, and such medicines to no other than members thereof. After attention was drawn to this clause the United Friendly Societies' Dispensary in Hobart gave up selling goods other than medicines prescribed by medical practitioners, and the Launceston institution complied with the requirements of the Act as to closure.

With regard to butchers' shops, in Hobart and Launceston these have to close on Mondays, Tuesdays, and Thursdays at 5 p.m.; on Fridays at 6 p.m.; and on Saturdays at 9 p.m. The clause that Wednesday shall be the statutory half-holiday for butchers' shops, when they shall close at 1 o'clock, was held on appeal to apply to shops situated outside of Hobart and Launceston. From the outset it was apparent that the exemptions with regard to vegetable, fruit, confectionery shops, &c., would be liable to abuse in the case of mixed shops.

In spite of the fact that there is a special clause in the Act making it an offence to sell or deliver goods which are not included under the class properly belonging to an exempt shop, the mere exposure for

sale in mixed shops of such goods encourages customers to induce shopkeepers to sell such goods. The abuse of the privileges under the Act with regard to exemptions (more especially in mixed shops), and the registration of comparatively large retail businesses as small shops, gave rise to considerable dissatisfaction. Some shopkeepers, whilst observing the provisions of the Act, had to compete against others in the same line of trade, who, by virtue of exemption, could keep their establishments open after the general shops closed.

With regard to the statutory half-holiday, in 31 municipalities Saturday is the day either appointed by special resolution of the council, by a poll of the ratepayers, or by virtue of such being the appointed day under the Act, as is the case in the event of the local council or ratepayers not exercising their privileges of choice.

In 16 municipalities Wednesday is the day fixed for the statutory half-holiday, in 13 districts by special resolution of the council, and in three by a poll. In 10 municipalities polls have been taken, and in seven of these Saturday was chosen as the half-holiday. In one municipality (Tasman), Tuesday is the day fixed for the observance of the half-holiday.

The first poll taken was that in Launceston, held on March 13, 1912, which gave a majority of 1196 for Saturday. The adjoining suburb of St. Leonards on May 7, also chose Saturday by a majority of 86. In the south, Queenborough is the only municipality in which a poll has been taken, Saturday being chosen by a majority of 166.

Wednesday was selected by polls in Scottsdale, Ringarooma, and Circular Head, with majorities respectively of 114, 108, and 16. A table in the appendix shows the day on which the holiday is observed in each municipality, with the date of the special resolution or poll in case of those municipalities in which the privilege of choice was exercised. It is interesting to note replies to a circular addressed to local authorities enquiring as to the day on which the half-holiday is observed. The Council Clerk, Burnie, states, "It is premature to make any definite statement yet as to the working of the Act."

The position in Ulverstone is a peculiar one, owing to the local authority of Leven having fixed Wednesday originally by special resolution as the half-holiday, and later rescinding the resolution on May 11.

The Council Clerk states under date August 6, "It is too early to say yet what the effect is on business owing to Saturday now being the half-holiday, and it is more than likely that the question will be decided by poll."

As a matter of fact, Wednesday is still the day for the observance of the statutory half-holiday in Leven, and is now observed as such.

The Council Clerk, Deloraine, referring to Saturday being the half-holiday for that municipality, after mentioning that no resolution was passed or poll taken, states, "At the time the matter was before the council three petitions had been received, two asking that Wednesday be selected, signed by 48 residents in all; and one asking for Saturday, signed by 140 residents. With these before them the council took no action, leaving the matter to decide itself, as it were, under the Act. Since, a request signed by 170 residents, was received asking the council to change the day to Wednesday, to which the council replied that if a poll were desired it should be asked for, and then it would be held. I have reason to think that a petition for a poll was prepared for signatures, but it has not yet been presented." The Council Clerk for Glamorgan states that "He is informed that Saturday afternoon as the half-holiday

gives satisfaction to the employees, but is not satisfactory to the public; in fact, is very inconvenient, as men working away from the township of Swansea only come home on Saturday evening, and as they leave before the shops open on Monday morning, have no chance of getting their requirements."

In contrast to the case of Swansea, the Council Clerk for Hamilton reports that, "On the township of Hamilton, the Wednesday half-holiday seems to work smoothly, and I believe it does so throughout the district." On enquiry at King Island I found that the observance of the half-holiday on Wednesday was giving satisfaction. A report from Lilydale states that Wednesday is apparently giving satisfaction. At Port Cygnet, apparently, the public seem satisfied, and approve of Saturday. At Ringarooma the only friction as regards the working of the Act is that caused by the keeping-open of small shops, several in that district being worked by members of the same family. The closing of the local chemist's shop is also said to cause inconvenience to the general public. Often farmers and miners come into Derby from a considerable distance and find the shop closed.

In Sorell it is reported that there is dissatisfaction in several parts of the district at Saturday being the day for the half-holiday, and there is a probability of the presentation of a petition for a poll.

A curious position arose in Strahan, where the half-holiday was fixed as Wednesday, owing to a shopkeeper from Zeehan, where Saturday was the half-holiday, opening in Strahan on Saturdays. By taking a shop for Saturday and Monday, and keeping open on both nights until 10 p.m., it is contended that the shop would only be open until that hour on one night each week. In the case of the Monday night, local shopkeepers would be subjected to unfair competition, as Saturday is the late night in Strahan. Such a shopkeeper would only be able to keep open until 10 p.m. on the one night each week, and consequently would, after keeping open until that hour on the Monday, have to close at least at 9 p.m. on the Saturday. The Municipality of Tasman by special resolution fixed Tuesday as the day for the statutory half-holiday. The Council Clerk states in reply to circular that "the general opinion is that it is a great inconvenience in having to close, and entirely unnecessary in a rural municipality like this, where there are only three assistants employed in the shops. It would be less inconvenient if different half-holidays could be appointed for different parts of the district, as practically the only means of communication is by steamer, and the stores must take delivery of their goods as soon as landed. The steamers come to Norfolk Bay ports on Mondays, Tuesdays, Thursdays, and Fridays; whilst to the Nubeena side of the district they come on Tuesdays, Wednesdays, Fridays, and Saturdays." The Council Clerk, Bothwell, reports "that the shopkeepers consulted one another, and mutually agreed to observe Saturday as the statutory half-holiday, and therefore the municipal council took no action in the matter. I believe that the provisions of the Act are being strictly carried out, and that the Saturday half-holiday is proving satisfactory to all concerned. It certainly suits the shopkeepers and assistants, and I have heard of no complaints from the general public."

The Council Clerk for Table Cape Municipality, writing from Wynyard on 26th July, states, "the inspector reports that the Saturday half-holiday is working fairly well in this district, and that there are few complaints against the change."

"The principal objection to the present Act is that mixed shops are allowed to keep open, and although not supposed to sell goods of the kind sold by shops

compelled to close, there is a temptation for the mixed trades to take a risk. Shopkeepers will not be satisfied until all retail traders are placed on the same footing."

Waratah.—The Council Clerk reports that "the business people agreed among themselves that Saturday was the most suitable day, and from the beginning of the present year closed on that day, in preference to Wednesday, which was previously observed as the half-holiday. With regard to Magnet, a mining township within the Waratah Municipality, a storekeeper strongly objects to the observance of Saturday, "as the men are paid at the mine on a Saturday by cheque; the storekeepers must change

their cheques for them, and it seems unreasonable to refuse a person boots or other things on a pay night."

In view of the interests and conditions in various townships in a municipality being sometimes quite different it would be advisable to permit a prescribed area or district to take a separate poll in the event of the presentation of a petition to the council.

With regard to the administration of the Act, the main part of the work, apart from the registration of small shops, has devolved upon the Department of Police. Without the valuable co-operation of the Commissioner of Police and his officers the difficulties of securing uniformity as to the observance of the provisions of this Act throughout the State would have been even more pronounced.

"THE WHITE PHOSPHORUS MATCHES PROHIBITION ACT, 1911."

This Act, which prohibits the manufacture and sale of matches made with white phosphorus, came into force on the 1st January, 1912. By the passing of this Act Tasmania was the first Australian State to comply with the Berne Convention. As pointed out in the Report for 1911 of the Chief Inspector of Factories, England, "In the Australian States, other than Tasmania, legislation on these lines is being considered."

By the passing of uniform legislation in different countries with regard to the prevention of the sale of white phosphorus matches we see one beneficial result of international industrial conferences in thus checking a trade which had caused a heavy mortality among the workers engaged therein. As far as the Department is aware no matches made of white or yellow phosphorus are now being sold in Tasmania.

DEPARTMENTAL.

I am pleased to record the assistance received from the loyal service and co-operation of the clerical staff, which may be gauged to some extent from this report and the annual Health Report. Mr. Dixon, as Chief Clerk, Secretary of Wages Boards, Clerk to the Federal Quarantine Bureau and Assistant Registrar of Midwives, has added to his reputation for energy and efficiency, and demonstrated the benefits of a training under the Government Statistician.

Mr. Crane, who, in addition to his routine office work, has acted as Secretary for eight Wages Boards, has performed his work with despatch, accuracy, and efficiency.

Mr. Dagleish, a temporary clerk with considerable experience in other Government offices, has proved himself so capable, reliable, and painstaking a clerk as to justify a regret that he is not permanently employed in the Department.

Miss Parkes, in addition to her work as stenographer and typiste, has, on the occasion of the absence of members of the permanent staff on duties connected with Wages Boards, given such considerable assistance in other office work as to have justified a special recommendation to the Public Service Board for permanent appointment, in view especially of her acquaintance with the routine work of the Department.

I have the honour to be,

Sir,

Your obedient servant,

J. S. PURDY,

Chief Inspector of Factories.

To the Hon. the Chief Secretary.

RECORD compiled from Returns furnished from 576 Factories, giving Number of Persons employed in different varieties of Positions in Classes of Factories, the Sex, Age, and Hours of Work of Employees, with Average Amount of Wages paid per Week, together with the Minimum and Maximum Wage of Employees.

Class of Factory.	Number of Employees.																			No. of Factories.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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	13 years.	14 years.	15 years.	16 years.	17 years.	18 years.	19 years.	20 years.	21 years and over.	13 years.	14 years.	15 years.	16 years.	17 years.	18 years.	19 years.	20 years.	21 years and over.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
CLASS 1.—Treating Raw Material.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
1. Boiling-down and tallow refining	1	3</

* Some mills work only one to three months during the year.

Class of Factory.	No. of Factories.	Number of Employees.																		Total Number of Males employed.	Total Number of Females employed.	Average Number of Hours of Work per Week.	Average Amount of Wages paid Weekly.	Minimum Weekly Wages paid.	Maximum Weekly Wages paid.				
		Males.									Females.																		
		13 years.	14 years.	15 years.	16 years.	17 years.	18 years.	19 years.	20 years.	21 years and over.	13 years.	14 years.	15 years.	16 years.	17 years.	18 years.	19 years.	20 years.	21 years and over.										
CLASS 6.—Connected with Food and Drink.	25. Bacon-curing	1	1	3	8	2	6	4	5	3	...	...	...	...	...	...	...	...	...	44	6 16	0	0	1 16	0	2 10	0	
	26. Butchers' smallgoods	34	3	3	8	2	6	4	5	86	3	...	...	...	...	...	...	...	...	36 to 54	246 13	6	0	1 0	0	3 10	0	
	27. Fish and meat-preserving	2	3	...	9	9	7	6	9	32	9	...	...	...	...	...	...	...	...	40	15 7	6	0	1 5	0	2 0	0	
	28. Biscuits	3	3	...	3	9	9	9	9	32	75	...	...	...	...	...	...	...	...	48	160 0	0	0	0 7	6	3 10	0	
	29. Bread and pastry	105	1	8	3	9	16	23	13	11	248	3	...	...	...	...	...	...	...	36 to 50	565 1	0	0	0 6	0	3 10	0	
	30. Confectionery	2	...	...	2	1	...	...	...	...	3	...	...	...	...	...	...	...	...	48	10 14	0	0	0 6	0	2 5	0	
	31. Flour mills	15	...	...	1	4	1	2	1	...	85	6	...	...	...	...	...	...	...	44 to 48	181 17	0	0	0 10	0	5 0	0	
	32. Jam and fruit-preserving *	3	1	32	46	25	21	29	38	43	357	95	...	...	...	...	...	...	...	48 to 50	1125 16	9	0	0 9	0	4 0	0	
	33. Fruit-drying †	5	1	1	2	3	8	3	4	1	49	70	...	...	...	...	...	...	...	48	106 13	6	0	0 14	0	4 0	0	
	34. Pickles, sauce, and vinegar	1	1	1	...	2	1	1	...	...	3	3	...	...	...	...	...	...	...	47	10 2	0	0	0 7	6	1 12	6	
CLASS 7.—Clothing and Textile Fabrics, &c.	35. Aerated waters	12	1	2	5	2	2	4	7	31	54	...	...	...	...	...	...	...	48	89 9	6	0	0 7	6	3 0	0	0	0
	36. Breweries	5	...	...	3	3	3	2	...	68	76	...	...	...	...	...	...	...	48	120 10	6	0	0 10	0	10	0	0	0
	37. Condiments, &c.	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	...	48	12 8	0	0	0 8	0	3 10	0	...	...
	38. Ice and refrigerating .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total	191	3	49	56	65	63	75	73	77	975	11	28	32	25	28	25	29	29	...	2651 9	3	...	...	...	...	...	...
	41. Woollen mills	5	...	5	1	2	3	4	1	1	55	72	48	175 4	0	0	0 4	0	3 10	0
42. Boots and shoes	8	3	1	8	4	9	8	9	3	104	140	...	...	...	...	...	...	...	48	345 15	0	0	0 6	0	5 0	0	...	...
43. Tailoring	27	...	3	4	9	6	10	11	11	137	180	...	...	...	...	...	...	...	48	495 18	4	0	0 4	0	8 0	0	...	...
44. Dressmaking	38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44 to 48	311 14	10	0	0 4	0	4 0	10	0	...
45. Dye works .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
46. Hats and caps .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
47. Shirts and ties	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	47½	3 5	6	0	0 7	6	1 0	0	...	...
48. Underclothing .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48	...	...	...	...	...	...	...	...	...
49. Tents and tarpaulins	2	...	1	...	...	1	...	...	...	11	13	...	...	...	...	...	...	...	48	20 10	6	0	0 7	6	3 0	0	...	...
Total	81	...	9	5	14	17	18	20	15	307	405	23	45	92	85	64	88	56	370	...	1352 8	2	...	...	...	...	...	...
CLASS 8.—Books, Papers, Printing, and Engraving.																													
50. Printing	16	...	17	10	7	9	11	13	4	223	292	...	2	1	2	2	5	2	19	48	740 8	2	0	5	0	7 0	0
CLASS 9.—Musical Instruments.																													
Musical Instruments
CLASS 11.—Vehicles, Saddlery, Harness, &c.																													
51. Coaches and waggons	24	...	1	13	6	14	19	11	9	81	154	...	...	...	...	...	...	...	48	199 17	0	0	0 6	0	3 0	0	...	...
52. Cycles and motor cars	6	...	...	3	3	2	3	2	3	42	57	...	...	...	...	...	...	...	48	114 18	3	0	0 7	6	4 0	0	...	...
53. Saddlery and Harness	4	...	1	2	1	4	...	2	8	...	18	...	...	...	...	...	...	...	48	29 9	0	0	0 7	6	2 15	0	...	...
Total	34	...	4	15	10	20	22	15	12	131	229	...	...	...	...	...	...	...	...	344 4	3	...	...	...	...	...	...	...

CLASS 12.— <i>Shipbuilding, &c.</i>														
54. Ship and boat building †	4	...	...	1	2	...	...	...	37	...	...	...	40	...
CLASS 13.— <i>Furniture, Bedding, &c.</i>														
55. Bedding and stocks	4	...	2	1	2	1	4	1	15	...	...	2	27	4
56. Furniture—cabinet-making	9	5	10	6	21	8	6	3	63	...	...	...	125	48
57. Picture frames	3	...	1	1	2	...	...	...	10	...	...	3	14	48
Total	16	5	13	8	24	10	7	7	88	...	...	5	166	7
CLASS 14.— <i>Drugs, Chemicals, and By-products.</i>														
58. Chemical works and drugs	4	...	1	3	1	...	1	1	8	...	...	...	15	3
59. Fertilisers	3	...	...	...	...	...	...	...	12	...	...	...	12	48
Total	7	...	1	3	1	...	1	1	20	...	...	1	27	3
CLASS 16.— <i>Timepieces, Jewellery, and Platedware.</i>														
60. Jewellery	6	...	...	...	3	2	3	3	21	...	...	...	32	48
CLASS 17.— <i>Heat, Light, and Power.</i>														
61. Electric Light	3	...	1	...	2	...	1	1	20	...	...	...	25	48 to 56
62. Gas Works	2	...	1	...	1	1	1	1	56	...	...	...	61	48 to 56
Total	5	...	2	...	3	1	2	2	76	...	...	...	86	...
CLASS 19.— <i>Minor Wares (not elsewhere included).</i>														
63. Brooms, Brushware, Baskets, &c.	3	...	...	1	2	1	...	...	8	...	...	...	12	48
64. Laundries	7	...	...	...	...	...	...	...	13	...	...	4	13	48
65. Painting and Signwriting	...	...	...	...	...	...	...	...	...	...	...	...	...	...
66. Other Minor Wares	6	...	1	1	...	1	...	3	27	...	...	2	33	44 to 50
Total	16	...	1	2	2	2	...	3	48	...	...	1	58	11
GRAND TOTAL	576	10	122	153	215	220	249	246	4308	2	36	75	5741	1320

* Compiled from returns supplied during jam-making season. † Only in operation about three months during year. ‡ Subject to fluctuation.

APPENDIX II.

TABLE 1.—FACTORIES, 1912.

TABLES have been appended showing the number of Factories registered up to the end of June, 1912, the number of Employers working at their Trade, the number of Employees, and other data.

Class of Factory.	No. of Factories.	Employer Working at Trade.		Males.						Females.					Total.
		Males.	Females.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.	21 and over.	16 and under 21.	14 and under 16.	Under 14.			
CLASS 1.—Treating Raw Material, &c.															
Boiling-down and tallow refining .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glue .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tanneries	3	1	...	52	8	4	...	64	...	...	...	...	...	...	...
Woolscouring and fellingmongering and packing skins	4	2	...	23	6	...	...	29	1	1	...	...	...	...	2
Bone-mills	2	...	...	4	...	...	...	4	...	...	...	...	...	...	...
Total	9	3	...	79	14	4	...	97	1	1	...	...	...	...	2
CLASS 2.—Oils and Fats.															
Oil and grease .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Soap and candles	2	1	...	20	2	...	...	22	3	2	...	...	...	...	5
Total	2	1	...	20	2	...	...	22	3	2	...	...	...	...	5
CLASS 3.—Processes in Stone, Clay, Glass, &c.															
Asphalt .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bricks and tiles	8	5	...	87	9	2	...	98	...	...	...	...	...	...	...
Glass and glass bottles .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glass (ornamental) .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Marble and slate .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Modelling and fibrous plaster .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pottery and earthenware	2	2	...	36	4	5	...	45	...	...	...	...	...	...	...
Stone-dressing and crushing	7	8	...	36	7	2	...	45	...	...	...	...	...	...	...
Total	17	15	...	159	20	9	...	188	...	...	...	...	...	...	...
CLASS 4.—Working in Wood.															
Boxes and packing-cases .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooperage	1	...	...	2	...	...	...	...	...	...	...	...	...	...	...
Joinery	33	30	...	166	66	9	2	243	...	...	...	...	...	...	...
Saw-mills—timber	102	69	...	1189	192	33	3	1417	2	3	...	...	...	...	5
" "A. firewood	51	42	...	77	10	...	...	87	...	...	...	...	...	...	...
Wood-turning	3	4	...	4	3	...	...	7	...	...	...	...	...	...	...
Other works .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	190	143	...	1438	273	42	5	1758	2	3	...	...	...	...	5

CLASS 5.—*Metal Works, Machinery, &c.*

Agricultural implements	2	3	...	4	2	2	...	8	...	1	...	...	1
Cutlery .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Engineering, brassfounders, &c.	23	26	...	193	102	...	...	305	...	1	...	...	1
Galvanised iron .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Iron works, foundries, and boiler-making .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Iron safes and doors .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Lead-mills .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Railway and tramway workshops	8	...	...	252	32	4	...	288	...	...	...	...	...
Smelting and ore-dressing .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Stoves and ovens .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Tinsmithing and plumbing	12	12	...	70	37	7	...	114	2	...	...	...	2
Wireworking .....	...	...	...	...	...	...	...	20	...	...	...	...	...
Other metal works	1	...	...	11	8	1	...	...	...	...	...	...	...
Total	46	41	...	530	181	24	...	735	2	2	...	...	4

CLASS 6.—*Connected with Food and Drink, &c.*

Bacon	5	3	...	21	4	...	...	25	...	...	...	...	...
Butchers' small-goods	61	51	...	95	26	5	...	126	4	1	...	...	5
Meat and fish-preserving	2	...	...	8	...	...	...	8	...	...	...	...	...
Biscuits	3	...	...	32	22	18	3	75	5	...	...	...	5
Bread and pastry	150	99	15	326	46	10	1	383	10	7	...	...	17
Confectionery	3	1	3	3	...	...	...	3	1	3	1	...	5
Flour-mills and oatmeal	16	6	...	86	8	1	...	95	...	...	...	...	...
Jam and fruit preserving	17	3	...	444	152	67	1	664	107	67	16	...	190
Pickles, sauces, and vinegar	2	...	...	3	...	...	...	3	2	...	...	...	2
Dog biscuits and poultry foods .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Self-raising flour .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Sugar .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Aerated waters	18	20	...	32	25	1	...	58	...	...	...	...	...
Breweries and malt-houses	6	2	...	109	18	1	...	128	...	...	...	...	...
Condiments, Eastern goods, &c.	3	1	...	3	...	...	...	3	1	4	...	...	5
Distillery .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Ice and refrigerating .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Tea blending .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Tobacco, cigars, and cigarettes .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	286	186	18	1162	301	103	5	1571	130	82	17	...	229

CLASS 7.—*Clothing and Textile Fabrics, &c.*

Woollen mills	4	6	...	32	15	10	...	57	63	44	18	...	125
Roots and shoes	14	...	1	108	42	6	...	156	23	42	10	...	75
Clothing—tailoring	43	38	1	163	31	4	1	199	169	158	23	...	350
Dressmaking and millinery	59	11	24	...	1	1	...	2	241	273	95	...	609
Dye works .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Hats and caps	1	...	...	3	...	...	...	3	3	4	1	...	8
Oil-skins and waterproof clothing .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Shirts and underclothing	2	...	1	...	...	...	...	...	6	...	...	...	6
Bags and sacks .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Rope and twine .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Tents and tarpaulins	2	4	...	8	...	...	...	8	1	...	...	...	1
Total	125	68	27	314	89	21	1	425	506	521	147	...	1174

Factories 1912.—continued.

Class of Factory.	No. of Factories.	Employer working at Trade.		Number of Employees.									
				Males.				Females.					
		Males.	Females.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.
CLASS 8.— <i>Books, Paper, Printing, Engraving.</i>													
Die-sinking and engraving .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Electro- and stereo- typing, printers' materials, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...
Paperbags and boxes .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Papermills .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Photo-engraving, photo. materials, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...
Printing, bookbinding, and stationery	22	23	...	310	87	37	1	435	28	42	13	...	83
Total	22	23	...	310	87	37	1	435	28	42	13	...	83
CLASS 9.— <i>Musical Instruments, &c.</i>													
Pianos and sewing-machines .....	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 10.— <i>Arms and Explosives.</i>													
Explosives .....	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 11.— <i>Vehicles, Saddlery, Harness, &c.</i>													
Coaches, waggons, blacksmiths and wheelwrights.....	26	37	...	96	49	15	...	160	...	...	...	...	...
Cycles and motor-cars	16	10	...	80	32	7	...	119	1	2	...	...	3
Saddlery and harness	11	6	...	60	31	13	5	109	3	12	1	...	16
Naves and spokes .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	53	53	...	236	112	35	5	348	4	14	1	...	19
CLASS 12.— <i>Shipbuilding, &c.</i>													
Locks and slips.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Ship and boat building	5	4	...	46	2	1	...	49	...	...	...	...	...
Total	5	4	...	46	2	1	...	49	...	...	...	...	...
CLASS 13.— <i>Furniture, Bedding, &c.</i>													
Bedding and flock ..	5	3	2	12	11	...	...	23	5	5	1	...	11
Carpet-sewing .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Iron bedsteads .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Billiard-tables .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Chair-making .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Furniture—Cabinet-making ..	13	10	...	150	77	51	5	283	6	4	...	...	10
Picture frames and window blinds	4	4	...	8	3	1	...	12	5	...	...	...	5
Total	22	17	2	170	91	52	5	318	16	9	1	...	26

CLASS 14.— <i>Drugs, Chemicals, and By-products.</i>													
Blue, baking-powder, soda, &c.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Chemical works and drugs	6	4	...	...	...	...	...	...	...	...	...	...	5
Fertilisers	2	...	...	...	...	...	...	...	...	...	...	...	...
Petroleum and essences.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Paints and varnish .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	8	4	...	17	3	2	1	23	2	3	...	...	5
CLASS 15.— <i>Surgical and Scientific Appliances.</i>													
Optical instruments .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Surgical instruments .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 16.— <i>Time-pieces, Jewellery, and Platea Ware.</i>													
Electro-plating and Jewellery.....	8	6	...	22	12	...	...	34	2	1	...	...	3
Total	8	6	...	22	12	...	...	34	2	1	...	...	3
CLASS 17.— <i>Light, Heat, and Power.</i>													
Electrical apparatus .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Electric light.....	6	...	...	30	3	...	...	33	...	...	...	...	...
Gas	3	...	...	51	4	1	...	56	...	...	...	...	...
Lamps and gas mantles .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Hydraulic power .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	9	...	...	81	7	1	...	89	...	...	...	...	...
CLASS 18.— <i>Leatherware (excepting Saddlery and Harness).</i>													
Fancy leather .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Leather belting .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Portmanteaux and bags.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 19.— <i>Minor Wares (not elsewhere included).</i>													
Brooms, brushes, and basketware	5	2	...	17	7	...	...	24	...	2	...	...	2
Laundries	10	11	...	10	2	...	...	12	15	19	2	...	36
Painting and signwriting.....	2	2	...	5	1	1	...	7	...	...	...	...	...
Other minor works	20	15	...	45	15	6	...	66	6	1	...	...	7
Total	37	30	...	77	25	7	...	109	21	22	2	...	45
Grand Total	839	594	47	4661	1119	338	23	6251	717	702	181	...	1600

In Tasmania there are 839 factories registered, 7841 employees, and 641 employers working at their trade.

APPENDIX II.

TABLE 2.—FACTORIES, 1911.

TABLES have been appended showing the number of Factories registered up to the end of October, 1911, the number of Employers working at their Trade, the number of Employees, and other data.

Class of Factory.	No. of Factories.	Employer Working at Trade.		Number of Employees.									
				Males.			Females.						
		Males.	Females.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.
CLASS 1.—Treating Raw Material, &c.													
Boiling-down and tallow refining .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Glue .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Tanneries	3	1	...	40	7	1	...	48	...	...	...	...	...
Woolscouring and felmongering and packing skins	6	...	...	32	14	1	...	47	...	...	...	...	...
Chaff-cutting	8	...	...	42	1	1	...	44	...	...	...	...	...
Total	17	1	...	114	22	3	...	139	...	...	...	...	...
CLASS 2.—Oils and Fats.													
Oil and grease	1	...	...	1	1	...	...	2	...	...	...	...	...
Soap and candles	2	1	...	16	2	1	...	19	...	3	...	...	3
Total	3	1	...	17	3	1	...	21	...	3	...	...	3
CLASS 3.—Processes in Stone, Clay, Glass, &c.													
Asphalt	1	1	...	4	...	...	...	4	...	...	...	...	...
Bricks and tiles	8	7	...	66	7	1	1	75	...	...	...	...	...
Glass and glass bottles .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Glass (ornamental) .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Marble and slate .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Modelling and fibrous plaster .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Pottery and earthenware	2	...	...	32	6	4	1	43	...	...	...	...	...
Stone-dressing and crushing	6	4	...	39	6	2	...	47	...	...	...	...	...
Total	17	12	...	141	19	7	2	169	...	...	...	...	...
CLASS 4.—Working in Wood.													
Boxes and packing-cases .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooperage	1	...	...	2	1	...	...	3	...	...	...	...	...
Joinery	39	30	...	252	80	16	...	348	...	...	...	...	...
Saw-mills—timber	87	71	...	1032	186	35	1	1254	4	1	1	...	6
" firewood	58	40	...	97	26	5	1	129	...	...	...	...	...
Wood-turning	5	6	...	7	5	...	...	12	...	...	...	...	...
Other works	1	2	...	5	1	...	...	6	...	...	...	...	...
Total	191	158	...	1395	299	56	2	1752	4	1	1	...	6

Factories, 1911.—continued.

Class of Factory.	Number of Employees.												
	No. of Factories.	Employer working at Trade.		Males.				Females.					
		Males.	Females.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.	21 and over.	16 and under 21.	14 and under 16.	Under 14.	Total.
CLASS 8.—Boots, Paper, Printing, Engraving.													
Die-sinking and engraving.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Electro- and stereo-tying, printers' materials, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...
Paperbags and boxes.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Papermills.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Photo-engraving, photo. materials, &c. ....	...	...	...	...	...	...	...	...	...	...	...	...	...
Printing, bookbinding, and stationery.....	24	19	...	376	101	41	8	526	33	38	9	1	81
Total.....	24	19	...	376	101	41	8	526	33	38	9	1	81
CLASS 9.—Musical Instruments, &c.													
Pianos and sewing-machines.....	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 10.—Arms and Explosives.													
Explosives.....	...	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 11.—Vehicles, Saddlery, Harness, &c.													
Coaches and waggon.....	22	29	...	82	51	18	...	151	...	...	...	...	...
Cycles and motor cars.....	16	8	...	64	30	11	1	106	1	2	...	...	...
Blacksmiths and wheelwrights.....	11	12	...	15	18	2	...	35	...	...	...	...	...
Saddlery and harness.....	8	5	...	46	29	1	...	85	1	7	1	...	9
Naves and spokes.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	57	54	...	207	128	41	1	377	2	9	1	...	12
CLASS 12.—Shipbuilding, &c.													
Docks and ships.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Ship and boat building.....	6	6	...	23	6	1	...	30	...	...	...	...	...
Total.....	6	6	...	23	6	1	...	30	...	...	...	...	...
CLASS 13.—Furniture, Bedding, &c.													
Bedding and flock.....	2	1	2	3	...	...	...	3	2	3	...	...	5
Carpet-sewing.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Iron bedsteads.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Billiard-tables.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Chair-making.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Furniture—Cabinet-making.....	15	3	...	155	93	38	5	291	3	6	...	...	9
Picture frames and window blinds.....	4	4	...	6	2	1	...	9	2	...	...	...	2
Total.....	21	8	2	164	95	39	5	303	7	9	...	...	16

CLASS 14.— <i>Drugs, Chemicals, and By-products.</i>												
Blue, baking-powder, soda, &c.	...	...	...	...	...	...	...	...	...	...	...	...
Chemical works and drugs	9	5	17	4	6	...	...	...	...	...	...	...
Fertilisers	6	1	20	2	...	...	...	...	...	...	...	...
Perfumes and essences	...	...	...	...	...	...	...	...	...	...	...	...
Paints and varnish	...	...	...	...	...	...	...	...	...	...	...	...
Total	15	6	37	6	6	1	1	50	4	4	...	8
CLASS 15.— <i>Surgical and Scientific Appliances.</i>												
Optical instruments	3	3	1	...	...	1	1	2	...	...	...	...
Surgical instruments	...	...	...	...	...	...	...	...	...	...	...	...
Total	3	3	1	...	...	1	1	2	...	...	...	...
CLASS 16.— <i>Time-pieces, Jewellery, and Plated Ware.</i>												
Electro-plating and Jewellery	13	10	26	16	7	...	...	49	1	...	...	1
Total	13	10	26	16	7	...	...	49	1	...	...	1
CLASS 17.— <i>Light, Heat, and Power.</i>												
Electrical apparatus	...	...	...	...	...	...	...	...	...	...	...	...
Electric light	5	...	30	3	1	1	...	35	...	...	...	...
Gas	2	...	49	2	1	...	...	52	...	...	...	...
Lamps and gas mantles	...	...	...	...	...	...	...	...	...	...	...	...
Hydraulic power	...	...	...	...	...	...	...	...	...	...	...	...
Total	7	...	79	5	2	1	...	87	...	...	...	...
CLASS 18.— <i>Leatherware (excepting Saddlery and Harness).</i>												
Fancy leather	...	...	...	...	...	...	...	...	...	...	...	...
Leather belting	...	...	...	...	...	...	...	...	...	...	...	...
Portmanteaux and bags	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...
CLASS 19.— <i>Minor Wares (not elsewhere included).</i>												
Brooms, brushes, and basketware	8	4	26	9	1	1	...	37	7	3	1	11
Laundries	13	18	9	...	...	...	...	9	13	17	5	35
Printing and signwriting	1	1	...	...	...	...	...	5	...	...	...	...
Other minor wares	12	12	25	8	4	...	...	37	6	4	...	10
Total	34	35	65	17	5	1	...	88	26	24	6	56
Grand Total	896	596	4440	1301	381	44	...	6126	638	743	189	1578

In Tasmania there are 896 factories registered, 7704 employees, and 6310 employers working at their trade.

APPENDIX III.

NUMBER OF EMPLOYEES IN EACH CLASS, 1911 and 1912.

Class of Factory.	1911.	1912.
I. Treating raw material, product of pastoral pursuits	139	99
II. Oils and fats—animal, vegetable, &c.	24	27
III. Processes relating to stone, clay, glass, &c.	169	188
IV. Working in wood	1758	1763
V. Metal works, machinery, &c.	765	739
VI. Connected with food and drink, &c.	1389	1800
VII. Clothing and textile fabrics, &c.	1774	1599
VIII. Books, paper, printing, engraving, &c.	607	518
IX. Musical instruments, &c. ....	...	...
X. Arms and explosives .....	...	...
XI. Vehicles and fittings, saddlery, harness, &c.	389	407
XII. Ship and boat building, &c.	30	49
XIII. Furniture, bedding, &c.	319	344
XIV. Drugs, chemicals, and by-products	58	28
XV. Surgical and other scientific instruments.....	2	...
XVI. Jewellery and platedware, &c.....	50	37
XVII. Heat, light, and power	87	89
XVIII. Leatherware (excepting saddlery and harness) .....	...	...
XIX. Minor wares, n.e.i.	144	154
Total.....	7704	7841

APPENDIX IV.

NUMBER OF EMPLOYEES IN EACH CLASS, 1912.

Class of Factory.	Number of Factories on Register.	Hands employed.										
		Over 21 years.		Over 16 years and under 21 years.		Over 14 years and under 16 years.		Under 14 years.		Total.		
		Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Total.
I. Treating raw materials, product of pastoral pursuits	9	79	1	14	1	4	...	...	...	97	2	99
II. Oils and fats—animal, vegetable, &c.	2	20	3	2	2	...	...	...	...	22	5	27
III. Processes in stone, clay, glass, &c.	17	159	...	20	...	9	...	...	...	188	...	188
IV. Working in wood	190	1438	2	273	3	42	...	5	...	1758	5	1763
V. Metal works, machinery, &c. ...	46	530	2	181	2	24	...	...	...	735	4	739
VI. Connected with food and drink, &c.	286	1162	130	301	82	103	17	5	...	1571	229	1800
VII. Clothing and textile fabrics, &c.	125	314	506	89	521	21	147	1	...	425	1174	1599
VIII. Books, paper, printing, and engraving, &c.	22	310	28	87	42	37	13	1	...	435	83	518
XI. Vehicles and fittings, saddlery, and harness, &c.	53	236	4	112	14	35	1	5	...	383	19	407
XII. Ship and boat building, &c.	5	46	...	2	...	1	...	...	...	49	...	49
XIII. Furniture, bedding, &c.	22	170	16	91	9	52	1	5	...	318	26	344
XIV. Drugs, chemicals, and by-products	8	17	2	3	3	2	...	1	...	23	5	28
XV. Surgical and other scientific instruments .....	...	...	...	...	...	...	...	...	...	...	...	...
XVI. Jewellery and plated-ware, &c....	8	22	2	12	1	...	...	...	...	34	3	37
XVII. Heat, light, and power	9	81	...	7	...	1	...	...	...	89	...	89
XIX. Minor wares, n.e.i.	37	77	21	25	22	7	2	...	...	109	45	154
Total	839	4661	717	1219	702	338	181	23	...	6241	1600	7841

APPENDIX V.

CLASSIFICATION of Factories according to Power Used.

Class Number.	Description of Factory.	Number.	Steam.	Electric.	Oil.	Gas.	Water.	Manual.
1	Boiling-down	2	2	...	...	...	...	...
2	Tanneries	3	3	...	...	...	...	...
3	Wool-scouring and fellmongering	4	...	2	...	2	...	...
5	Soap and candles	2	2	...	...	...	...	...
7	Bricks and tiles	8	8	...	...	...	...	...
8	Pottery and earthenware	2	1	1	...	...	...	...
9	Stone-dressing	7	...	2	...	...	...	5
11	Cooperage	1	...	...	...	...	...	1
12	Joinery	33	6	4	7	6	...	10
13	Sawmills (timber)	102	98	2	...	...	2	...
14	Sawmills (firewood)	51	30	20	1	...	...	...
15	Wood-turning	3	1	1	...	...	...	1
16	Basket-making	2	...	...	...	...	...	2
17	Agricultural implements	2	1	...	...	...	...	1
18	Engineering	23	6	9	2	2	...	4
21	Railway workshops	7	4	...	1	...	...	3
23	Tinsmithing	12	...	5	...	...	...	7
24	Other metal works	1	1	...	...	...	...	...
25	Bacon factories	5	4	1	...	...	...	...
26	Butchers (small-goods)	61	12	39	8	...	2	...
27	Fish-curing	2	...	...	...	...	...	2
28	Biscuit-making	3	1	2	...	...	...	...
29	Bread and pastry	150	1	9	1	3	...	136
30	Confectionery	3	1	...	...	...	...	2
32	Flourmills	16	10	2	...	...	4	...
33	Jam-making	4	4	...	...	...	...	...
34	Fruit-drying	13	11	...	2	...	...	...
35	Pickles, sauce, and vinegar	2	2	...	...	...	...	...
37	Aerated waters	18	5	7	1	1	...	4
38	Breweries	6	3	3	...	...	...	...
39	Condiments	3	...	2	...	1	...	...
41	Woollen mills	4	2	1	...	...	1	...
42	Boot-making	14	1	5	...	2	...	6
43	Tailoring	43	...	4	...	...	...	39
44	Dress-making	59	...	3	...	...	...	56
46	Hats and caps	1	...	1	...	...	...	...
47	Shirts and underclothing	2	...	...	...	...	...	2
49	Tents and tarpaulins	2	...	...	...	...	...	2
50	Printing	22	1	12	2	4	2	1
51	Coaches and wagons	26	...	6	1	1	...	18
52	Cycles and motors	16	...	9	2	...	...	5
53	Saddlery and harness	11	...	2	1	...	...	8
54	Ship and boat building	5	3	1	...	...	...	1
55	Bedding and flock	5	1	1	...	...	...	3
56	Furniture, cabinet-making	13	1	6	...	...	...	6
57	Picture-framing	4	1	...	...	...	...	3
58	Chemical works and drugs	6	...	3	...	...	...	3
59	Fertilizers	2	2	...	...	...	...	...
60	Jewellery	8	...	4	...	...	...	4
61	Heat, light, and energy	6	3	2	...	...	1	...
62	Gas works	3	2	...	...	...	...	1
63	Brooms and brushware	3	...	1	...	...	...	2
64	Laundries	10	1	...	...	...	...	9
65	Painting, sign-writing	2	...	...	...	...	...	2
66	Other (N.E.I.)	20	8	9	2	...	1	...
GRAND TOTAL		839	243	181	31	22	13	349

Compiled from applications registered to 30th June, 1912.

APPENDIX VI.

CLASSIFICATION of Factories according to Hands Employed.

Class Number.	Description of Factory.	Under 4.	4.	5 to 10.	11 to 20.	21 to 50.	51 to 100.	Over 100.	Total Number of Hands Employed.
1	Boiling-down	2	...	...	...	...	...	...	4
2	Tanneries	1	...	...	1	1	...	...	64
3	Wool-scouring and fellmongering	3	...	...	...	1	...	...	31
5	Soap and candles .....	...	...	1	1	...	...	...	27
7	Bricks and tiles .....	...	1	1	4	2	...	...	98
8	Pottery and earthenware .....	...	...	...	...	2	...	...	45
9	Stone-dressing	2	1	3	...	1	...	...	45
11	Cooperage .....	...	1	...	...	...	...	...	4
12	Joinery	11	5	13	2	1	1	...	243
13	Sawmills (timber)	23	20	35	9	11	2	2	1422
14	Sawmills (firewood)	43	2	6	...	...	...	...	87
15	Wood-turning	2	1	...	...	...	...	...	7
16	Basket-making	1	...	1	...	...	...	...	10
17	Agricultural implements	1	...	1	...	...	...	...	9
18	Engineering	6	1	6	3	6	1	...	306
21	Railway workshops	1	...	2	1	2	1	1	288
23	Tinsmithing	4	...	7	...	...	1	...	116
24	Other metal works .....	...	...	...	1	...	...	...	20
25	Bacon factories	3	...	2	...	...	...	...	25
26	Butchers (small-goods)	43	6	12	...	...	...	...	131
27	Fish-curing	1	...	1	...	...	...	...	8
28	Biscuit-making .....	...	...	1	...	2	...	...	80
29	Bread and pastry	126	11	12	1	...	...	...	400
30	Confectionery	3	...	...	...	...	...	...	8
32	Flourmills	7	2	6	...	1	...	...	95
33	Jam-making .....	...	...	1	...	...	...	3	713
34	Fruit-drying .....	...	...	7	6	...	...	...	141
35	Pickles and sauces	2	...	...	...	...	...	...	5
37	Aerated waters	13	...	4	1	...	...	...	58
38	Breweries .....	...	...	2	1	3	...	...	128
39	Condiments	2	...	1	...	...	...	...	8
41	Woollen mills .....	...	...	...	...	3	1	...	182
42	Boot-making	5	1	1	1	6	...	...	231
43	Tailoring	6	3	20	9	3	2	...	549
44	Dress-making	18	11	17	4	7	2	...	611
46	Hats and caps .....	...	...	...	1	...	...	...	11
47	Shirts and underclothing	2	...	...	...	...	...	...	6
49	Tents and tarpaulins .....	...	1	1	...	...	...	...	9
50	Printing	4	3	5	2	4	2	2	518
51	Coaches and wagons	6	6	12	2	...	...	...	160
52	Cycles and motors	4	2	8	2	...	...	...	122
53	Saddlery and harness	4	2	4	1	...	...	...	125
54	Ship and boat building	1	1	2	...	1	...	...	49
55	Bedding and flock	1	2	1	1	...	...	...	34
56	Furniture, cabinet-making	2	5	2	2	...	1	1	293
57	Picture-framing	2	1	1	...	...	...	...	17
58	Chemical works and drugs	4	1	1	...	...	...	...	19
59	Fertilizers	1	...	1	...	...	...	...	9
60	Jewellery	4	1	3	...	...	...	...	37
61	Electric light	1	...	5	...	...	...	...	13
62	Gas works	1	...	...	1	1	...	...	56
63	Brooms and brushware .....	...	1	2	...	...	...	...	16
64	Laundries	9	...	...	...	1	...	...	48
65	Painting, sign-writing	1	...	1	...	...	...	...	7
66	Other (N.E.I.)	7	3	10	...	...	...	...	73
GRAND TOTAL		383	95	222	57	59	14	9	7841

Compiled from applications registered to 30th June, 1912.

APPENDIX VII.

EPITOME OF WAGES BOARDS DETERMINATIONS IN FORCE ON
30TH JUNE, 1912.

TABLE A.

TIMBER TRADE BOARD APPOINTED ON 14TH NOVEMBER, 1911, TO DETERMINE THE
LOWEST PRICES OR RATES WHICH MAY BE PAID TO PERSONS ENGAGED IN SAW-
MILLS, TIMBER-YARDS, WOODBOX-MAKING, OR TIMBER-GETTING, AND ANY WORK
IN CONNECTION WITH ANY SUCH TRADE.

(Determination came into force on 20th February, 1912.)

HOBART AND LAUNCESTON.

	Per Day.
	s. d.
1. Assistant or ordinary yardman and all other adult labourers not else- where specified on schedule, per day of eight hours, or at an hourly rate equivalent thereto	7 3
2. Head yardman	8 6
3. Enginedrivers, 1st Class	9 6
Ditto, 2nd Class	8 6
Ditto (filing, 1s. per day extra).	
4. Firemen	7 4
Ditto, firing two furnaces	7 8
5. Vertical frame-workers and working recut band-saw	8 0
6. Flitching frame-workers	8 0
7. Sawbench, headers in, cutting 7½ inches deep and over	9 0
Ditto, under 7½ inches	8 4
Small bench man cutting 3 inches deep or under	7 9
8. Tailers-out	7 9
9. First Class circular and vertical saw hammerer and retoother	10 0
10. Saw-sharpener	8 0
11. First Class planer	10 0
12. Second Class planer	8 4
13. Band-saw doctor (trained)	11 0
14. Band-saw leverman	9 6
15. Ditto, setter-up	8 0
16. Craneman, steam or electric	7 6
17. Wood bender or turner	9 0
18. Docker	8 0
19. Stackers	7 3
20. Tallyman working on wharf tallying into or out of vessel	8 0
21. Fitters	11 0

Boys.

The following rates shall apply throughout the State :—

Under 16 years of age, 10s. per week of 48 hours, or at an hourly rate equivalent thereto.

	s. d.
16-17 years of age	15 0
17-18 years of age	20 0
18-19 years of age	25 0
19-20 years of age	30 0
20-21 years of age	35 0
Over 21 years, the minimum rate.	

BOXMAKERS.

The following rates shall apply in all factories throughout the State :—

	Per 100.
	s. d.
Jam-cases, 4 doz. 2-lb. tins	8 4
Ditto, 3 doz.	8 4
Ditto, 6 doz.	8 4
Dessert, 2 doz.	8 4
6-lb. cases, 1 doz. tins	8 4
Square pulp	8 4
Long pulp	8 4
Sauce	8 4
Nail cases, apple-cases	7 6
Bottle-cases	8 4
Slides	6 0
Dumps	7 6
Half-dumps	6 0
Pear-trays	5 0
Apricot-cases (open at side)	9 4
Undressed or African cases	7 0
Piecing cases	1 0 extra

Cases to be delivered in adjacent jam-room where required.

The minimum wage for casemakers in all factories to be 7s. 3d. per day.

MACHINISTS.
(The Whole State.)

Persons working any of the following machines:—

	Per Day.
	s. d.
1. Shaping-machine or boulds-carver	10 6
2. Moulding-machine (grinding own knives and cutters)	10 0
3. Ditto (not grinding)	8 4
4. Tenoning-machines	9 0
5. Buzzer or jointer, panel planer or thicknesser	8 6
6. Morticing or boring machine	8 0
7. Band or jig saw (brazing or sharpening own saw)	9 0
8. Ditto (not sharpening or brazing)	8 0
9. All other machines not elsewhere included	8 0

The following rates of wages shall be the minimum that may be paid in the country districts outside the Municipalities of Hobart and Launceston:—

	Per Day.
	s. d.
Head faller or head bushman	9 0
Fallers or bushmen	8 0
Roadmen or swampers (exclusive of fallers)	7 6
Head shoeman	10 0
Off-side shoeman	8 6
Head loader	8 6
Assistant-loader	7 3
Hauling enginedriver	8 6
Head landing-builder	10 0
Assistant landing-builder	8 0
Head wood tram road-builder	9 0
Tram-road labourers	8 0
Foremen platelayers	9 0
Platelayers	8 0
Navvies or fettlers	8 0
Log-waggoners	8 4
Loco-driver	10 0
Guard	8 4
Skidmen	7 6
Frameman (breaking down, flitching, or working recut band-saw)	8 0
1st benchman, cutting 7½ inches deep and over	9 6
2nd benchman, cutting under 7½ inches	8 6
Persons cutting case-material, 8 inches and over	8 0
Ditto, under 8 inches	7 9
Lath and picket cutters	7 9
Tailer-out, off-side and off-bearer	8 0
Docker	7 9
Shuteman	7 6
Head yardman	8 6
Timber-stackers and yardmen	7 3
Band-saw doctor	11 0
1st Class circular and vertical sawsharpeners, hammerers, and retooter	10 0
Sawsharpeners	8 0
Enginedriver, 1st Class	9 6
Ditto, 2nd Class	8 6
Ditto (filing, 1s. per day extra).	
Sawdusty	7 3
Head blacksmith (in mills cutting 20,000 feet per day of 24 hours)	10 0
Mill blacksmith	9 0
Tallyman (working on wharf tallying into or out of vessel)	8 0
Ditto (otherwise)	7 3
Carpenters (trained, including waggon-builders)	9 0
Band-saw leverman	10 6
Setter-up, band-saw	8 6
Tailer-out, band-saw	7 9
Electric or steam cranedriver	7 6
Travelling top benchman, twin sawyer	9 0
Small carriage driver	9 0
Small carriage setter-up or assistant-twin sawyer	8 0
Blacksmith's striker	7 6
Splitters and squarers	9 6
Bullockdrivers	8 0
Firemen	7 4
Ditto, firing two furnaces	7 8
Fitters	11 0

All other adult labourers not elsewhere specified to be paid the minimum wage.

Provided that in all mills situated west of 146 parallel E. longitude working within 2 miles of the North Coast, in mills south of Lune River, and on Bruny Island, the foregoing rates shall be in each instance (except the minimum rate) be increased by 3d. per day.

In the remainder of districts west of the 146 parallel S.E. longitude the rates specified in Schedules B, C, D, and E shall be increased in each instance by 10 per cent.

MINIMUM RATE.

Districts south of Dover, 7s. 6d. per day.

North-West Coast west of 146 parallel, and within 2 miles of North Coast, 7s. 8d. per day.

All other districts, 7s. 3d. per day.

Foreman to be paid 1s. per day more than the highest man under him.

OVERTIME.

Overtime to be paid at time and a quarter rates for all time worked over 48 hours per week on week days; double time on Sundays, excepting for boiler and engine repairs, if done on Sundays, time and a half to be paid.

TABLE B.

BRICK AND POTTERY BOARD APPOINTED 12TH DECEMBER, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED IN BRICK-MAKING AND POTTERY-MAKING (INCLUDING THE MAKING OF TILES AND DRAIN AND GLAZED PIPES), AND CLAY-DIGGING IN CONNECTION THEREWITH.

(Award came into force on 14th June, 1912.)

BRICKMAKERS.			
	Hobart and Burnie.	Launceston.	Spreyton.
	Per day of 8 hours.	Per day of 8 hours.	Per day.
	s. d.	s. d.	s. d.
Burners	8 3	7 9	7 6
Head setters	9 0	8 0	7 6
Assistant-setters	8 0	7 6	—
Drawers	8 3	7 9	—
Machinemen... ..	8 0	7 6	7 0
Loftmen	8 0	7 3	7 0
Panmen	8 0	—	—
Wheelers	8 0	7 6	7 0
Shooters	8 6	—	—
Pitmen	8 0	7 6	7 0
Truckers	8 0	7 6	7 0
Enginedrivers (1st Class)	9 6	9 6	9 6
Ditto (2nd Class)	8 6	8 6	8 6
Firemen	8 0	7 6	7 6

Boys.

Hobart and Burnie.—Under 17, 7d. per hour; 17 to 19, 9d. per hour; 19 to 21, 10d. per hour. *Launceston.*—Under 17, 7d. per hour; 17 to 19, 8d. per hour; 19 to 21, 9d. per hour. *Spreyton.*—under 16, 2s. 6d. per day; 16 to 17, 2s. 9d. per day; 17 to 19, 4s. per day; 19 to 21, 5s. 6d. per day.

Boys employed wheeling bricks from machine to be paid 1s. per hour (Spreyton excepted).

PIPE-MAKING (LAUNCESTON ONLY).

	Per day of 8 hours.		Per day of 8 hours.
	s. d.		s. d.
Head burners	9 0	Firemen	7 6
Assistant-burners*	7 6	Pressers	8 3
Flangers, First-class... ..	9 6	Junction stickers	8 0
Flangers, Second-class	8 0	Junction sticker's assistants†	7 6
Setters	8 0	Yardmen	8 6
Enginedrivers (1st Class) ...	9 6	All other labourers	7 6
Ditto (2nd Class)	8 6		

* Night work to be changed alternate weeks if desired by either party.
† 7s. 6d. per day for the first 12 months, and thereafter 8s. per day.

GENERAL POTTERY (LAUNCESTON ONLY).

	Per day of 8 hours.		Per day of 8 hours.
	s. d.		s. d.
Pressers	8 6	Throwers, First-class	9 0
Pressers' assistants	7 6	Throwers, Second-class	7 6
Enginedrivers (1st Class) ...	9 6	Head burners	8 0
Ditto (2nd Class)	8 6	Assistant-burners	7 6
Firemen	7 6		

APPRENTICES—POTTERY AND PIPES (LAUNCESTON ONLY).

	Per week of 48 hours.		Per week of 48 hours.
	s. d.		s. d.
First year	6 0	Fourth year	17 6
Second year	8 6	Fifth year	25 0
Third year	12 6		

(Thereafter minimum rate.)

Boys (NOT APPRENTICED).

	Per week of 48 hours.		Per week of 48 hours.
	s. d.		s. d.
Under 15	6 0	18 to 19	22 6
15 to 17	10 0	19 to 21	33 0
17 to 18	16 0		

(Thereafter minimum rate.)

Boys employed carrying pipes to be paid 7s. 6d. per day.

HOURS OF WORK.

The ordinary hours of work shall be 48 hours per week.

OVERTIME

Fine and a quarter shall be paid for all time worked over eight hours per day

TABLE C.

BUTCHERS' BOARD APPOINTED ON 14TH NOVEMBER, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED AS BUTCHERS OR SELLERS OF MEAT AND MAKERS OR SELLERS OF SMALLGOODS.

(Determination came into force on 8th April, 1912.)

SHOP HANDS.						Per week of 48 hours.		Per hour overtime.
						£ s. d.		s. d.
First shopman, meaning a person in charge of a business and responsible for the working of same, whether employed alone or with others under his supervision	...	...	...	...	...	2 11 0	...	1 4
Second or branch shopman, meaning a person in charge of a shop, or a person engaged for not less than 30 hours in any one week in serving customers, or cutting orders, or cutting up meat	...	...	...	...	...	2 4 0	...	1 2
Smallgoodsman, meaning a person engaged for not less than 36 hours in any one week as a smallgoods maker	...	...	...	...	...	2 11 0	...	time & $\frac{1}{4}$
Assistant smallgoodsman, meaning a person engaged for not less than 30 hours in any one week as a smallgoods maker	...	...	...	...	...	2 4 0	...	1 2
General butcher, meaning a person engaged in soliciting, cutting and delivering orders, or scalding, or salting, or assisting smallgoodsman or as occasional shopman	...	...	...	...	...	2 2 0	...	1 2
Hawkers or cutting carters	...	...	...	...	...	3 0 0	...	time & $\frac{1}{4}$
Orderman, meaning a person over 20 years of age, not assisting in shop for more than two hours per day in general butchering, except by cleaning bars, washing down shop, or doing any work in general	...	...	...	...	...	1 14 0	...	0 10 $\frac{1}{2}$
Groom assistant, meaning a person in charge of four or more horses and assisting in general butchering work about premises	...	...	...	...	...	1 14 0	...	0 10 $\frac{1}{2}$
Beginners and order boys under 20 years of age—								
1st year	...	...	...	...	...	0 17 0	...	0 5
2nd year	...	...	...	...	...	1 1 0	...	time & $\frac{1}{4}$
3rd year	...	...	...	...	...	1 5 0	...	time & $\frac{1}{4}$
4th year	...	...	...	...	...	1 10 0	...	time & $\frac{1}{4}$
5th year	...	...	...	...	...	1 14 0	...	time & $\frac{1}{4}$

BACON FACTORIES.

The minimum rates of wages payable weekly in cash to each worker shall be as follows:—

First smallgoodsman	...	...	...	...	...	2 17 6	...	time & $\frac{1}{4}$
First man in curing department	...	...	...	...	...	2 17 6	...	time & $\frac{1}{4}$
First slaughterman	...	...	...	...	...	2 15 0	...	time & $\frac{1}{4}$
Assistants in slaughtering department, including stickers, scalders, openers, shavers, splitters, and backers	...	...	...	...	...	2 12 6	...	time & $\frac{1}{4}$
First man in lard and tallow department	...	...	...	...	...	2 12 6	...	time & $\frac{1}{4}$
General hands, including persons employed at any two or more of the following occupations, viz., killing, cutting up, smoking, rolling, trimming, or as assistant smallgoodsman	...	...	...	...	...	2 12 6	...	time & $\frac{1}{4}$

APPRENTICES AND IMPROVERS.

One apprentice or improver to be allowed for every three adult workers employed, or fraction of first three such adult workers to be in receipt of minimum wage of not less than 52s. 6d. per week. Apprentice at expiration of indenture shall be classed as first hand to whatever branch of industry he has been apprenticed, and to have a certificate certifying the same from his employer.

It shall be optional, on part of either employer or guardian of apprentice, for a probationary period of three months previous to indenture being ratified. Such probationary period shall be deemed part of apprenticeship. The term of apprenticeship shall be five years.

FEMALE WORKERS.

Female assistants in smallgoods shops	£ s. d. 0 17 6	...	time & $\frac{1}{4}$
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ABATTOIR HANDS (HOBART).

Foreman or first man in charge	3 5 0	...	time & $\frac{1}{4}$
General slaughterman	2 12 6	...	time & $\frac{1}{4}$
Boys under 18 years	...	...	...	...	...	1 5 0	...	time & $\frac{1}{4}$
Boys over 18 and under 20	...	...	...	...	...	1 15 0	...	time & $\frac{1}{4}$
Boys over 20 and under 21	...	...	...	...	...	2 0 0	...	time & $\frac{1}{4}$
Boys over 21...	...	...	...	...	...	2 12 6 (minimum wage)	...	

SAUSAGE CASINGS DEPARTMENT (ABATTOIR HANDS)—WHOLE STATE.

Man in charge of department	...	...	...	...	...	3 0 0	...	—
Ordinary hand over 20 years	...	...	...	...	...	2 8 0	...	—
Boys over 18 years	...	...	...	...	...	1 10 0	...	—
Boys under 18 years	...	...	...	...	...	1 5 0	...	—

ABATTOIR HANDS (LAUNCESTON).

	Per week of 48 hours.	Per hour overtime.
Piecework rates.—Cattle, 2s. 6d. per head; at Inveresk, 4s. per head. Sheep and lambs, 4d. per head. Pigs under 70 lb., 1s. per head; over 70 lb., 1s. 6d. Calves, plain dressed, 1s. per head; fancy dressed, 2s. 6d. per head; fancy dressed, without head and feet, 1s. 6d. per head. (These rates shall include loading.)		
Slaughterman assisting in shop...	£ s. d. 2 8 0	time & $\frac{1}{4}$

APPRENTICES.

Rates—Apprentices—	Per week of 48 hours. s. d.
1st year	12 6
2nd „	17 6
3rd „	27 6
4th „	37 6
5th „	45 0

GENERAL PROVISIONS.

Casual labour 1s. 3d. per hour.

The award shall apply to all districts in Tasmania, except in the Municipalities of Gormanston, Queenstown, Zeehan, Waratah, Strahan, and the district of Balfour, where the rates shall, in all instances, be increased 10 per cent. on Launceston rates, except slaughtermen, whose wages shall be 10 per cent. increase on Hobart rates.

Overtime at the rate of time and a quarter shall be paid for all time worked over 48 hours per week, except where otherwise provided herein.

TABLE D.

BAKERS' AND PASTRYCOOKS' BOARD APPOINTED 28TH NOVEMBER, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED IN THE MAKING AND BAKING OF BREAD, PASTRY, AND SMALLGOODS.

(Determination came into force on 2nd March, 1912.)

RATES OF PAY FOR ORDINARY HOURS OF LABOUR.

1.—	
Foreman	£3 0 0
Journeyman and operatives	2 7 6
Jobbers, 10s. per night of eight hours.	
Short jobbers, 1s. 6d. per hour.	

For foreman, journeymen and operatives. and jobbers the rate of pay shall be 10 per cent. higher for the West Coast than the award for the whole State.

The West Coast shall include the towns of Balfour and Waratah.

Apprentices—

First year	£0 10 0
Second year	0 15 0
Third year	1 0 0
Fourth year	1 5 0
Fifth year	1 15 0

After that to receive journeyman's wage.

2. Jobbers acting as foreman shall be paid 2s. 6d. extra for the day or night on which they so act.

3. All jobbers shall be paid legitimate travelling expenses, except where the jobber is put on for the convenience of a constant hand, in which case such constant hand and not the employer shall pay such expenses.

4. A long jobber booked to take the place of a constant hand shall, if notice that he will be required for the week be given him within 48 hours of his starting work, be paid at the same rate as the constant hand whose place he has taken.

5. All operative breadmakers employed in making Good Friday buns shall be paid at the rate of 2s. 6d. per hour for foreman and 2s. per hour operatives.

DEFINITIONS.

1. For the purposes of the award—

“Operatives, Bakers, and Pastrycooks” are described as persons employed in a bakery in the mixing of dough and pastry, or in the moulding of dough or shaping of pastry, or in the supervision of the baking of dough or pastry.

“Jobbers” are operatives employed casually, and not as constant hands.

“Long Jobbers” are jobbers who work more than six consecutive hours on any one day or night.

“Short Jobbers” are jobbers who work not more than six consecutive hours on any one day or night.

“Apprentices” are youths engaged under written agreement to learn the trade.

“Foreman” is a man in charge of a bakehouse where one or more is employed.

2. Any lad employed as a general hand not working at the trade to be paid not less than 7s. 6d. per week.

TABLE E.

JAM TRADE BOARD APPOINTED ON 9TH DECEMBER, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED IN THE PROCESS, TRADE, OR BUSINESS OF PRESERVING OR MANUFACTURING FRUIT, JAM, JELLY, PICKLES, AND SAUCES.

(Determination came into force on 8th February, 1912.)

HOURS OF WORK.

1. The hours of work shall be 48 per week, to be worked between the hours of 7.30 a.m. and 6 p.m. on all days from Monday to Friday inclusive, and between 7.30 a.m. and 12.30 p.m. on Saturdays.

RATES OF WAGES FOR ADULT MALES.

2. The minimum rate of wage to be paid to adult males when not engaged in soldering shall be £2 2s. per week.

RATE OF WAGES FOR SOLDERERS.

3. The minimum rate of wage to be paid to adults while engaged in soldering work shall be £2 5s. per week; and where any adult is engaged in soldering work for 26 hours or more in any one week he shall be paid for the whole week at the rate of £2 5s. per week.

OVERTIME.

4. The overtime rate shall be as follows:—

Time and a quarter for all time worked in excess of 8 $\frac{3}{4}$ hours in any day from Monday to Friday (inclusive and in excess of 4 $\frac{3}{4}$ hours on Saturday).
Double time for all work done on Sundays, Christmas Day, and Good Friday.
Ordinary rates shall be paid for Christmas Day and Good Friday although not worked.

The undermentioned holidays shall be paid for at the rate of time and a half if worked:—

New Year's Day, Anniversary Day, Easter Monday, Prince of Wales' Birthday, King's Birthday, and Boxing Day.

YOUTH LABOUR.

The minimum rate of wages to be paid to males under the age of 21 years shall be as follows:—

Youths—20 to 21	£1 12 6	per week
19 to 20	1 8 6	"
18 to 19	1 2 0	"
17 to 18	0 18 0	"
16 to 17	0 16 0	"
Under 16	0 12 0	"

The minimum rate of wages to be paid to females of—

18 years of age and over shall be	£1 0 0	per week
16 to 18 years of age	0 15 0	"
Under 16 years of age	0 12 0	"

Provided that any female engaged in pouring out jam shall be paid £1 4s. per week.

TABLE F.

BRICKLAYERS' BOARD APPOINTED ON 28TH NOVEMBER, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO PERSONS ENGAGED AS BRICKLAYERS, STONEMASONS, AND STONECUTTERS (INCLUDING LABOURING WORK IN CONNECTION THEREWITH OTHER THAN CARTING).

(Determination came into force on 25th March, 1912.)

Per Week of 48 Hours.

	Per Hour.
	s. d.
Bricklayers	1 4 $\frac{1}{2}$
Ditto (Hobart)	1 6
Stonemasons and stonecutters	1 4 $\frac{1}{2}$
Builders' labourers	1 0

APPRENTICES.

	Per Week.
	s. d.
1st year	7 6
2nd year	10 6
3rd year	15 0
4th year	20 0
5th year	27 6

Proportion: One apprentice to every two journeymen.

OVERTIME.

Time and a quarter shall be paid for all time worked over 48 hours in any week, excepting on Saturday afternoons, when time and a half shall be paid.

PIECEWORK

No piecework shall be allowed.

TABLE G.

PAINTERS' BOARD APPOINTED ON 12TH FEBRUARY, 1912, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED AS PAINTERS OR DECORATORS.

(Determination came into force on Friday, 14th June, 1912.)

Per Week of 48 Hours.		Per Hour.	
		s.	d.
Painters, paperhangers, grainers, decorators		1	1½
Signwriters		1	3

PIECEWORK.

No piecework shall be allowed.

APPRENTICES.

	Per Week.	
	s.	d.
1st year	7	6
2nd year	10	0
3rd year	15	0
4th year	20	0
5th year	25	0
Improvers	7	0 per day.

OVERTIME.

For the first two hours after 5 p.m. on the first five days of the week, time and a quarter; from then until midnight, time and a half. For the first two hours after 12 noon on Saturdays, time and a quarter; from then on till midnight, time and a half; from midnight till starting-time on Monday morning, double time.

TABLE H.

CARPENTERS' AND JOINERS' BOARD APPOINTED TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED IN CARPENTERS' AND JOINERS' WORK.

(Determination came into force on 1st May, 1912.)

CARPENTERS AND JOINERS.		Per Hour.	
		s.	d.
Hobart and West Coast		1	4½
Remainder of State		1	3

APPRENTICES.

	Per Week.	
	s.	d.
1st year	7	6
2nd year	10	0
3rd year	12	6
4th year	20	0
5th year	25	0

HOURS.

Hours of work to be 48 per week.

OVERTIME.

Time and a quarter to be paid for first two hours over ordinary day's work, thence time and a half.

TABLE I.

CARTERS' AND DRIVERS' BOARD APPOINTED ON 28TH NOVEMBER, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON OR PERSONS OR CLASSES OF PERSONS EMPLOYED IN CARTING OR DRIVING, OR ASSISTING IN CARTING OR DRIVING, IN CONNECTION WITH OR INCIDENTAL TO SOME TRADE OR BUSINESS (EXCEPT DRIVERS OF CABS AND OF VEHICLES CONNECTED WITH THE BUSINESS OF A LIVERY-STABLE KEEPER OR GARAGE).

HOBART AND LAUNCESTON.

(Determination came into force on 4th May, 1912.)

HOURS OF EMPLOYMENT AND MINIMUM RATES OF WAGES TO BE OBSERVED IN HOBART AND LAUNCESTON.

	Single.				Double.		
	£	s.	d.		£	s.	d.
Carters or drivers for grocers, 54 hours per week; 5 days of 9½ hours, 1 day of 5½ hours	2	2	0	...	2	7	0
Drivers of dairy-produce carts, fish-carts, and retail fruit and vegetable carts, 54 hours per week; 5 days of 9½ hours, 1 day of 5½ hours	2	2	0	...	2	7	0
Drivers of aerated-water carts, mineral-water carts, and all other non-intoxicating-drink carts; 5 days of 8¾ hours, 1 day of 4½ hours	2	2	0	...	2	7	0
General carriers; i.e., carters or drivers employed by any carrier or firm engaged in general carrying or parcel-delivery work, 54 hours per week; 5 days of 9½ hours, 1 day of 5½ hours	2	2	0	...	2	7	0
Drivers of jinkers and trucks, 54 hours per week; 5 days of 9½ hours, 1 day of 5½ hours	2	8	0	...	2	13	0
Drivers of ice-carts, 48 hours per week; 5 days of 8¾ hours, 1 day of 4½ hours	2	2	0	...	2	7	0
Drivers of milk-carts, 56 hours per week; 5 days of 9 hours, 2 days of 5½ hours	2	2	0	...	2	7	0
Drivers or carters of tip-drays, box-carts, and Ballarat-drays, 56 hours per week; 5 days of 10½ hours, 1 day of 4¾ hours	2	2	0	...	2	7	0
Wholesale and retail merchants' carters or drivers; viz., carters or drivers employed by any merchant, universal providing firm, wholesale, retail, or manufacturing firm, or institution or corporation, in the business of such merchant, firm, institution or corporation, 52 hours per week; 5 days of 9 hours 24 minutes, 1 day of 5 hours	2	2	0	...	2	7	0
Carters or drivers of corporation carts, other than sanitary carts (Hobart only), 53 hours per week	2	2	0	...	2	7	0
Carters or drivers of bread-carts, 54 hours per week; 5 days of 9½ hours, 1 day of 6½ hours	2	2	0	...	2	7	0
Carters or drivers of butchers' carts, 54 hours per week; 5 days of 9½ hours, 1 day of 6½ hours	2	2	0	...	2	7	0
Carters or drivers of sanitary-carts, 48 hours per week	2	7	0	...	2	12	0
Drivers of buses or coaches, 57 hours per week	2	2	0	...	2	7	0
Carters or drivers of all other vehicles not elsewhere specified, 54 hours per week; 5 days of 9¾ hours, 1 day of 5½ hours	2	2	0	...	2	7	0

OVERTIME.

Time and a quarter shall be paid for all overtime.
Sundays.—All time worked on Sundays shall be paid for at the rate of time and a half.
Holidays.—All time worked on holidays shall be paid for at the rate of double time.

The following determination has been made with regard to the minimum wages to be paid to youths:—

from 16 to 18	£1	4	0	per week
From 18 to 20	1	12	6	"
From 20 to 21	2	0	0	"
Over 21 not less than the minimum wage for adults.				

This determination as regards youths' wages shall come into force on the 8th day of July, 1912.

TABLE J.

THE BOOT TRADE WAGES BOARD APPOINTED ON 4TH JULY, 1911, TO DETERMINE THE LOWEST PRICES OR RATES WHICH MAY BE PAID TO ANY PERSON FOR WHOLLY OR PARTLY PREPARING OR MANUFACTURING BOOTS, SHOES, OR SLIPPERS OF EVERY DESCRIPTION.

(Determination came into force on 1st September, 1911.)

1. That the lowest rates of wages to be paid to persons employed in Making, Finishing (but not ironing and sizing of uppers, or socking), Clicking (but not skiving or trimming) inside or outside of uppers, Stuff-cutting, Stuff-fitting, or Preparing for makers, shall be 1s. per hour or £2 8s. per week of 48 hours; and for one year from the 4th April, 1912, to the 4th April, 1913, shall be 1s. 1d. per hour; and shall be 1s. 1½d. per hour thereafter, with the exceptions hereinafter mentioned.

4. The minimum rate of wages to be paid to apprentices shall be:—

	s.	d.	
1st year's experience at trade	7	6	per week
2nd year's experience at trade	12	6	per week
3rd year's experience at trade	17	6	per week
4th year's experience at trade	22	6	per week
5th year's experience at trade	27	6	per week
6th year's experience at trade... ..	32	6	per week
		0	per week

MALE APPRENTICES—NUMBER.

The number of Probationers and Apprentices shall not exceed the following proportion of workers engaged; that is to say:—

One male apprentice or probationer to every three or fraction of three workers receiving the minimum wage or earning at piece-work rate not less than the minimum wage, for at least six months.

Youths over 16 may be employed up to three months before being apprenticed.

3. Male persons under 21 (other than apprentices or improvers) employed solely on errands, sweeping last-carrying, sorting and heel-nail feeding, be paid at the following rates:—

Under 15 years of age, 7s. per week of 48 hours.

15-16 years of age, 9s. per week of 48 hours.

16-17 years of age, 20s. per week of 48 hours.

17 and over, 48s. per week of 48 hours.

FEMALE APPRENTICES—NUMBER.

The number of female apprentices who may be employed within any factory or workroom shall be one female apprentice to every three, or fraction of three, female workers employed, and receiving not less than 22s. 6d. per week of 48 hours.

The number of improvers who may be employed within any factory or workroom shall be two female improvers to every female worker employed, and receiving not less than 22s. 6d. per week of 48 hours.

All females having five years' experience and over, employed in partly preparing boots, shoes, or slippers of every description shall receive 22s. 6d. per week of 48 hours; the rate of pay for female workers shall be:—

6s. per week of 48 hours for the first year of employment.

10s. per week of 48 hours for the second year of employment.

13s. per week of 48 hours for the third year of employment.

16s. per week of 48 hours for the fourth year of employment.

20s. per week of 48 hours for the fifth year of employment.

22s. 6d. per week of 48 hours for the sixth year of employment.

Form of Indenture, as adopted by the Victorian Wages Board, 1911.

OVERTIME RATES.

That the wages price or rate which shall be paid to any male employee over the age of 16 years who works for any time in excess of 48 hours per week, shall be 3d. per hour, in addition to the wages price or rate set forth herein.

GENERAL CONDITIONS.

All work to be done on the premises. Employers to find all grindery, colours, materials, workshop room, and light free of charge.

No employee shall work for more than 48 hours in any one week unless for his ordinary employer and at overtime rates.

Any repairer engaged in any factory is to receive the minimum wage.

APPENDIX VIII.

WAGES paid in various Occupations, compiled for Federal Department of Home Affairs.

Occupations.	Per Day.	Per Week.
Lift attendants (men) ... ..	...	40s.
Lift attendants (boys) ... ..	...	30s.
Grooms ... ..	...	42s.
Labourers	7s. to 9s.	...
Drivers (horse) ... ..	...	42s. to 47s.
Drivers (motor-cars) ... ..	...	45s. to £3
Office-cleansers ... ..	...	29s.
Typists ... ..	...	30s.
Watchmen ... ..	...	36s.
Blacksmiths' strikers ... ..	...	45s.
Boatmen	7s. 6d. to 8s.	...
Firemen (stationary engines)	7s. 6d. to 9s.	...
Linemen (railways)	8s. to 9s.	...
Storemen ... ..	...	40s.
Electrical mechanics	9s. to 12s.	...
Electrical fitters ... ..	...	£3 to £5
Blacksmiths	8s. to 10s.	...
Carpenters	11s.	...
Enginedrivers (stationary engines)	8s. to 10s.	...
Enginedrivers and fitters (stationary engines)	9s. to 12s.	...
Enginedrivers (on launch) ... ..	...	70s.
Coxswain—person in charge of launch (full time) ... ..	...	60s.
Farriers ... ..	...	45s.
French polishers ... ..	...	55s. to 60s.
Machinists (printers) ... ..	...	55s.
Painters, paperhangers, grainers, and decorators	9s.	...
Painters and writers (sign)	10s.	...
Saddlers ... ..	...	45s. to 55s.
Saddlers and harnessmakers ... ..	...	45s. to 55s.
Sailmakers ... ..	...	£3
Foreman painters	10s. to 11s.	...
Foreman carpenters	12s.	...
Foreman storemen ... ..	...	45s. to 50s.

APPENDIX IX.

TABLES SHOWING INCREASE OF WAGES, COST OF CLOTHING, PROVISIONS
AND RENT, DURING THE LAST SEVEN YEARS.

(Compiled by Committee of Public Servants for Submission to Public Service Board.)

TABLE A.—WAGES.

	1905.	1912 (Under Wages Boards' Act).	Per cent.
	s.	s.	
Bootmakers	45	52	13
Sawmillers	42	52	24
Bakers	51	60	17
Bricklayers and masons	51	72	43
Carpenters and joiners	51	66	30
Carters and drivers	32	42	30
Painters	45	54	20
Jam factory	27	42	55
Brickmakers	32	50	56
			9) 290
			32

Total increase 32 per cent.

TABLE B.—CURRENT PRICES OF CLOTHING AT HOBART, FOR WAGE-EARNERS.

	1905.	1911.	Per cent.
	s. d.	s. d.	
Boots	5 0	6 9	35
Caps	0 9	1 0	33
Hats, felt	1 9	2 9	57
Hats, straw	1 0	2 0	100
Shirts, crimean	5 0	5 9	15
Shirts, white cotton	2 6	2 9	10
Shirts, coloured	1 6	2 6	66
Shirts, merino under	1 6	2 9	83
Socks, cotton	0 3	0 6	100
Suits, tweed or cloth	15 0	20 0	33
Trousers and vest	8 0	11 6	44
Blankets pair	8 0	14 6	81
Blankets, coloured pair	4 6	9 9	117
Calico, grey	0 3½	0 4½	27
Calico, white	0 3	0 6	100
Chemises (flannelette)	1 3	2 6	100
Drawers (flannelette)	1 0	1 6	50
Dresses, tweeds... .. per yd.	0 6	1 0	100
Dresses, print per yd.	0 3	0 6½	116
Dresses, muslin per yd.	0 3½	0 6	71
Flannel	0 9	1 4	77
Flannelette	0 4	0 6	50
Sheeting, grey calico	0 9	1 0	33
Sheeting, white	0 9	1 0	33
			24) 1531 (64% nearly.
			144
			91

TABLE C.—PROVISIONS (Retail prices at Hobart).

	1905.	1911.	Increase. Per cent.
	£ s. d.	£ s. d.	
Butter, fresh per lb.	0 1 0	0 1 4	33
Butter, potted per lb.	0 0 10	0 0 11	10
Cheese, colonial per lb.	0 0 9	0 0 10	11
Milk per qt.	0 0 4	0 0 5	25
Barley, pearl per lb.	0 0 2	0 0 2½	25
Biscuits, plain per lb.	0 0 3	0 0 6	100
Bread (2-lb. loaf)	0 0 3	0 0 3½	16
Flour, fine per ton	9 0 0	12 0 0	33
Oatmeal... .. per lb.	0 0 2	0 0 2½	25
Sugar, counter per lb.	0 0 2½	0 0 3	20
Tea, ration per lb.	0 0 9	0 1 0	33
Soap per cwt.	1 9 0	1 2 0	10
Firewood, gum (split) per ton	0 14 0	0 19 0	37
Coals, Tasmanian... .. per ton	0 18 0	1 2 0	22
			14) 400
			28

Potatoes more than 20 per cent.

TABLE D.—HOUSE RENT.

	1905.	1911.	Increase. Per cent.
	s. d.	s. d.	
Three rooms per week	5 0	8 0	60
Ditto, with garden... .. per week	6 0	9 0	50
Four or five rooms per week	7 6	12 0	60
Ditto, kitchen and garden per week	10 0	15 0	50
			4) 220
			55

Total increase 55 per cent.

TABLE E.—GENERAL STATEMENT.

Increase from 1905 to 1911-12.

	Per cent.	Equals.
		s. d.
Wages in building trade	34	£1 in 1905. 15 0 in 1911-12
Wages in boot trade	15	" 17 6 "
Wages in bakers' trade	17	" 17 0 "
Wages in jam trade	55	" 13 0 "
Cost of provisions	25	" 15 0 "
House-rent	55	" 13 0 "
Clothing	64	" 12 0 "
	7) 265	" 7) 102 6
	38	14 6 nearly.

The above statement shows the decreased purchasing value of £1 from 1905 to 1911-12, owing to the rise on rates of wages, cost of provisions, clothing, and house rents.

APPENDIX X.

REPORTS ON Factories for 1911 made by Inspectors of Local Authorities, showing Number of Factories Inspected by each, Date of First Inspection, and Amount paid in Fees to the Local Authority Inspecting.

Local Authority.	Number of Factories Registered, 1911.	Number of Factories Inspected.	Date of First Inspection.	Amount of Fees paid to Local Authority.
				£ s. d.
1. Beaconsfield...	1	...	...	0 1 3
2. Bothwell ...	...	...	...	...
3. Brighton ...	1	...	...	0 1 3
4. Bruni ...	2	...	...	1 11 6
5. Campbell Town...	2	2	25.7.11	0 2 6
6. Circular Head ...	9	9	28.8.11	2 2 3
7. Clarence ...	7	7	22.8.11	1 11 3
8. Deloraine ...	21	27	20.9.11	3 14 3
9. Devonport ...	31	...	...	4 9 0
10. Emu Bay ...	27	26	28.8.11	6 3 3
11. Esperance ...	18	18	19.9.11	12 14 9
12. Evandale ...	2	...	...	0 6 3
13. Fingal... ..	2	2	11.9.11	0 2 6
14. Flinders ...	...	...	...	...
15. George Town ...	1	...	...	0 1 3
16. Glamorgan ...	1	1	19.8.11	0 5 0
17. Glenorchy ...	10	...	...	3 2 3
18. Gormanston ...	3	2	25.7.11	0 7 6
19. Green Ponds...	2	...	...	0 2 6
20. Hamilton... ..	...	...	...	...
21. Hobart ...	272	68	21.9.11	76 5 7
22. Huon ...	28	30	12.9.11	6 14 0
23. Kentish ...	12	...	...	1 5 7
24. Kingborough ...	11	3	24.10.11	1 12 6
25. King Island ...	...	...	...	...
26. Latrobe ...	19	...	...	2 15 0
27. Launceston ...	246	...	...	59 9 9
28. Leven ...	22	8	9.8.11	3 7 6
29. Lilydale ...	18	...	...	4 16 9
30. Longford ...	14	7	15.11.11	1 16 3
31. New Norfolk...	10	...	...	3 0 3
32. New Town ...	13	...	...	3 7 6
33. Oatlands ...	5	4	18.8.11	0 6 3
34. Penguin ...	3	...	...	0 11 3
35. Portland ...	2	...	...	0 10 0
36. Port Cygnet ...	18	16	4.9.11	4 6 0
37. Queenstown ...	13	...	...	1 15 0
38. Queenborough ...	9	9	9.8.11	1 10 0
39. Ringarooma...	15	...	...	1 13 9
40. Richmond ...	...	...	...	...
41. Ross ...	2	...	...	0 2 6
42. St. Leonards ...	4	8	7.8.11	1 1 9
43. Scottsdale ...	16	15	14.8.11	2 8 9
44. Sorell ...	1	...	...	0 2 6
45. Spring Bay ...	1	...	...	0 5 0
46. Strahan ...	7	7	17.8.11	1 10 6
47. Table Cape ...	12	8	7.8.11	2 8 9
48. Tasman ...	13	12	9.11.11	2 14 3
49. Waratah ...	5	4	13.11.11	0 13 9
50. Westbury...	11	1	20.12.11	2 15 0
51. Zeehan ...	26	17	21.10.11	2 18 6
Total Cases ...	958	311	...	229 2 8

APPENDIX XI.

INSPECTION of Factories carried out by Local Authorities since institution of the Factories Act until June 30, 1912.

Local Authority.	Number of Factories Registered for 1912.	Number of Factories Inspected.	Date of First Inspection.	Amount of Fees due to Local Authorities for 1912.
				£ s. d.
1. Beaconsfield...	6	5	28.5.12	0 7 6
2. Bothwell ...	4	1	29.6.12	0 5 0
3. Brighton ...	1	2	8.7.12	0 1 3
4. Bruni ...	3	...	...	1 16 6
5. Campbell Town...	3	1	29.6.12	0 3 9
6. Circular Head ...	8	...	...	1 10 6
7. Clarence ...	6	6	2.7.12	1 6 3
8. Deloraine...	13	...	...	1 7 6
9. Devonport ...	31	25	11.6.12	5 10 0
10. Emu Bay...	27	...	...	5 6 9
11. Esperance ...	21	...	...	12 13 9
12. Evandale...	2	...	...	0 6 3
13. Fingal...	4	2	19.2.12	0 8 9
14. Flinders...	...	...	...	...
15. George Town ...	1	...	...	0 1 3
16. Glamorgan ...	2	...	...	0 6 3
17. Glenorchy ...	9	...	...	2 13 6
18. Gormanston ...	4	1	19.2.12	0 12 6
19. Green Ponds...	2	...	...	0 2 6
20. Hamilton...	...	...	...	...
21. Hobart ...	230	128	10.1.12	71 15 9
22. Huon ...	35	27	18.1.12	8 10 9
23. Kentish ...	10	9	27.6.12	1 0 0
24. Kingborough ...	10	...	...	2 0 6
25. King Island ...	...	...	...	...
26. Latrobe ...	20	18	27.6.12	2 0 0
27. Launceston ...	209	50	11.6.12	52 15 3
28. Leven ...	17	...	...	2 15 0
29. Lilydale ...	19	...	...	4 7 6
30. Longford ...	10	4	3.1.12	1 7 6
31. New Norfolk...	15	...	...	2 16 0
32. New Town ...	13	...	...	2 2 3
33. Oatlands ...	5	...	...	0 6 3
34. Penguin ...	3	3	9.7.12	0 11 3
35. Portland ...	2	...	...	0 11 9
36. Port Cygnet ...	19	14	22.3.12	4 1 9
37. Queenstown ...	13	...	...	1 3 9
38. Queenborough ...	9	...	...	1 6 3
39. Ringarooma...	13	...	...	1 7 6
40. Richmond ...	...	...	...	...
41. Ross ...	2	2	27.6.12	0 2 6
42. St. Leonards ...	2	...	...	0 6 3
43. Scottsdale ...	17	...	...	2 18 9
44. Sorell ...	5	6	3.7.12	0 17 6
45. Spring Bay ...	1	...	...	0 5 0
46. Strahan ...	7	...	...	1 16 9
47. Table Cape ...	13	3	21.6.12	2 10 0
48. Tasman ...	10	18	26.1.12	2 4 0
49. Waratah ...	4	...	...	0 8 9
50. Westbury...	3	1	9.1.12	0 15 0
51. Zeehan ...	23	1	11.4.12	2 13 0
Total Cases ...	887	327	...	210 17 3

APPENDIX XII.

LICENCES Granted to Aged, Slow, and Infirm Workers, under Section 28, Wages Boards Act, for period from 1st April, 1911, to 30th June, 1912.

No.	Trade.	Locality.	Age.	Cause.	Weekly Wage.	
					s.	d.
1	Carters and drivers ...	Hobart	53	Slow	33	0
2	Carters and drivers ...	Hobart	55	Slow	38	0
3	Carters and drivers ..	Hobart	54	Slow	35	0
4	Carters and drivers ..	Hobart	42	Slow	32	6
5	Carters and drivers ..	Hobart	48	Infirm	30	0
6	Carters and drivers ..	Launceston	39	Slow	30	0
7	Carters and drivers ..	New Town	59	Slow	30	0
8	Jam trade	Hobart	65	Aged	27	0
9	Jam trade	Hobart	59	Slow	35	0
10	Jam trade	Hobart	..	Infirm	33	0
11	Jam trade	Hobart	48	Slow	30	0
12	Jam trade	Hobart	26	Slow	30	0
13	Brickmakers	Launceston	41	Slow	36	0
14	Brickmakers	Launceston	24	Infirm and short of in- tellect	10	0
15	Painters	Hobart	44	Infirm	42	0
16	Carpenters and joiners	Hobart	41	Infirm	54	0
17	Carpenters and joiners	Launceston	41	Infirm	54	0
18	Carpenters and joiners	Launceston	62	Aged	48	0
19	Carpenters and joiners	Emu Bay	60	Aged	48	0
20	Timber	Hobart	58	Infirm	43	6
21	Timber	Hobart	68	Aged	36	0
22	Timber	Hobart	21	Slow	30	0
23	Timber	Hobart	63	Aged	40	0
24	Timber	Esperance	71	Aged	30	0
25	Timber	Esperance	28	Ill-health	30	0
26	Timber	Esperance	66	Aged	36	0
27	Timber	Esperance	21	Slow	30	0
28	Timber	Esperance	63	Aged	24	0
29	Timber	Esperance	19	Infirm	30	0
30	Butchers	Launceston	66	Aged	40	0
31	Butchers	Hobart	66	Aged	38	0
32	Bakers and pastrycooks	Hobart	24	Slow	42	6
33	Bakers and pastrycooks	Hobart	63	Aged	35	0
34	Bakers and pastrycooks	Oatlands	60	Aged	36	0
35	Bricklayers	Hobart	25	Slow	42	0
36	Bricklayers	Hobart	60	Aged	42	0
37	Bricklayers	Launceston	40	Slow	42	0
38	Boot	Hobart	19	Slow	27	6
39	Boot	Hobart	...	...	...	...
*40	Bookbinding	Hobart	40	Slow	16	0
*41	Bookbinding	Hobart	28	Slow	16	0
*42	Bookbinding	Hobart	22	Slow	16	0

* Granted under Section 63, Factories Act, 1911.

APPENDIX XIII

RETURN of Expenditure under the "Factories and Wages Boards Acts," for the year ended 30th June, 1912. (Supplied by Mr. H. E. Packer, Under-Secretary.)

Board.	Particulars of Expenditure.	Amount.	Total.
		£ s. d.	£ s. d.
Furniture	Chairman and Board	161 2 0	
Furniture	Witnesses	10 0 0	
			171 2 0
Painters	Chairman and Board	167 18 11	
			167 18 11
Butchers	Chairman and Board	153 8 11	
Butchers	Witnesses	6 2 0	
			159 10 11
Carpenters	Chairman and Board	41 0 6	
Carpenters	Witnesses	2 0 0	
			43 0 6
Brickmakers	Chairman and Board	175 19 3	
Brickmakers	Witnesses	1 0 0	
			176 19 3
Carters and drivers	Chairman and Board	307 19 0	
Carters and drivers	Witnesses	0 5 0	
			308 4 0
Timber (1)	Chairman and Board	261 19 6	
Timber (1)	Witnesses	89 10 4	
			351 9 10
Jam	Board	3 5 0	
			3 5 0
Bootmakers (2)	Chairman, Board, and Witnesses ...	33 0 0	
			33 0 0
Bricklayers	Chairman and Board	38 6 0	
Bricklayers	Witnesses	2 10 0	
			40 16 0
Bakers	Chairman and Board	65 9 0	
Bakers	Witnesses	1 0 0	
			66 9 0
<i>Miscellaneous.</i>			
Train fares (3)			235 8 8
Printing			91 19 10
Temporary assistance and hire of typewriter			4 14 0
Overtime and gratuities			32 13 3
Gas			0 4 10
Inspection of factories			3 9 0
Hire of brake (Butchers' Board)			6 12 0
Paid by Chief Inspector of Factories (Timber and Carters' and Drivers' Boards)			49 9 8
Hire of hall (Timber Board)			0 15 0
Paid by Chief Inspector of Factories (Butchers' and Painters' Boards)			33 0 0
			£1980 19 8

(1) £47 5s. of this amount was paid by the Health Department from an advance.

(2) Paid by Chief Inspector of Factories from an advance

(3) Some members of Boards paid their own fares, and claimed a refund, which is included in amounts paid to Chairman and Board.

APPENDIX XIV.

WAGES BOARDS.

TABLE showing the Dates of Appointment of each Board and the Dates of the Determinations.

No	Trade and Board.	Gazette Resolution.	Gazette Nomination.	Gazette Appointment.	Chairman.	Gazette Chairman's Appointment.	First Meeting.	Gazette Determination.	Date Determination.
1	Boot	28.3.11	6.6.11	4.7.11	P. O. Fysh	11.7.11	18.7.11	14.8.11	1.9.11
2	Timber	19.9.11	17.10.11	14.11.11	K. A. Ogilvy	28.11.11	30.11.11	1.2.12	20.2.12
3	Butchers	19.9.11	17.10.11	14.11.11	C. J. Eady	19.12.11	20.2.12	19.3.12	8.4.12
4	Bricklayers and stonemasons	19.9.11	31.10.11	28.11.11	R. J. Meagher	30.1.12	30.1.12	26.3.12	25.3.11
5	Carpenters and joiners	19.9.11	31.10.11	28.11.11	R. J. Meagher	19.12.11	13.2.12	26.3.12	1.5.12
6	Bakers and pastrycooks	19.9.11	31.10.11	28.11.11	A. J. Ogilvy	19.12.11	18.1.12	27.2.12	2.3.12
7	Jam	19.9.11	14.11.11	9.12.11	C. J. Eady	22.12.11	9.1.12	17.1.12	8.2.12
8	Brick-making	19.9.11	14.11.11	12.12.11	C. J. Eady	22.12.11	14.3.12	11.6.12	14.6.12
9	Furniture	28.11.11	30.1.12	4.3.12	R. J. Meagher	11.4.12	16.4.12	16.7.12	30.8.12
10	Carters and drivers	19.9.11	31.10.11	28.11.11	C. J. Eady	26.12.11	11.1.12	30.4.12	4.5.12
11	Flour-milling	28.11.11	5.3.12	23.4.12	C. J. Eady	30.4.12	...	...	...
12	Plasterers	5.12.11	26.3.12	23.4.12	R. J. Meagher	4.6.12	...	...	...
13	Ironmoulders	5.12.11	21.5.12	18.6.12	C. J. Eady	2.7.12	16.7.12	...	...
14	Printers	5.12.11	...	...	...	...	...	...	...
15	Painters and decorators	19.9.11	5.12.11	12.2.12	C. J. Eady	20.2.12	17.4.12	21.5.12	16.6.12
16	Hotels, coffee-palaces, restaurants, and clubs	20.2.12	...	...	...	...	...	...	...
17	Pastoral industry	20.2.12	...	...	...	...	...	...	...
18	Threshing-machines	20.2.12	19.3.12	23.4.12	R. J. Meagher	4.6.12	19.6.12	...	...
19	Engineers	30.1.12	23.4.12	21.5.12	R. J. Meagher	16.7.12	...	...	...
20	Coachbuilders	30.1.12	11.6.12	23.7.12	...	...	...	...	...

APPENDIX XV.

“THE SHOPS CLOSING ACT, 1911.”

Local Authority.	Statutory Half-holiday.	Date of Special Resolution, if any.	Date of Poll.	Majority.
1. Beaconsfield...	Saturday	—	—	—
2. Bothwell...	Saturday	—	—	—
3. Brighton...	Saturday	—	—	—
4. Bruni...	—	—	—	—
5. Campbell Town...	Wednesday	5 February, 1912	—	—
6. Circular Head...	Wednesday	—	31 May, 1912	16
7. Clarence...	Saturday	—	—	—
8. Deloraine...	Saturday	—	—	—
9. Devonport...	Saturday	—	—	160
10. Emu Bay...	Saturday	—	21 Mar., 1912	138
11. Esperance...	Saturday	—	—	—
12. Evandale...	Saturday	—	—	—
13. Fingal...	Wednesday	5 March, 1912	—	—
14. Flinders...	—	—	—	—
15. George Town...	Wednesday	11 March, 1912	—	—
16. Glamorgan...	Saturday	—	—	—
17. Glenorchy...	Saturday	—	—	—
18. Gormanston...	Wednesday	20 March, 1912	—	—
19. Green Ponds...	Saturday	5 February, 1912	—	—
20. Hamilton...	Wednesday	2 April, 1912	—	—
21. Hobart...	Saturday	—	—	—
22. Huon...	Saturday	12 March, 1912	—	—
23. Kentish...	Wednesday	2 March, 1912	—	—
24. Kingborough...	Wednesday	5 March, 1912	—	—
25. King Island...	Wednesday	21 March, 1912	—	—
26. Latrobe...	Saturday	—	25 Apl., 1912	42
27. Launceston...	Saturday	—	13 Mar., 1912	1196
28. Leven*	Saturday	—	—	—
29. Lilydale...	Wednesday	1 April, 1912	—	—
30. Longford...	Saturday	12 April, 1912	—	—
31. New Norfolk...	Wednesday	13 March, 1912	—	—
32. New Town...	Saturday	—	—	—
33. Oatlands...	Saturday	5 February, 1912	—	—
34. Penguin...	Saturday	—	25 Apl., 1912	87
35. Portland...	Wednesday	By resolution	—	—
36. Port Cygnet...	Saturday	4 April, 1912	—	—
37. Queenstown...	Wednesday	25 January, 1912	—	—
38. Queenborough...	Saturday	—	18 Apl., 1912	166
39. Ringarooma...	Wednesday	—	14 May, 1912	108
40. Richmond...	Saturday	As day fixed by Act	—	—
41. Ross...	Wednesday	3 April, 1912	—	—
42. St. Leonards...	Saturday	—	7 May, 1912	86
43. Scottsdale...	Wednesday	—	25 Apl., 1912	114
44. Sorell...	Saturday	As day fixed by Act	—	—
45. Spring Bay...	Saturday	—	—	—
46. Strahan...	Wednesday	13 March, 1912	—	—
47. Table Cape...	Saturday	Resolution for Wed. defeated	—	—
48. Tasman...	Tuesday	3 April, 1912	—	—
49. Waratah...	Saturday	Business people unanimous	—	—
50. Westbury...	Saturday	16 February, 1912	—	—
51. Zeehan...	Saturday	—	26 Mar., 1912	40

* The Local Authority fixed Wednesday as the statutory half-holiday by special resolution, and notify rescinding of this resolution on 11th May, 1912.

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1912

PARLIAMENT OF TASMANIA.

CLOSER SETTLEMENTS BOARD: REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£2 14s.]

CLOSER SETTLEMENTS BOARD: REPORT FOR 1911-12.

Department of Lands and Surveys,
Hobart, 19th July, 1912.

SIR,

WE, the undersigned members of the Closer Settlements Board, have the honour to report as follows on the work carried out under "The Closer Settlement Act, 1906," and amendments during the year ended 30th June, 1912:—

1. The royal assent was given in December, 1911, to a Bill giving the Government power to compulsorily acquire land for the purposes of closer settlement, and the following resolution of the House of Assembly, passed in 1909, was thereby rescinded:—
"That no further properties be purchased by the Government for closer settlement purposes until compulsory purchase clauses are embodied in the 'Closer Settlement Act.'"

2. It was stated in a former report that, so far as opinion could be gauged by the results attained under the closer settlement scheme in vogue in Tasmania, they were satisfactory, and another year's experience affords no reason to alter that opinion, as there is a steady all-round improvement in progress on every settlement, fully up to reasonable expectations, showing that, as the system becomes better understood, it is working to greater advantage. There will always be a recurrence of lean and prosperous years from time to time, which must affect the man on the land in all stages of progress; but in view of the initial difficulties inseparable from the development of new settlements and the effect that the unfavourable season just closed has had on the closer settlements generally, there is every reason

to believe that those who are honestly endeavouring to make homes thereon are successfully achieving their object. And, speaking broadly of the system, it will be found that the developments in progress in Tasmania, although on a much smaller scale, will compare favourably with those in operation in any of the sister States of the Commonwealth, and that, notwithstanding that there are and must always be some individual failures amongst the settlers from various causes, these are fewer and the complaints less serious than obtain under similar conditions elsewhere.

3. Closer settlement necessarily involves the investment of considerable sums of money, and it therefore follows that it should be carried on under the best possible management, an important feature of which must always be local inspection, in order to keep the Board in touch with the progress being made and the wants of the settlers. Each settlement is visited and reported upon from time to time, either by a bailiff of Crown lands, District Inspector of works, or by a member of the Closer Settlements Board. But something more is needed to strengthen the position of the Board, by giving the Government a greater measure of control and responsibility than it has exercised in the past. The project is quite good enough on its merits as a factor that must make for the prosperity of the State and the betterment of a deserving people.

4. The only purchase effected during the year was a portion of the Woolmers estate, Longford, the property of Mr. T. C. Archer. This land, comprising an area of 6147 acres, was acquired for the sum of £18,000. Applications for leasing the eleven lots, into which the property was subdivided, were invited

in April last, but only seven were received. Blocks were allotted to all of the applicants, leaving four lots still available, and it is expected that little difficulty will be experienced in disposing of these to suitable tenants. Fencing-wire is being supplied by the Board for boundary fences, and the settlers have exhibited commendable energy in erecting the posts for the reception of the wire. Under the direction of the Board the Public Works Department is at present opening up road communication from the settlement to Snake Banks railway-station.

5. As "The Closer Settlement Act of 1911" only became law in December last, only a very limited time remained in which to make enquiries as to any properties that it might be deemed desirable to acquire under its provisions, the most advantageous season for letting farms being during the month of March. Generally speaking, where arrangements cannot be completed for farm settlement allotments on or before 31st March, it would be a wise policy to authorise the Board to let any properties temporarily for one year, or for any shorter period, in order to be in a position to put the closer settlement allotments on the market at the proper season in the following year. There can be no doubt that the lateness of the season militated against the leasing of the Woolmers farms, as they are certainly well situated and are of a very uniform and eligible character.

6. The long legal delays which are inseparable in the acquisition of estates for closer settlement purposes are very irritating both to the vendors and the Board. The titles are generally made up of a number of lots, with various rights of title, which require to be carefully scrutinised in order to see that the Government obtains a proper and negotiable title. In our anxiety in the past to place settlement areas on the market in time to enable lessees to put up a place to live in, to get settled thereon, and put in a crop before the winter had set in, the Board deemed it expedient to incur risks, to which it should not be exposed, by proceeding with surveys, &c., before the purchases were completed. For these reasons we hope to see statutory authority vested in the Board to let estates, or such portions thereof as may in its discretion be determined, temporarily by private arrangement for any period not exceeding one year, and on such terms as it deems desirable, provided interest is paid on the capital value. Had such an arrangement been practicable in regard to the Cheshunt settlement, the lessees would have been in a far better position to-day.

7. The work in connection with closer settlement absorbs a great deal of the time of the Surveyor-General, and is becoming very irksome under present conditions, and must increase every year. The necessity for placing matters in connection with it on a sounder basis must, therefore, force itself upon the consideration of the Government during the coming year. There are other matters connected with the provisions of the "Closer Settlement Act" which require amendment, in regard to the cancelling of leases. This should be practicable by mutual consent of the Minister and lessee. Again, it would be of advantage to consolidate the five Acts now in operation, and at the same time amend the wording of some of the sections and remove any doubt that may exist as to their precise meaning.

8. Taking the estates in order of purchase, the following details in connection therewith will, it is believed, convey a fair idea of the progress that is being made on each individual settlement:—

9. *Cheshunt Settlement*.—This settlement formed part of the old Cheshunt estate, situate in the municipality of Deloraine, 9 miles from the town bearing that name, and comprises 13,397 acres. The land

fronts on the Meander River, at an elevation of some 900 feet above sea-level, and at the nearest point 4 miles off the railway-siding at Lemana Junction. It is divided into 62 farms, which now support an estimated population of 261 persons, or seven more than last year's record.

10. This settlement perhaps more than any other has been subjected to much adverse criticism, but notwithstanding the damaging effect of such criticisms—just and unjust—on the settlement, the unrest thereby created in the minds of the settlers, and the additional difficulties which such a condition of affairs must necessarily throw upon the Board in administering the Closer Settlement Acts, it will be seen from the figures contained in this report that this much-abused settlement is in a better position to-day than it has been at any balancing period since it was entered upon, and less complaints are being made by the settlers. Of course, there are some who complain, rightly or wrongly, of the alleged harsh treatment received from the Board, but on investigation it is shown that they are more imaginary than real, and lie more with restrictions in the Acts themselves than in carrying out their provisions. In this connection we desire to refer to the necessity for the Board having power to take a lien over crops, and for better security by mutual arrangement with tenants.

11. The principal improvements made during the year in this settlement consist of 103 chains of draining, clearing 264 acres of new ground, erecting some 500 to 600 chains of fencing, and the erection of two additional dwellings, with stables, barns, and other outbuildings, at an estimated cost of £900. It is gratifying to note that the settlers at Cheshunt are devoting their attention to dairying as well as farming, and that there were 329 cows milked there last year and 1688 acres under crop.

12. There are 57 farms now held under lease for 99 years, and 2 lots held under occupation licence at an annual rental of £56 13s. 4d., whilst there are 5 lots available for leasing.

The season has not been favourable for the lower portions of this settlement, and the operations of the settlers have therefore been much impeded by the prevailing wet weather at the time the crops should have been put in; but it is satisfactory to know that the work done by the Board on the Western Creek towards the north end of the property has so relieved the land as to prevent the heavy floods that were formerly reported to prevail.

13. *Mt. Pleasant Settlement*.—The Mt. Pleasant settlement is located in the Oatlands Municipality, adjacent to the Main Line railway, about midway between Hobart and Launceston, and is approximately 1400 feet above sea-level. It was formerly used as a sheep-run, for which it was well adapted in its natural state. It is now divided into 30 farms, and supports an estimated population of 131 persons, as compared with 117 at the end of last year. The settlement has been in existence for a little over four years, and the Board has pleasure in reporting upon the steady and effective improvements that were made to those already effected on the different farms. They include the clearing and preparing for cultivation of some 380 acres and the erection of some 227 chains of good subdivision fencing, and two new and comfortable dwellings have been added to those already in existence, as well as numerous minor improvements. The improvements are spread over the whole of the settlement. Of the 30 farm allotments on this settlement, they are all occupied, with one exception, viz., Lot 25. That lot has been advertised several times, and the rental once reduced, but without avail, and an endeavour is now being made to let it under licence for a short period.

14. A road has now been made to the new railway siding put in towards the southern end of Hillhouse estate, and the settlement roads generally are being much improved. These works are of advantage, and a great convenience to the settlers, who, generally speaking, appear to be making good progress in bringing their farms into cultivation, and to be satisfied with their prospects. The areas not cultivated are mostly stocked with sheep, thus carrying out the principle of mixed farming universally recommended.

15. *The Forester Settlements.*—These settlements comprise a total area of nearly 10,000 acres, divided into 65 farm allotments. The land was all virgin forest, covered with thick scrub, and was acquired directly from the Crown by the Closer Settlements Board. The No. 1 settlement, which was first occupied in 1908, is some 13 miles from Scottsdale, and a road had to be cut and made for some miles to enable the settlers to get on to their allotments, while the soil, generally, is of a second-class quality. Notwithstanding these impediments, it is very gratifying to be able to report that of the total number of 65 lots surveyed, there are only two unleased; and that the settlers are making their way towards establishing comfortable homes in a most satisfactory and encouraging manner. No doubt the very low rental of £2 per cent. charged annually upon the capital value of the land during the first three years, and the knowledge that all the improvements made on the land are for their own exclusive benefit, have stimulated their labours and perseverance to overcome the initial and the greatest difficulties with which a settler has to contend in bringing new country into a state of productiveness.

16. This class of settlement was entered upon as an experimental undertaking, with the result that there is ample justification for extending the principle.

17. The ensuing remarks obtained by the Board from personal inspection should give a general idea of the progress that is being made on these settlements, and show that, with very few exceptions, tenants are doing their part to improve and open up the district satisfactorily. Dwellings have been erected on seven lots on the No. 1 settlement, and on six lots on the No. 2 settlement, during the year, and additions were made to several existing buildings. The area of new land burnt and grassed during the past year on the original area was approximately 200 acres, and on the No. 2 settlement 180 acres. On several of the holdings small areas were under cultivation, and many settlers are now clearing up additional areas for cultivation during the coming season. About $1\frac{1}{2}$ miles of permanent fencing have been erected, as well as a good extent of temporary fencing, which will serve its purpose until replaced by more permanent work. The population now numbers 101 persons, 86 of whom live on the first settlement, and 15 on the No. 2 settlement. A State school has been erected and opened, and has now an attendance of 25 scholars. The principal road works carried out by the Board up to the present on the settlement are 1823 chains of grubbing, 1073 chains of forming, and 290 chains of metalling or gravelling, at an approximate cost of £3000. These works will indicate the practical efforts made by the Board to provide facilities for the settlers to reach a market.

18. The Tasmanian Timber and Tramway Company has commenced to construct a tramway from the settlement to Bridport, and it is understood that within a very short period mills will be established right on the settlement, which should give constant work to some 80 to 100 men. Arrangements are being made by the company with the settlers to acquire any suitable timber, and the latter as a body

are naturally very hopeful of gaining some distinct and permanent benefit from the sale of timber that would otherwise be destroyed, and from the employment that may be gained from time to time. Assuming that the mills will be established at an early date, it must ultimately lead to a much earlier clearing up of the land and the bringing of larger areas into cultivation than could otherwise obtain.

19. During the last season an aggregate of 167 cows were milked on the settlement, and it is highly probable that this number will be increased to from 400 to 500 during the coming year.

A pleasing feature of the settlement is the almost utter absence of discontents. The tenants recognise that the existing conditions are far in advance of the ordinary selector, and that they have been well catered for in the matter of roads. The manner in which the settlers from Canada and Victoria, of whom there are several on the settlement, are forcing their improvements is noted with satisfaction.

20. *Isandula Settlement.*—The Isandula Settlement comprises 794 acres of splendid soil, purchased in one of the most favoured districts on the north coast of the island. It is situate in the heart of the Leven Municipality, and within 9 miles of the port and railway-station at Ulverstone, with a good macadamised road all the way. The soil generally is of basaltic formation, and, like much of the north coast land, is suitable for potato-growing, dairying, or fattening stock. And yet, notwithstanding these special advantages, it has really proved the least satisfactory and progressive settlement provided by the Closer Settlements Board. There is no accounting for this fact. Various theories have been advanced for the paucity of applications received for these farms, such as the areas being too small, the scrub needing to be cut down, &c. Very fair progress has been made by those who have leased lots on this estate, and in most instances the work of clearing and improving the land for cultivation is being thoroughly done.

21. The main improvements comprise about 62 acres of scrubbing, 30 acres of grassing, and 40 acres under cultivation, and, in addition, a considerable length of rough dead-wood fencing has been erected along boundaries of certain lots. Two small dwellings and several outbuildings have been put up during the year. The tenants are now further improving small areas by grubbing and logging in anticipation of next season's crop. About 25 cows were milked on the settlement, and it is anticipated that this number will be increased as the land is further opened up. The population is now 41, being an increase of 17 for the year. Three allotments are still available for leasing under the Act, and there are prospects of these being disposed of at an early date.

22. *Brinktop and Frogmore Settlements.*—These settlements are situate in the Municipality of Sorell. They adjoin the railway-siding at Frogmore, 13 miles from Hobart, and almost adjoin each other. They consist of 3889 acres, and are subdivided into twelve farm allotments, and four small areas set aside for workmen's homes.

23. On the Frogmore settlement excellent progress has been made, and the improvements generally are of a substantial character. These consist principally of five dwellings, an area of 99 acres cleared or being cleared ready for the plough, about 41 chains of fencing, and 6 chains of draining. It appears doubtful in two or more cases whether lessees are strictly in compliance with the residence conditions of their leases, and careful inquiries are being made on the subject. The persons living on this settlement now number 20.

24. The improvements effected on the Brinktop estate were not on an extensive scale. In several instances splendid progress has been made, but on Lots 1, 4, and 6 little new work has been done. Lot 4 may be considered an exceptional case, as, owing to sickness in his family, the lessee has had to leave the district, and negotiations are pending for the transfer of the lot. The tenant of Lot 6 has up to the present been exempted from the residence conditions of his lease, owing to the absence of an outlet from the block. After considerable delay a road has been compulsorily acquired, and when it has been opened up the tenant will be required to reside upon and improve his holding. An area of about 66 acres was cleared or being cleared ready for ploughing on the several lots, while 70 chains of

fencing was erected, and a small area planted with fruit trees. Twenty-three persons are residing on the settlement.

25. *Vacant Lots on Settlements Generally.*—Of the two hundred farms under the “Closer Settlement Act,” there now remain fourteen to be disposed of under lease, and of these one is at present occupied under a temporary licence.

We have, &c.,

E. A. COUNSEL, Chairman.
GEO. C. RUDGE,
ARTHUR H. BURBURY, } Members.

The Hon. the Minister of Lands, Hobart.

APPENDICES.

APPENDIX A.

Department of Lands and Surveys,
Closer Settlements Board,
13th January, 1912.

Woolmers Estate, Longford.

SIR,

WE, the undersigned members of the Closer Settlements Board, have the honour to report to you as follows on the portion (5820 acres or thereabouts) of the Woolmers estate offered to the Board by Messrs. Darling & Reynolds, on behalf of Mr. Thomas Archer, for closer settlement purposes:—

1. The property has a frontage on the Lake and Macquarie Rivers of, approximately, $3\frac{1}{4}$ miles, and at the north-eastern end is situate about $2\frac{1}{4}$ miles from the railway at Snake Banks. It is also within 8 or 9 miles of the town of Longford, to which it is accessible by a good macadamised road nearly the whole of the distance. It is undulating country, with no particular elevation on any portion of it. In the opinion of the Board, it is well adapted to closer settlement purposes, and is practically virgin soil, with no extensive buildings or improvements thereon.

2. The assessed value of the property is £20,380. It was first offered to the Board for £18,800, and is now recommended for purchase at the reduced figure of £18,000, which we believe will be accepted by the vendors.

3. The property will probably cut up into ten good farms. It is now well grassed with native grasses, and is an excellent run for stock in its present condition. When subdivided it will afford every farm with a portion of land for grazing purposes, and the balance will be well suited for cultivation. The clearing will be very light, and on the average should be carried out for from 10s. to 15s. an acre all round. It is just the kind of property which is suited to immigrants from Home who are not prepared to take up a settler's life in the rough bush country of Tasmania.

We have, &c.,

E. A. COUNSEL, Chairman.
G. C. RUDGE,
A. H. BURBURY, } Members.

APPENDIX B.

Lands under operation of “The Closer Settlement Act, 1906,” and Amendments on 30th June, 1912.

Name of Estate.	Date when Purchased.	Area Purchased.	Purchase-money paid by Government.	No. of Lots Leased.	Area.	Annual Rental.
		Acres.	£		a. r. p.	£ s. d.
Cheshunt	14th May, 1907	13,397	48,000	57	10,328 0 7	2048 8 10
Mt. Pleasant.	7th December, 1908	11,780	29,264	29	10,781 2 31	1305 14 5
Forester No. 1*	1st June, 1909	4581	1550	26	4489 1 19	116 16 10
Isandula	1st June, 1909	794	5955	9	619 1 17	197 8 10
Brinktop	23rd July, 1909	2526	6963	7	2524 2 18	324 3 10
Frogmore	14th March, 1910	1363	6410	9	1352 3 9	285 19 0
Forester, No. 2*	1st July, 1911	5143	2369	36	4965 1 1	167 16 9
Woolmers	27th March, 1912	6147	18,000	7	3911 2 32	563 10 5
		45,731	118,511	180	38,972 3 14	5009 18 11
Held under Occupation Licence—						
Cheshunt				2	571 3 35	56 13 4
Mt. Pleasant (Town Reserve) .....				...	...	5 0 0
Frogmore (Reserve) .....				...	...	1 10 0
				182	39,544 3 9	5073 2 3

* Crown land brought under the Act.

THE CLOSER SETTLEMENT FUND.

	£	s.	d.		£	s.	d.
Rent and fees for preparation of leases ...	4804	11	10	Purchase-money, Woolmers estate	18,000	0	0
Instalments on value of buildings under Section 33	187	15	10	Interest on advances under Section 23 and on unpaid purchase-money	828	15	10
Receipts on allotments sold by auction	524	13	9	Interest under Section 14	3838	5	4
Instalments and interest on account of advances under Section 29	240	4	3	Allowances and travelling expenses, mem- bers of Board	413	8	8
Miscellaneous	25	0	2	Surveys	£406	18	0
Interest on deferred rent, and also on pay- ments under Section 33 (buildings)	140	6	8	Less survey fee wrongly charged in 1908	57	19	3
				Fencing	100	4	7
				Less refund of half value of boundary fence, Cheshunt estate	8	6	6
				Miscellaneous	158	18	3
				Less repayment of insurance premiums	29	2	9
				Refund of rail fares to prospective lessees	129	15	6
				Advertising	2	8	1
				Advances to lessees under Section 29	62	3	9
				Expenditure, Public Works Department, including draining, metalling, scrubbing, &c.	1484	0	0
					1541	3	9
					£5922	12	6
					£26,740	17	9

E. A. COUNSEL,
Chairman Closer Settlements Board.

1

1. The first part of the paper is devoted to a general discussion of the problem.

2. The second part is devoted to a detailed analysis of the case of a single particle.

3. The third part is devoted to a discussion of the results obtained in the previous sections.

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19. The nineteenth part is devoted to a discussion of the results obtained in the previous sections.	19
20. The twentieth part is devoted to a discussion of the results obtained in the previous sections.	20

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1912.

PARLIAMENT OF TASMANIA.

STATE SAVINGS BANK:
REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£4 17s.]

STATE SAVINGS BANK: REPORT FOR YEAR 1911-12.

State Savings Bank,
Macquarie-st., Hobart,
10th August, 1912.

SIR,

I HAVE the honour, in conformity with Section 35 of "The State Savings Bank Act, 1910," to transmit to you herewith the annual report and balance-sheet of the State Savings Bank for the year ended 30th June, 1912, together with comparative and statistical tables.

The Accounts of the Bank have been examined by the Auditor-General, who has given the usual certificate of correctness.

Increase.

Notwithstanding the heavy withdrawals during the months of October, November, and December in the western district, chiefly due to the Mt. Lyell strike and the fact that the two Trustee Savings Banks in Hobart and Launceston give a higher rate of interest, it will be seen from the following figures that the bank's business has increased by £200,691 over that of the previous year, and that deposits over withdrawals for the year under review have increased by £68,545.

Agencies.

During the year a new agency was opened at Kauna Leena, and the agency at Forcett was closed. The total number of agencies now attached to Head Office is 143.

Interstate Transfers.

The interstate transfer system has made satisfactory progress, the number and amount of interstate transactions for the year being as follow:—

	Number.	Amount.		
		£	s.	d.
From Tasmania to other States	617	27,166	3	9
From other States to Tasmania...	288	12,376	17	7
The total transactions amounting to ...	905	£39,543	1	4

On the 1st January, 1912, the system was further extended to enable depositors to obtain payments on demand up to £2 once in three days, and payments by telegraph up to £10. Depositors have largely availed themselves of these increased facilities for operating on their accounts.

Office Reorganisation.

During the year the Moore loose-leaf ledger system of keeping accounts was introduced into the bank. To the 30th June, 16,265 accounts had been transferred to these ledgers, and it is anticipated that by the 31st October next the system will be completed. A considerable saving, both in time and money, has been effected in this respect, as dead accounts can now be periodically removed from the ledgers, and the laborious task of annually transferring balances to expensive new ledgers has been overcome.

Unclaimed Accounts.

In accordance with Section 31 of "The State Savings Bank Act, 1910," all depositors' accounts which had not been operated upon, either by the addition or withdrawal of deposits, for a period of seven years or upwards, were transferred to Depositors' Unclaimed Fund, and ceased to bear interest.

The number of accounts transferred were 270, amounting to £3281 4s. 4d.

During the year 90 depositors claimed amounts totalling £1725 10s. 4d.

The fund now stands at 180 accounts, with a balance of £1555 14s.

Inspection.

Considerable improvement has been made in the method of inspecting agencies, but as pointed out in my last report no satisfactory inspection will be arrived at until the bank has its own inspector.

During the year 19,049 pass-books were received at Head Office and compared with the ledger accounts.

Income and Appropriation.

The gross income for the year amounted to £25,922 4s. 4d., and was appropriated as follows:—

	£	s.	d.
Interest paid to depositors on closed accounts	1269	9	4
Interest added to open accounts on 30th June	18,993	8	1
Profits paid to revenue	5659	6	11
	<u>£25,922</u>	<u>4</u>	<u>4</u>

The expenses of management were £3244 17s. 3d., and if this is deducted from the gross profits, £5659 6s. 11d., the net profit shows as £2414 9s. 8d., being an increase of £543 15s. 9d. on the previous year.

I have, &c.,

FRANK LOVETT, Actuary.

The Hon. The Treasurer.

THE STATE SAVINGS BANK OF TASMANIA.

BALANCE-SHEET, 30TH JUNE, 1912.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Depositors' balances, with interest thereon*	787,101	0 5	Amount invested in Government securities	762,461	8 11
Interstate Transfer Account—Amount due to other States	925	8 4	Interstate Transfer Account—Amount due by other States	996	17 1
Profit and Loss Account	5659	6 11	Balance to credit, State Savings Bank Account, at Treasury... ..	8257	17 3
Sundry amounts held in trust	4	19 7	Cash at credit—		
			Head office	£1338	10 0
			Bankers	4150	9 11
			Agencies	6878	15 10
			Cash in transit on 30th June	2414	10 8
			Accrued interest	14,782	6 5
				7192	5 7
	<u>£793,690</u>	<u>15 3</u>		<u>£793,690</u>	<u>15 3</u>

* Current Account	£780,751	0 5
Fixed Deposit Account	6350	0 0
	<u>£787,101</u>	<u>0 5</u>

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1912.

	£	s.	d.		£	s.	d.
To interest accrued and paid to depositors on accounts closed during the year	1269	9	4	Balance forward	4782	18	11
Interest credited to depositors' accounts to 30th June	18,993	8	1	Extra fees, new books	5	0	0
Profits for 1910-11 paid to Revenue	4782	18	11	Exchange profits to 31st May, 1911	50	8	3
Balance	5659	6	11	Interstate sundry charges	2	9	4
	<u>£30,705</u>	<u>3</u>	<u>3</u>	Interest on investments... ..	25,864	6	9
					<u>£30,705</u>	<u>3</u>	<u>3</u>

EXPENSES OF MANAGEMENT NOT INCLUDED IN PROFIT AND LOSS.

	£	s.	d.		£	s.	d.
Items 1 to 10—Salaries	1352	4	10	Profit for the year	5659	6	11
Item 11—Stationery, printing and sundries	386	9	11	Less expenses of management	3244	17	3
Item 12—Commission to Postal Department on country business	1166	16	5				
Item 13—Postage charges, telegrams, and telephones	339	6	1	Net profit	<u>£2414</u>	<u>9</u>	<u>8</u>
	<u>£3244</u>	<u>17</u>	<u>3</u>				

E. H. SMITH, Accountant.

FRANK LOVETT, Actuary.

THE APPENDED STATEMENTS AND RETURNS SHOW:—

		As compared with Previous Year.	
TRANSACTIONS—			
Number of Deposits	55,100	Increase of	7904
Number of Repayments	28,859	"	5493
Total transactions for year	83,959	"	13,397
DEPOSITS—			
Amount deposited	£ s. d. 475,971 13 0	"	£ s. d. 115,090 11 8
REPAYMENTS—			
Amount of repayments	408,696 0 11	"	85,338 2 7
AMOUNT TO CREDIT—			
Total amount to credit of depositors	787,101 0 5	"	88,178 19 6
Average amount to credit of each depositor	29 7 0	"	0 14 3
Average amount per head of population	4 1 4	"	0 8 2
ACCOUNTS—			
New Accounts opened	6248	"	1588
Accounts closed	3834	"	551
*Accounts remaining open	26,817	"	2414
Per cent. of depositors to population	13·86	"	1·61

* Of accounts remaining open on the 30th June, 3336 were small balances under £1 left by depositors who have ceased to operate on their accounts.

SUMMARY OF TRANSACTIONS FOR YEAR ENDED 30TH JUNE, 1912.

	£ s. d.	£ s. d.	£ s. d.
Amount to credit of 24,403 accounts on 1st July, 1911...	...	...	698,922 0 11
Total amount deposited during the year	475,971 13		
Interest added to depositors' accounts	20,262 17 5	496,234 10 5	
Withdrawals during the year	408,696 0 11		
* Less due by transfers	640 10 0		
		408,055 10 11	
*Due by inwards transfers, 1911-12	£996 17 1		
Received for inwards transfers, 1910-11	356 7 1		
	£640 10 0		
Credit balance ... ..	...	...	88,178 19 6
Balance to credit of 26,817 depositors on 30th June, 1912 ... ..	...	...	£787,101 0 5

The average value of each deposit was £8 12s. 9d.
The average value of each withdrawal was £14 3s. 2d.
The average value of accounts open on 30th June, 1912,
was £29 7s.

RETURN SHOWING NUMBER OF DEPOSITORS, AMOUNT DEPOSITED, &c., DURING EACH YEAR FROM 1902.

At 31st Dec.	Number of New Accounts opened during the year.	Number of Depositors at the close of each year.	Increase of Depositors over previous year.	Amount Deposited.	Amount With- drawn.	Depositors' Balances at the close of each year, including Interest.	Average Amount at credit of each Depositor.	Profits for each year.	Expenses of Management for each year.	Net Profit.	Loss.	Rate of Interest allowed to Depositors.	Amount of Govern- ment Securities at close of each year.
				£	£	£	£ s. d.	£	£	£	£	per cent.	£
1902...	4689	15,736	855	222,974	188,095	378,236	24 0 8	1891	839	1052	—	3	367,461
1903...	4466	16,159	423	230,384	218,293	401,253	24 16 7	1925	920	1005	—	3	396,461
1904...	4362	16,665	506	217,725	217,768	412,971	24 15 7	1523	1806	—	283	3	406,461
1905...	4509	17,045	380	251,085	222,669	455,380	26 14 3	264	1845	—	1581	3½	428,961
At 30th June.													
1906...	2736	17,814	769	142,272	124,812	480,052	26 18 11	210	1257	—	1046	3½	448,961
1907...	5698	19,246	1432	325,432	265,295	557,032	28 18 10	463	2048	—	1585	3½	527,261
1908 ..	5757	19,934	688	331,407	314,765	592,105	29 14 0	678	2788	—	2110	3½	561,461
1909...	4767	21,491	1557	299,161	292,781	615,047	28 12 4	2830	2854	—	23	3	591,461
1910...	4608	22,983	1492	336,620	326,140	642,802	27 19 4	4153	2741	1412	—	3	622,461
1911...	4660	24,403	1420	360,881	323,357	698,922	28 12 9	4782	2912	1883	—	3	674,461
1912...	6248	26,817	2414	475,971	408,696	787,101	29 7 0	5659	3244	2415	—	3	762,461

CLASSIFICATION OF DEPOSITORS' BALANCES, INCLUSIVE OF INTEREST.

At June 30th.	Not exceeding £20.		From £20 to £50.		From £50 to £100.		From £100 to £150.		From £150 to £200.		From £200 to £250.		Exceeding £250.	
	No. of Accounts.	Amount.	No. of Accounts.	Amount.	No. of Accounts.	Amount.	No. of Accounts.	Amount.	No. of Accounts.	Amount.	No. of Accounts.	Amount.	No. of Accounts.	Amount.
1911	17,721	£ 57,005 11 3	2605	£ 83,271 2 2	1642	£ 114,797 15 9	963	£ 116,136 7 11	519	£ 89,091 1 9	478	£ 107,212 6 10	478	£ 133,407 15 3
1912	19,266	£ 64,334 5 2	2902	£ 92,315 16 0	1878	£ 131,097 2 6	1062	£ 126,833 6 11	557	£ 95,345 12 2	494	£ 109,407 4 4	609	£ 167,758 5 5
1912	Average, £3 6s. 9d.		Average, £31 16s. 2d.		Average, £69 16s. 1d.		Average, £119 8s. 6d.		Average, £171 3s. 6d.		Average, £221 9s. 5d.		Average, £275 9s. 3d.	

RETURN SHOWING THE AMOUNT OF SAVINGS BANK FUNDS INVESTED, AND THE MODE OF INVESTMENT.

	£	s.	d.	£	s.	d.
Invested in Government Debentures	41,000	0	0			
Ditto Local Inscribed Stock	721,461	8	11			
				762,461	8	11

STATEMENT of the Business transacted at the several Agencies of the State Savings Bank of Tasmania for the Twelve Months ended 30th June, 1912.

Name of Agency.	When Opened.	Deposits.		Repayments.		Transactions.		New Accounts Opened.	Accounts Closed.
						Deposits.	Repayments.		
		£ s. d.		£ s. d.					
Alberton	23 June, 1884	1 11 6		—		5	—	—	—
Antill Ponds Station	1 Jan., 1889	310 10 0		95 8 0		39	10	4	2
Avoca	1 July, 1882	1167 17 0		876 2 3		138	99	33	15
Bagdad	1 Feb., 1911	45 1 1		9 0 0		5	1	—	—
Balfour	1 June, 1911	890 11 3		113 6 4		73	16	9	2
Barrington	1 May, 1886	88 18 7		342 13 2		37	9	8	5
Beaconsfield	1 July, 1882	7041 0 3		7518 3 8	1213	494	3	114	84
Bellerive	2 Nov., 1883	191 5 5		3 15 3		94	3	2	1
Bishopsbourne	9 Aug., 1882	32 8 9		22 0 0		6	1	1	—
Boat Harbour	1 July, 1891	279 18 6		87 16 1		39	11	16	4
Bothwell	1 July, 1882	2872 5 8		1033 5 1	257	71	45	7	7
Bracknell	1 July, 1889	384 18 6		119 13 5	38	24	13	5	5
Bradshaw's Creek	1 April, 1884	1652 0 7		857 15 2	225	85	21	9	9
Bransholme	1 July, 1882	970 1 0		765 3 7	203	57	23	8	8
Bridgewater Junction	1 July, 1882	55 9 1		29 14 0	17	6	1	—	—
Broad Marsh	1 Aug., 1882	501 1 0		129 19 0	49	15	3	3	3
Buckland	1 July, 1882	85 4 7		127 3 0	16	6	3	3	3
Burnie	1 Aug., 1882	13,375 7 10		8974 19 9	2050	834	252	103	103
Campania	1 July, 1882	213 12 9		118 17 10	24	17	7	2	2
Campbell Town	1 July, 1882	2081 4 0		1107 9 7	353	83	27	9	9
Carnarvon	1 April, 1888	95 13 0		39 15 6	28	4	4	1	1
Carrick	1 Feb., 1884	165 5 0		122 0 0	33	14	2	—	—
Chadleigh	1 July, 1886	419 8 6		238 17 3	34	11	6	2	2
Cleveland	1 July, 1891	278 1 0		14 4 0	30	3	7	2	2
Colebrook	1 July, 1882	819 12 1		129 11 1	176	20	9	5	5
Coppington	1 Oct., 1894	196 2 6		105 7 5	87	15	10	3	3
Cressy	1 July, 1882	461 3 5		326 17 11	118	39	9	6	6
Deloraine	1 July, 1882	5112 15 10		3011 16 0	689	246	79	38	38
Derby	1 Jan., 1887	2435 8 2		1500 4 6	614	218	56	17	17
Detention River	1 April, 1894	48 17 9		2 0 1	4	1	1	1	1
Devonport East	1 July, 1882	799 12 0		700 18 0	203	99	21	13	13
„ West	1 July, 1882	14,183 14 9		11,740 3 4	1520	735	186	99	99
Don	1 July, 1882	162 14 9		209 6 9	56	18	7	3	3
Dover	1 Sept., 1882	1172 15 7		295 4 6	311	53	33	6	6
Dunally	1 May, 1902	—		21 16 6	—	2	—	—	—
Dundas	1 May, 1892	806 13 10		347 17 11	169	72	14	7	7
Ellendale	1 May, 1891	295 7 2		557 0 8	41	21	12	4	4
Evdale	1 July, 1882	672 13 0		267 1 3	189	45	29	6	6
Exton	1 June, 1895	12 1 0		31 6 5	7	3	—	1	1
Fingal	1 Aug., 1882	1287 9 0		489 14 6	243	42	22	5	5
Forcett	1 May, 1887	Closed 1st March, 1912.							
Forest	1 June, 1890	221 8 0		152 19 3	26	22	7	5	5
Forth	1 Aug., 1882	620 5 0		579 12 11	227	72	24	7	7
Frankford	1 Feb., 1887	74 15 7		30 1 11	22	11	3	2	2
Franklin	1 July, 1882	2253 13 9		759 12 10	317	81	44	9	9
Geeveston	1 July, 1882	3364 18 10		898 6 0	519	110	70	10	10
George Town	1 July, 1882	416 1 10		193 13 7	93	45	11	2	2
Gladstone	1 July, 1882	1279 14 2		1160 17 6	158	77	14	9	9
Glenorchy	1 June, 1883	1076 3 6		252 3 10	241	62	18	5	5
Gordon	1 July, 1882	6 4 0		46 2 0	19	11	4	1	1
Gormanston	1 Feb., 1895	5469 4 6		2843 18 8	746	191	83	24	24
Gould's Country	1 July, 1882	342 13 10		118 0 0	85	42	8	1	1
Gretna	1 Aug., 1882	256 10 7		171 3 3	53	20	4	6	6
Hagley	1 Sept., 1895	227 9 0		352 6 6	86	18	9	8	8
Hadspen	1 Nov., 1886	578 4 0		517 9 6	18	6	10	5	5
Hamilton	1 Feb., 1884	282 12 6		386 5 4	98	34	4	6	6
Hastings	1 Sept., 1888	1383 9 8		355 18 7	262	49	33	7	7
Huonville	1 Oct., 1882	719 18 5		317 11 1	126	35	10	1	1
Hythe	1 Sept., 1885	447 0 0		202 16 0	87	27	13	—	—
Invermay	1 Oct., 1894	630 16 9		1277 0 0	95	52	13	7	7
Irish Town	1 June, 1911	117 11 10		31 2 10	83	11	20	1	1
Kanna Leena	1 April, 1912	687 0 11		103 11 9	99	13	33	2	2
Karoola	1 June, 1886	245 6 2		122 0 0	50	18	6	—	—
Kempton	1 July, 1882	1053 1 1		353 14 1	189	54	16	3	3
King's Island	1 Feb., 1906	1008 5 8		238 7 9	165	23	29	7	7
Kingston	1 July, 1882	446 15 3		85 10 9	72	19	5	3	3
Latrobe	1 July, 1882	5805 19 1		4474 17 9	541	290	64	33	33
Launceston	1 July, 1882	23,082 10 5		28,589 16 5	2113	1878	223	244	244
Lefroy	1 July, 1882	663 3 0		641 15 9	123	53	10	5	5
Lilydale	1 April, 1890	202 5 2		547 3 3	33	28	4	4	4
Linda	1 Jan., 1901	5816 9 0		3844 11 9	1088	364	129	39	39
Lisdillon	1 Oct., 1883	60 3 8		64 4 0	6	2	2	1	1
Lisle	1 Sept., 1882	72 17 6		73 7 6	8	4	1	1	1
Longford	1 July, 1882	2080 0 7		1322 14 3	391	141	40	9	9
Longley	1 Nov., 1889	8 12 0		20 0 0	2	2	—	—	—
Lottah	1 Feb., 1896	1159 4 0		634 4 6	313	79	25	4	4
Lovett	1 July, 1882	1957 5 11		1018 2 7	494	106	55	15	15
<i>Forward</i>	<i>...</i>	125,783 10 10		95,264 12 6	18,516	7558	2148	967	967

STATEMENT of the Business transacted, &c.—continued.

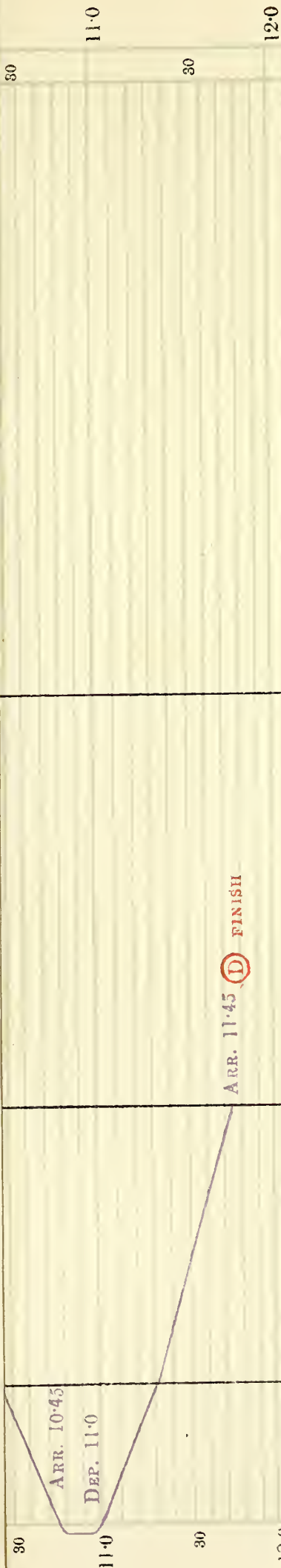
Name of Agency.	When Opened.	Deposits.		Repayments.		Transactions.		New Accounts Opened.	Accounts Closed.
						Deposits.	Repay- ments.		
<i>Forward...</i>	<i>...</i>	£ s. d. 125,783 10 10		£ s. d. 95,264 12 5		18,516	7553	2143	967
Macquarie Plains	1 Jan., 1894	721 18 9		142 2 5		137	31	14	8
Magnet	1 March, 1903	3667 12 11		1970 2 11		863	218	120	9
Mangana	1 Oct., 1897	229 15 0		247 3 4		34	34	6	6
Marrawah	1 June, 1911	150 6 10		311 2 0		27	7	7	3
Mathinna	1 April, 1884	1904 0 1		1401 3 0		178	181	21	14
Melton Mowbray	1 March, 1887	167 14 0		54 0 0		24	9	1	—
Mole Creek	1 Sept., 1884	330 0 5		110 10 8		60	9	9	1
Montagu	1 July, 1899	354 12 5		20 4 4		15	3	5	3
Moorina	1 July, 1882	633 4 0		411 14 10		120	55	14	6
Mt. Read	1 June, 1911	407 11 5		59 19 0		76	11	12	—
New Norfolk	1 July, 1882	6535 19 10		3160 5 0		893	234	100	35
New Town	1 July, 1882	1141 9 0		428 11 2		363	73	26	4
Nile	1 Feb., 1895	112 19 0		19 12 10		73	6	8	3
North Mt. Lyell	1 April, 1899	2140 10 2		972 10 4		450	128	46	5
North Hobart	1 June, 1911	378 16 4		72 19 0		362	62	49	1
Outlands	1 July, 1882	2435 1 0		835 9 2		318	98	34	16
Ouse	1 Aug., 1882	504 10 9		116 3 1		84	18	10	3
Parattah	1 Nov., 1892	646 2 6		526 12 4		59	32	7	5
Penguin	1 Sept., 1882	2471 3 6		2104 9 1		341	144	47	25
Perth	1 July, 1882	284 7 0		418 19 10		100	40	5	9
Piilinger	1 April, 1899	306 5 6		42 13 0		75	18	3	—
Piper's River	1 Feb., 1889	94 0 0		212 8 2		12	14	2	2
Plenty	1 May, 1893	18 5 6		32 10 9		27	7	2	2
Pontville	1 July, 1882	172 18 0		116 15 4		59	25	7	3
Premaydena	1 April, 1885	180 11 0		59 5 6		78	9	5	1
Pyengana	1 June, 1897	299 11 11		144 5 9		16	15	3	2
Queentown	1 Nov., 1896	17,050 9 0		12,675 8 11		3487	1316	275	82
Railton	1 Nov., 1888	813 10 8		634 14 7		167	93	28	6
Renison Bell	1 Feb., 1911	938 13 4		464 17 3		166	59	23	3
Richmond	1 July, 1882	457 0 4		128 9 11		162	21	15	1
Riana	1 June, 1911	—		—		—	—	—	—
Ringarooma	1 Dec., 1883	830 19 6		641 17 7		154	53	26	6
Rosebery	1 Aug., 1897	1297 12 2		515 4 1		276	86	31	13
Ross	1 July, 1882	1481 12 7		677 19 5		129	35	19	6
Sandy Bay	1 July, 1882	70 2 0		5 4 2		45	6	6	1
Sassafras	1 Dec., 1900	406 2 3		533 15 5		39	11	14	2
Scottsdale	1 July, 1882	4136 0 0		3286 2 10		632	303	73	48
Sheffield	1 Aug., 1882	2936 12 0		2867 2 10		395	172	62	27
Shipwrights' Point	1 April, 1883	708 19 9		166 14 0		125	42	13	—
Sisters' Creek	1 Dec., 1900	37 0 3		45 16 7		17	7	3	2
Smithton	1 Feb., 1893	1195 8 10		909 13 1		192	94	25	10
Somerset	1 Nov., 1882	792 6 8		833 19 9		173	90	20	7
Sorell	1 July, 1882	204 7 1		347 1 9		67	37	12	—
South Launceston	1 Jan., 1899	27 11 4		324 12 0		32	25	7	1
Sprent	1 Oct., 1885	293 17 0		109 13 2		54	15	13	2
Stanley	1 Oct., 1882	1693 19 10		1248 10 1		262	119	28	22
St. Helens	1 July, 1882	1851 14 0		1206 7 6		270	101	23	16
St. Leonards	1 June, 1883	32 0 11		193 7 11		19	13	1	4
St. Marys	1 July, 1882	2744 13 0		1122 14 1		326	116	32	15
Stowport	1 April, 1900	156 17 9		117 18 5		22	14	4	4
Strahan	1 Feb., 1888	3358 0 3		1375 3 4		573	214	43	11
Swansea	1 July, 1882	1435 0 0		798 8 3		132	78	19	3
Triabunna	1 Nov., 1886	326 4 4		315 12 7		58	17	8	1
Tunbridge	1 July, 1882	625 11 9		382 8 7		70	46	4	2
Tullah	1 July, 1900	3385 16 0		1591 17 3		493	152	36	8
Tunnack	1 July, 1882	295 17 2		200 6 3		43	24	8	2
Ulverstone	1 July, 1882	6016 12 1		4291 13 6		890	328	92	54
Waratah	1 July, 1882	8069 7 11		6234 16 5		1396	443	159	71
Weldborough	1 July, 1882	632 5 6		369 12 10		130	46	12	11
Westbury	1 July, 1882	1161 1 5		964 12 0		169	102	32	12
Williamsford	1 July, 1899	689 9 4		371 9 3		168	83	27	2
Wilmot	1 Feb., 1906	757 19 10		642 13 7		118	50	15	7
Woodbridge	1 Feb., 1886	450 2 0		122 5 0		137	23	12	1
Woodsdale	1 June, 1911	184 4 4		86 7 11		17	10	3	1
Wynyard	1 July, 1882	3639 16 9		2381 16 3		546	215	67	21
Zeehan	1 Feb., 1890	16,662 4 2		9447 2 7		2649	1097	230	72
Zeehan, East	1 May, 1899	2045 18 0		993 5 3		696	170	65	12
Total at Agencies...	...	241,965 18 9		168,883 1 5		38,856	14,960	4291	1702
„ „ Hobart .....	...	234,005 14 3		239,812 19 6		16,244	13,899	1957	2132
GRAND TOTAL...	...	475,971 13 0		408,696 0 11		55,100	28,859	6248	3834



SERVICE.

MINUTES.

CHART 1.
APPENDIX S1.



NOVEMBER 1st TO APRIL 30th.

PER TRAIN MILEAGE.

		MILES.
No. 1	BLACK	164
2	VIOLET	130
3	GREEN	98
4	RED	36
TOTAL		428 Miles per Day

R SUMMER PERIOD, 66,768 MILES.

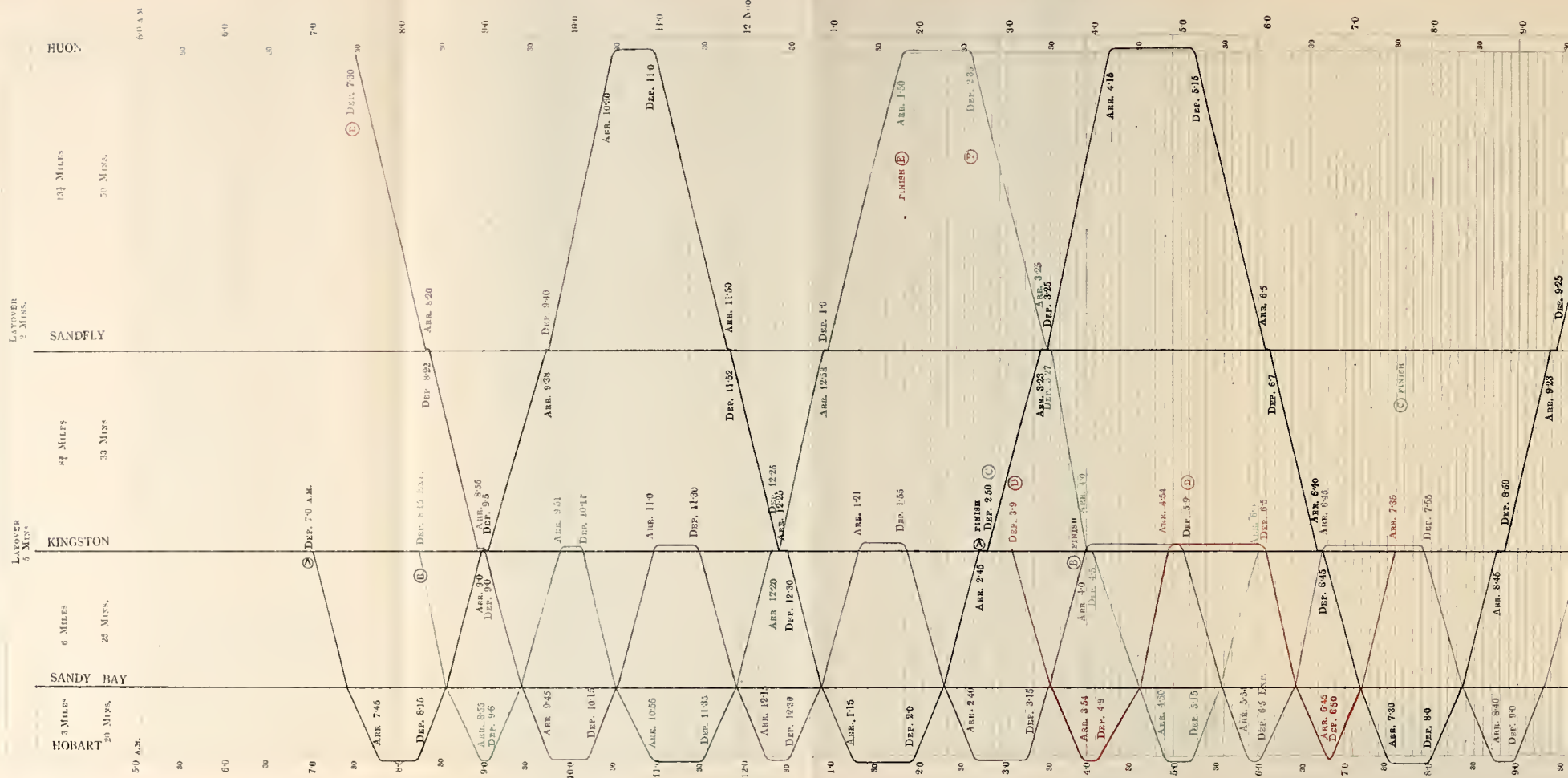
These Charts refers to "Huonville."

ROSTER.

Time and Place. SIGN OFF.	Hours Worked.	Remarks.
Kingston 2:45 p.m.	8:15	
Kingston 4:0 p.m.	8:15	Change Trains at Sandy Bay with Crew "E," 10:35 a.m.
Kingston 7:35 p.m.	5:20	Change Trains at Sandy Bay with Crew "F," 7:10 p.m.
Kingston 11:45 p.m.	9:6	Depart Kingston on Train No. 4, at 3:9 p.m. " " " " No. 2, at 5:9 p.m.
Kingston 1:50 p.m.	6:50	Change Trains at Sandy Bay with Crew "B," 10:35 a.m.
Kingston 10:15 p.m.	8:10	Change Trains at Sandy Bay with Crew "C," 7:10 p.m.
Kingston 10:0 a.m. " 6:45 p.m.	8:0	Broken Shift

H. G. I. Goodman
3-1-12.

From HUON, SANDFLY, KINGSTON, & SANDY BAY to HOBART.



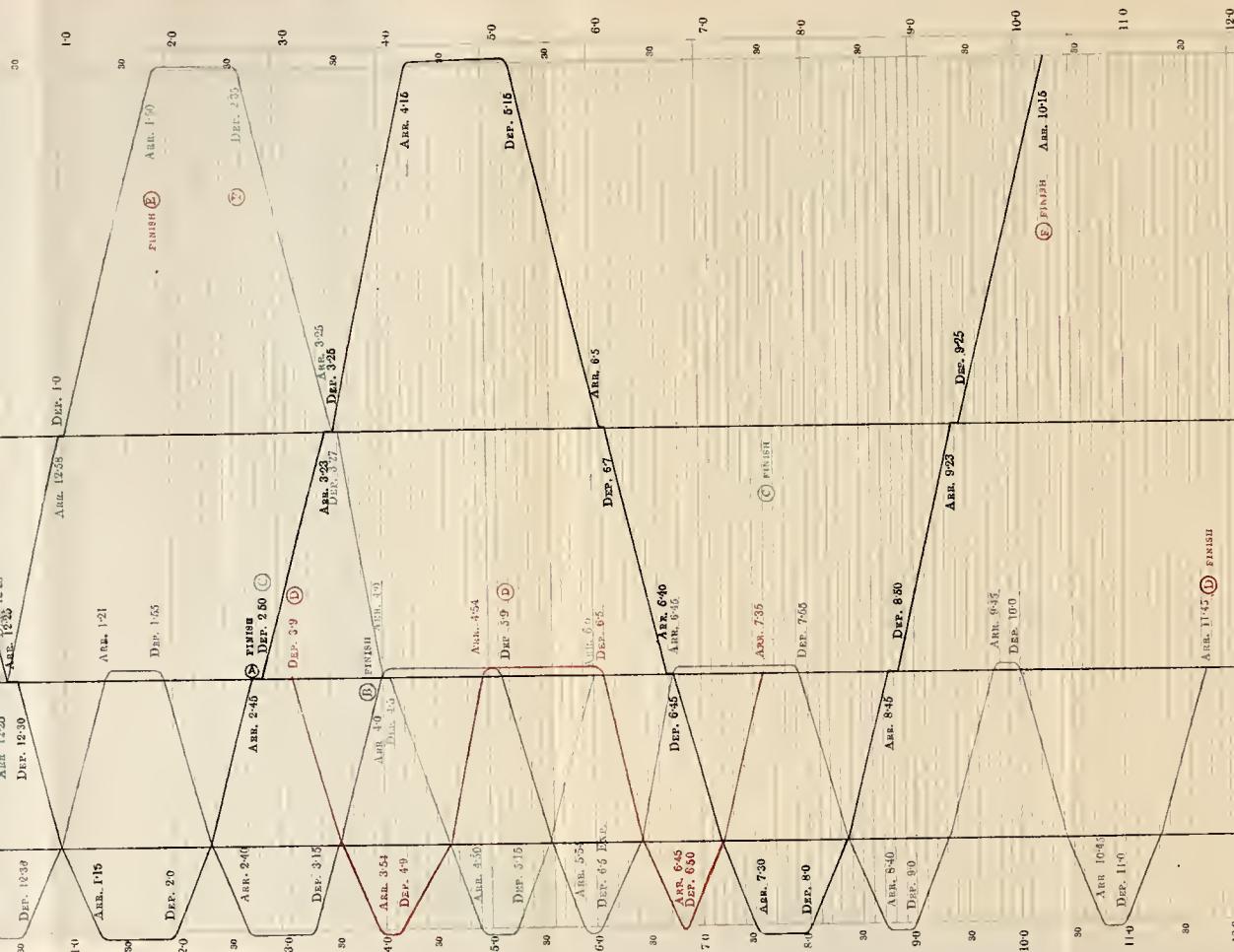
from HUON, SANDFLY, KINGSTON, & SANDY BAY to HOBART.

SUMMER SERVICE.

HEADWAY

MINUTES.

CHART 1.
APPENDIX S1.



SUMMER SCHEDULE, NOVEMBER 1st to APRIL 30th.

PASSENGER TRAIN MILEAGE.

TRAIN No.	Color	MILES.
1	BLACK	164
2	VIOLET	130
3	GREEN	98
4	RED	36
TOTAL		428 Miles per Day

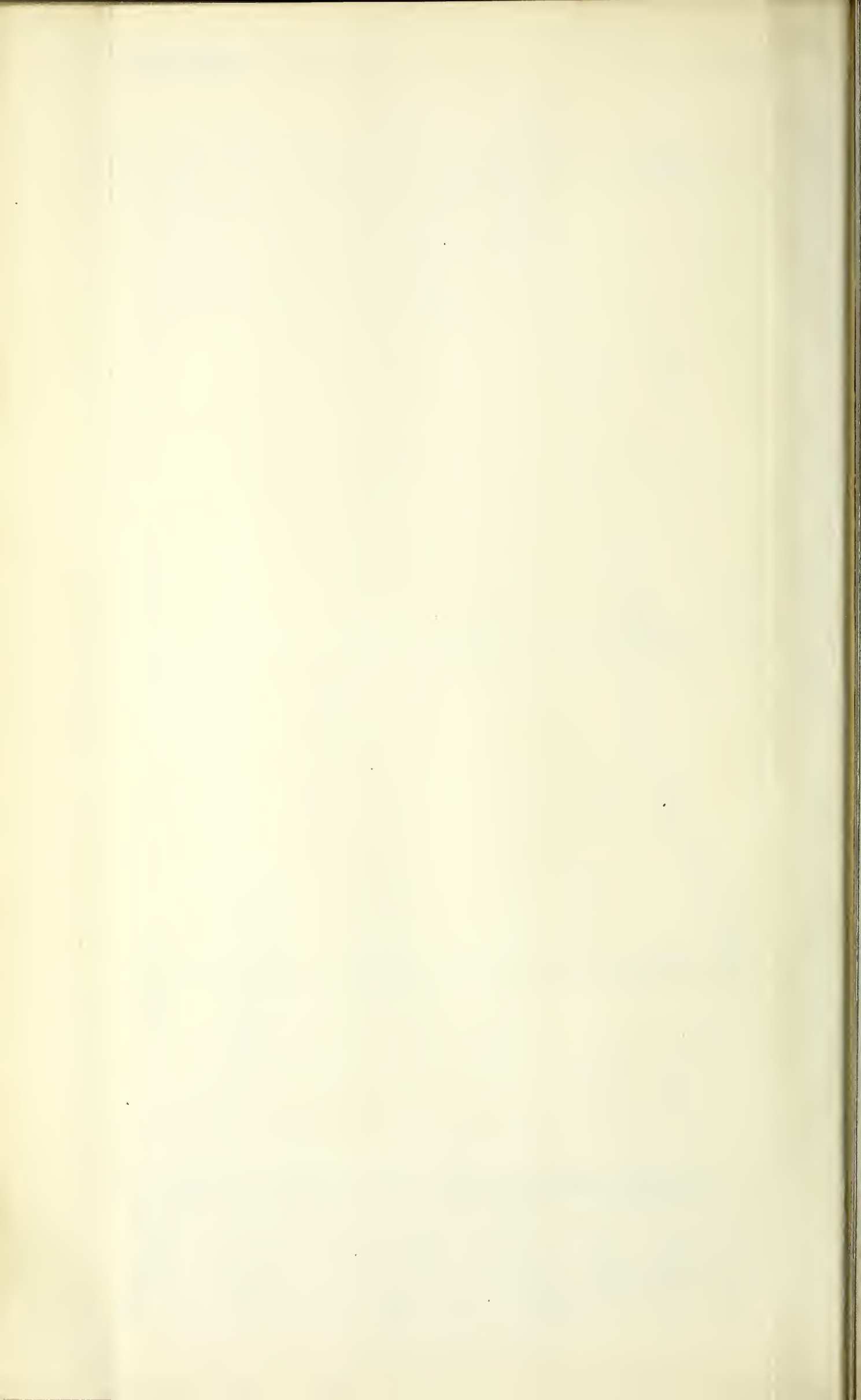
TOTAL MILEAGE FOR SUMMER PERIOD, 66,768 MILES.

NOTE.—"Huon" on these Charts refers to "Huonville."

ROSTER.

Crew No.	Sign.	Time and Place. Sign On.	Depart. Time.	Time and Place. Sign Off.	Hours Worked.	Remarks.
A	(A)	Kingston 6:30 a.m.	7:0 a.m.	Kingston 2:45 p.m.	8:15	
B	(B)	Kingston 7:45 a.m.	8:15 a.m.	Kingston 4:0 p.m.	8:15	Change Trains at Sandy Bay with Crew No. 2 at 10:30 a.m.
C	(C)	Kingston 2:15 p.m.	2:50 p.m.	Kingston 7:35 p.m.	5:20	Change Trains at Sandy Bay with Crew No. 3 at 7:10 p.m.
D	(D)	Kingston 2:30 p.m.	3:30 p.m.	Kingston 11:45 p.m.	9:6	Depart Kingston on Train No. 4 at 7:30 p.m. No. 5 at 7:30 p.m.
E	(E)	Huon 7:0 a.m.	7:30 a.m.	Huon 1:50 p.m.	6:50	Change Trains at Sandy Bay with Crew No. 1 at 10:30 a.m.
F	(F)	Huon 2:5 p.m.	2:35 p.m.	Huon 10:15 p.m.	8:10	Change Trains at Sandy Bay with Crew No. 2 at 7:30 p.m.
G		Kingston 8:30 a.m.	Stand by	Kingston 10:0 a.m.	8:0	Heckers Shift
		" 2:15 p.m.		" 6:45 p.m.		

H. G. T. Goodman
3-1-12.



ERVICE.

MINUTES.

CHART 2.
APPENDIX T1.

11-0

30

E, MAY 1ST TO OCTOBER 31ST.

GER TRAIN MILEAGE.

	MILES.
IN No. 1 BLACK	130
" 2 VIOLET	164
TOTAL	<u>294</u> Miles per Day

FOR WINTER PERIOD, 45,864 MILES.

ROSTER.

Time and Place. SIGN OFF.	Hours Worked.	Remarks.
Kingston 1:25 p.m.	5:40	
Kingston 11:45 p.m.	8 0	
Huon 5:0 p.m.	10-0	Depart Kingston on Train No. 2, at 1:30 p.m.
Huon 10:21 p.m.	5:21	

ARR. 11:45

H. G. I. Goodman.
3-1-12.

ARR. 10:45

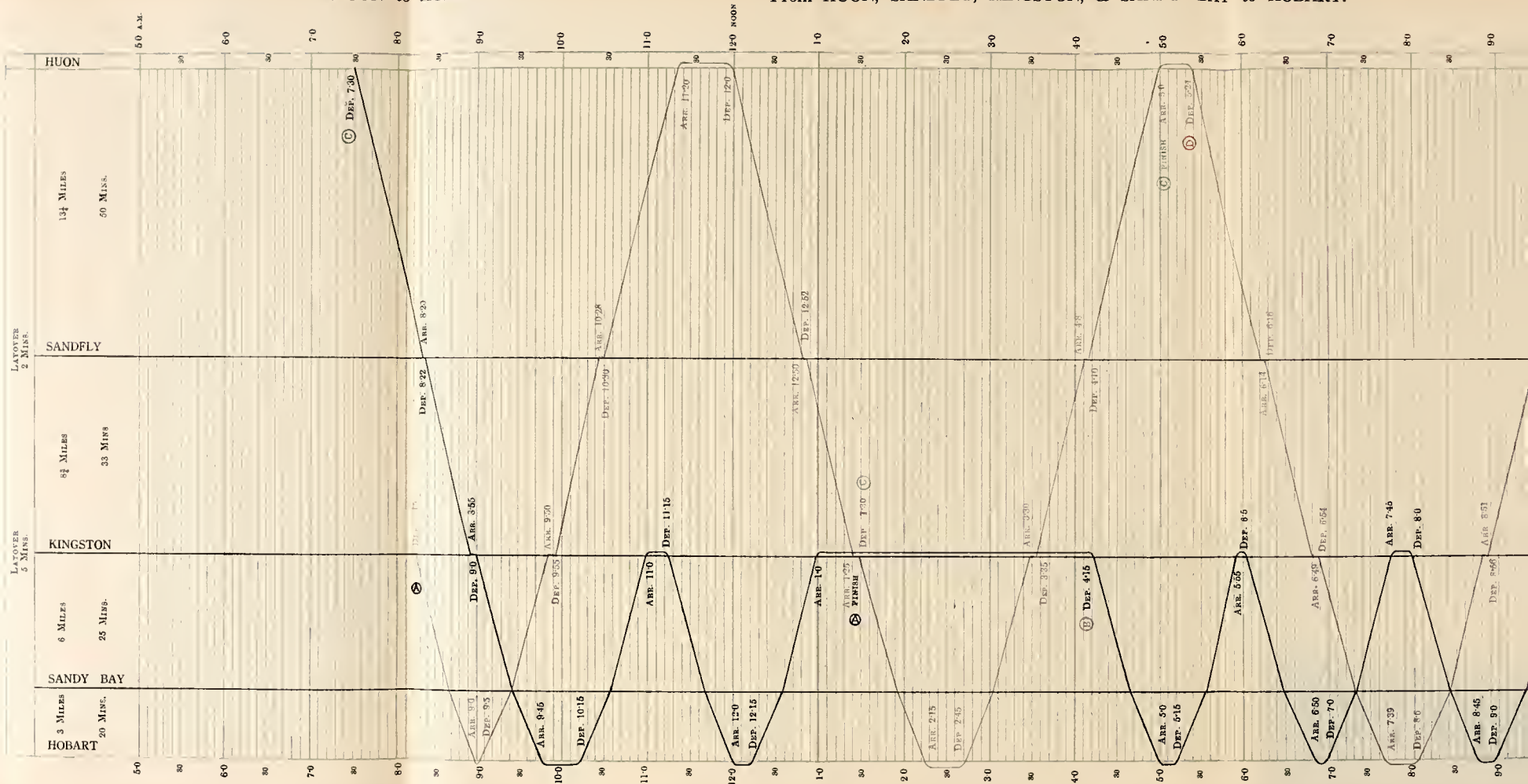
DEP. 11:0

11-0

30

HUON to HOBART ROUTE.

From HUON, SANDFLY, KINGSTON, & SANDY BAY to HOBART.

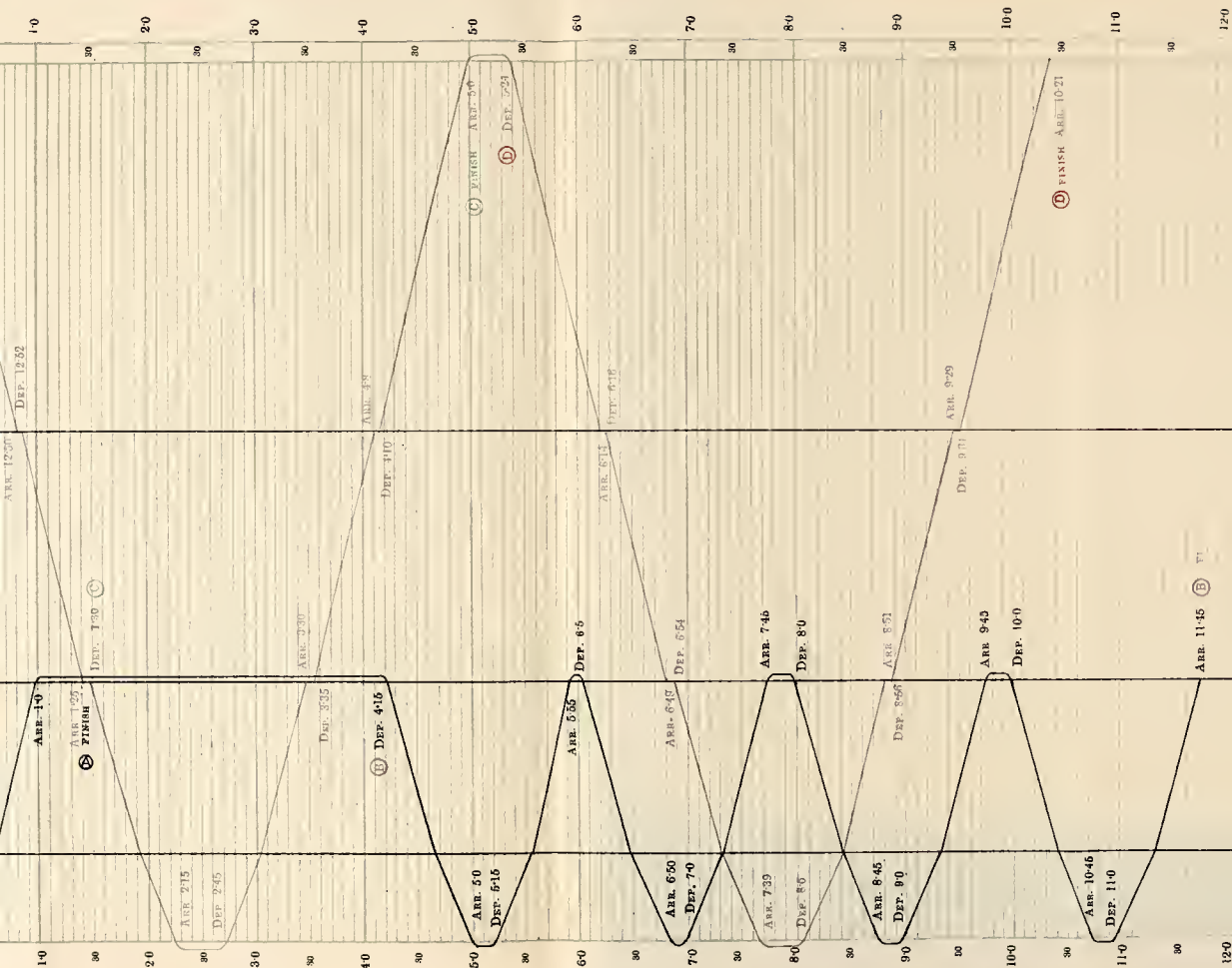


from HUON, SANDFLY, KINGSTON, & SANDY BAY to HOBART.

WINTER SERVICE.

HEADWAY ——— MINUTES.

CHART 2.
APPENDIX T1.



WINTER SCHEDULE, MAY 1st TO OCTOBER 31st.

PASSENGER TRAIN MILEAGE.

		MILES.
TRAIN No. 1	BLACK	130
"	2 VIOLET	164
TOTAL		294 Miles per Day

TOTAL MILEAGE FOR WINTER PERIOD, 45,864 MILES.

ROSTER.

Crew No.	Sign.	Time and Place. Start On.	Depart. Time.	Time and Place. Start Off.	Hours Worked.	Remarks.
A	(A)	Kingston 7:45 a.m.	8:15 a.m.	Kingston 1:25 p.m.	5:40	
B	(B)	Kingston 3:45 p.m.	4:15 p.m.	Kingston 11:45 p.m.	8:0	
C	(C)	Huon 7:0 a.m.	7:30 a.m.	Huon 5:0 p.m.	10:0	Deport Kingston on Train No. 2, at 1:20 p.m.
D	(D)	Huon 5:0 p.m.	5:24 p.m.	Huon 10:21 p.m.	5:21	

H. G. I. Goodman.
3-1-12.

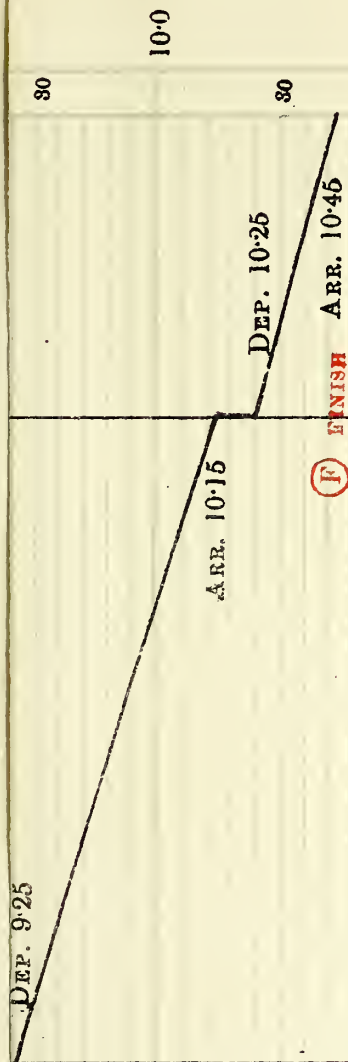


ER SERVICE.

UTES.

CHART 3.

APPENDIX U1.



NOVEMBER 1ST TO APRIL 30TH.

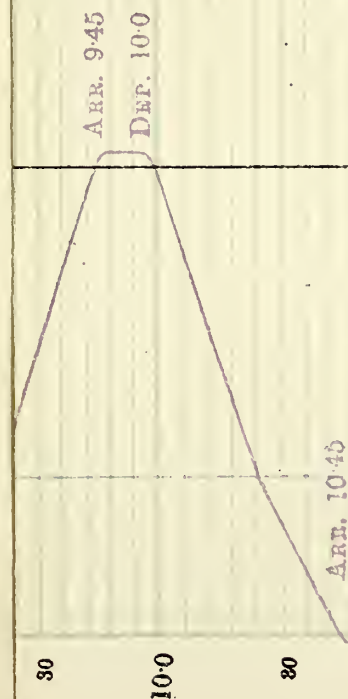
R TRAIN MILEAGE.

	MILES.
No. 1 BLACK	189
2 VIOLET	135
3 GREEN	98
4 RED	36
TOTAL	458 Miles per Day

R SUMMER PERIOD, 71,448 MILES.

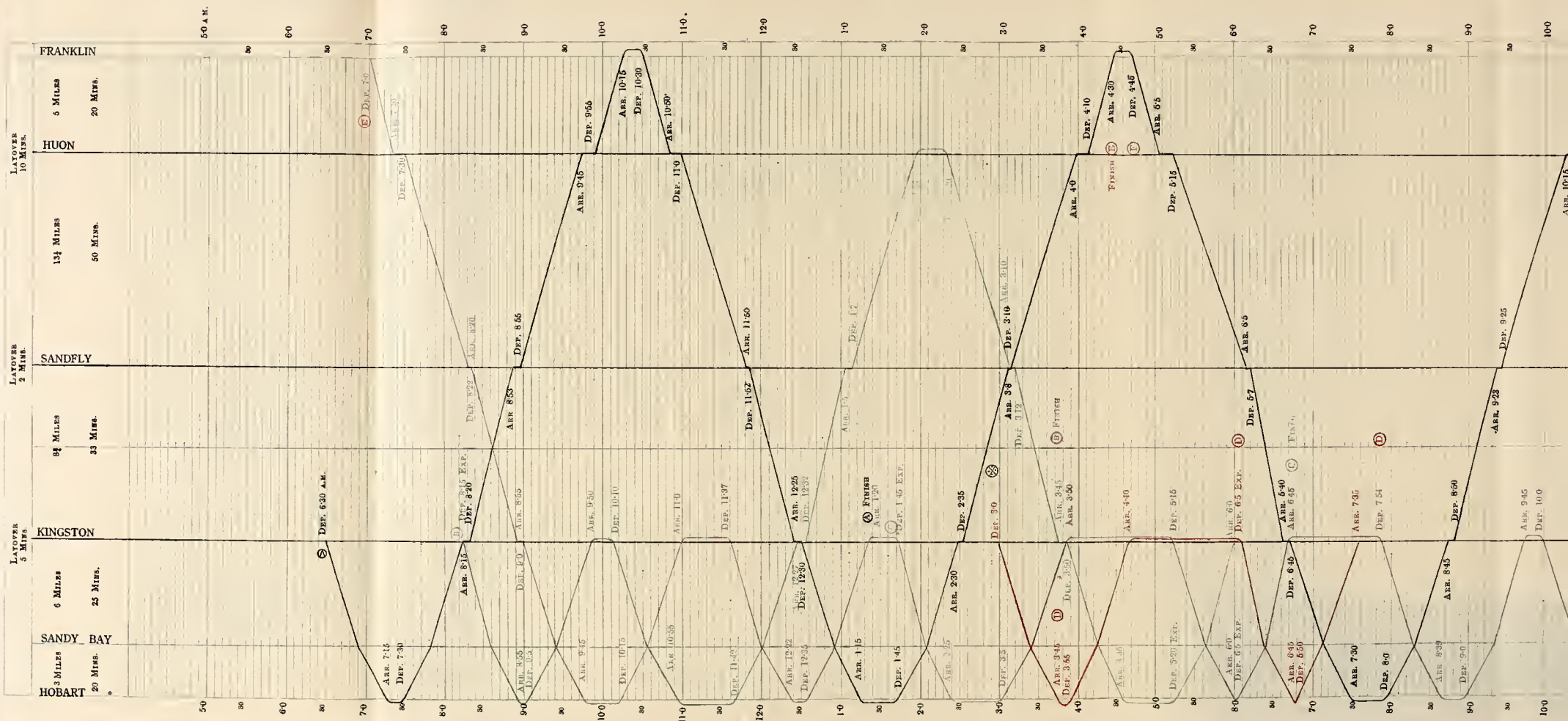
ROSTER.

Time and Place. SIGN OFF.	Hours Worked.	Remarks.
ngston 1:20 p.m.	7:20	Change Trains at Sandy Bay with Crew "E," 12:55 p.m.
ngston 3:45 p.m.	8:0	
ngston 6:45 p.m.	5:30	Change Trains at Sandy Bay with Crew "G," 3:25 p.m. Depart Kingston on Train No. 2, at 5:15 p.m.
ngston 11:45 p.m.	8:25	Depart Kingston on Train No. 4, at 6:5 p.m. " " " " No. 2, at 7:54 p.m.
anklin 4:30 p.m.	10:0	Change Trains at Sandy Bay with Crew "A," 12:55 p.m.
anklin 10:45 p.m.	6:30	
ngston 10:0 a.m. " 6:30 p.m.	8:0	*Change Trains at Sandy Bay with Crew "C," 3:25 p.m.



W. L. Gookin
3-1-12

SUMMER SERV



From FRANKLIN, HUON, SANDFLY, to HOBART.

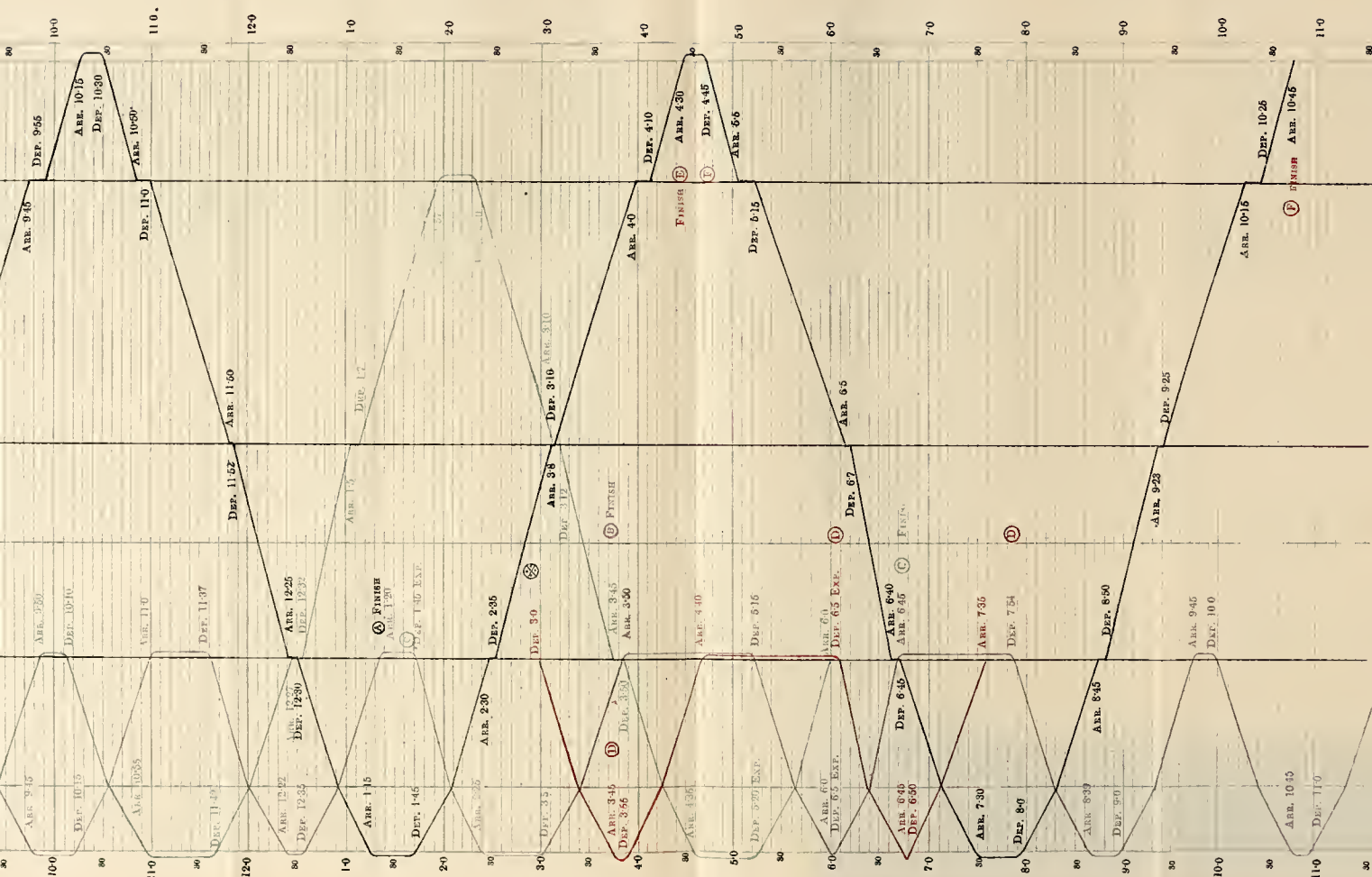
SUMMER SERVICE.

HEADWAY

MINUTES.

CHART 3.

APPENDIX U1.



SUMMER SCHEDULE, NOVEMBER 1ST TO APRIL 30TH.

PASSENGER TRAIN MILEAGE.

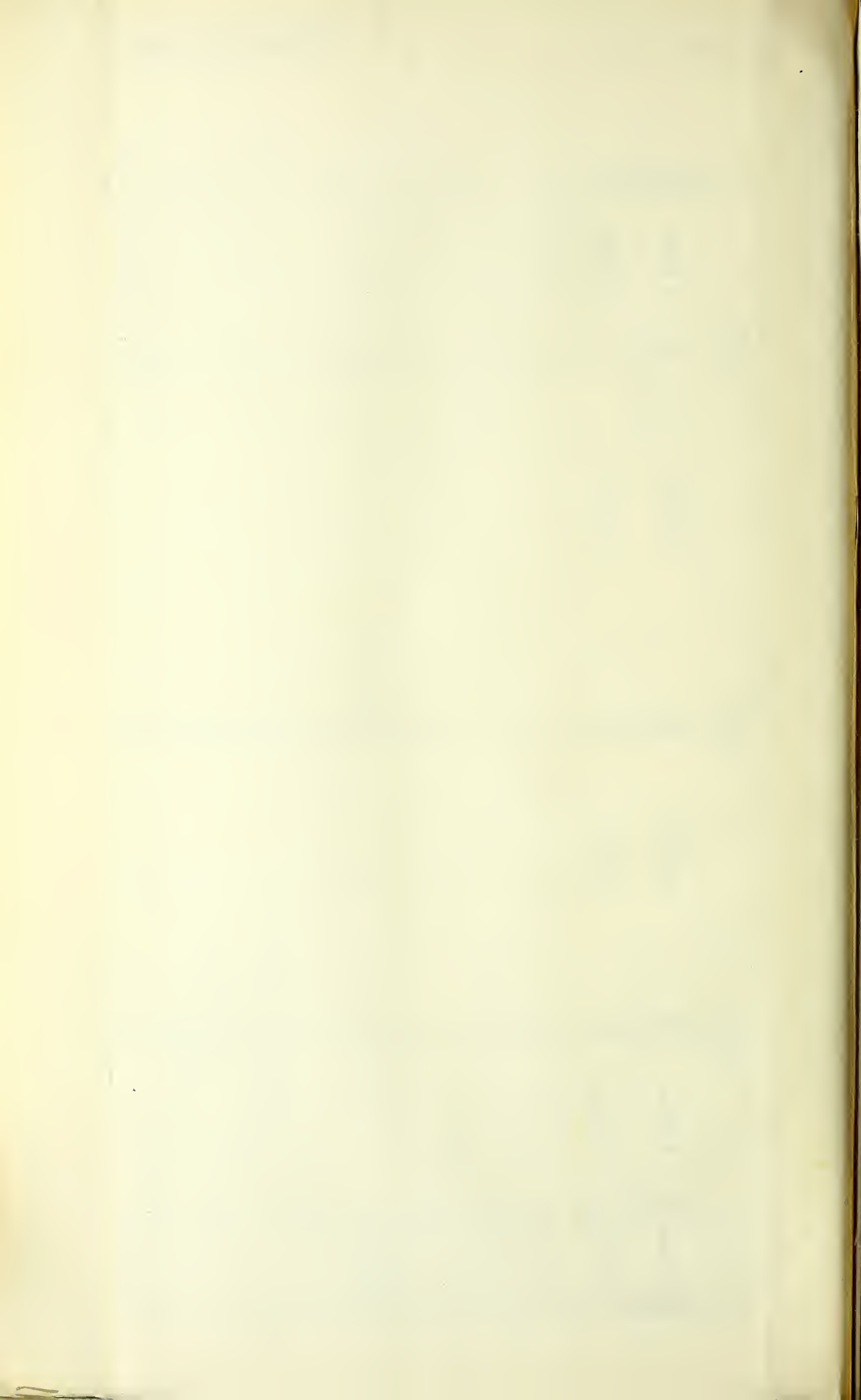
TRAIN No.	BLACK	MILES.
1	BLACK	189
2	VIOLET	135
3	GREEN	98
4	RED	36
TOTAL		458 Miles per Day

TOTAL MILEAGE FOR SUMMER PERIOD, 71,448 MILES.

ROSTER

Crew No.	Sign.	Time and Place, Sign On.	Depart. Time.	Time and Place, Sign Off.	Hours Worked.	Remarks.
A	(A)	Kingston 6:0 a.m.	6:30 a.m.	Kingston 1:30 p.m.	7:20	Change Trains at Sandy Bay with Crew B. 12:15 p.m.
B	(B)	Kingston 7:45 a.m.	8:15 a.m.	Kingston 3:45 p.m.	8:0	
C	(C)	Kingston 1:15 p.m.	1:45 p.m.	Kingston 6:45 p.m.	5:30	Change Trains at Sandy Bay with Crew D. 1:20 p.m. No. 2 at 1:15 p.m.
D	(D)	Kingston 3:20 p.m.	3:50 p.m.	Kingston 11:45 p.m.	8:25	Depart Kingston on Train No. 4 at 11 p.m.
E	(E)	Franklin 6:30 a.m.	7:0 a.m.	Franklin 4:30 p.m.	10:0	Change Trains at Sandy Bay with Crew F. 12:15 p.m.
F	(F)	Franklin 4:15 p.m.	4:45 p.m.	Franklin 10:45 p.m.	6:30	
G	(G)	Kingston 8:0 a.m.	Stand by 2:30 p.m.	Kingston 10:0 a.m.	1:0	*Change Trains at Sandy Bay with Crew C. 1:20 p.m.

W. G. G. G. G.
3-1-12



VICE.

HEADWAY

V1.

10-0 11-0 12-0
30 30 30

FINISH. 10-0

D

NOBER 31st.

GE.

Miles per Day

50,544 MILES.

Remarks.

Change Trains at Sandy Bay with Crew
"B," 9:25 a.m.

Change Trains at Sandy Bay with Crew
"A," 9:25 a.m.

ARR. 11-45 C FINISH

DEP. 10-0

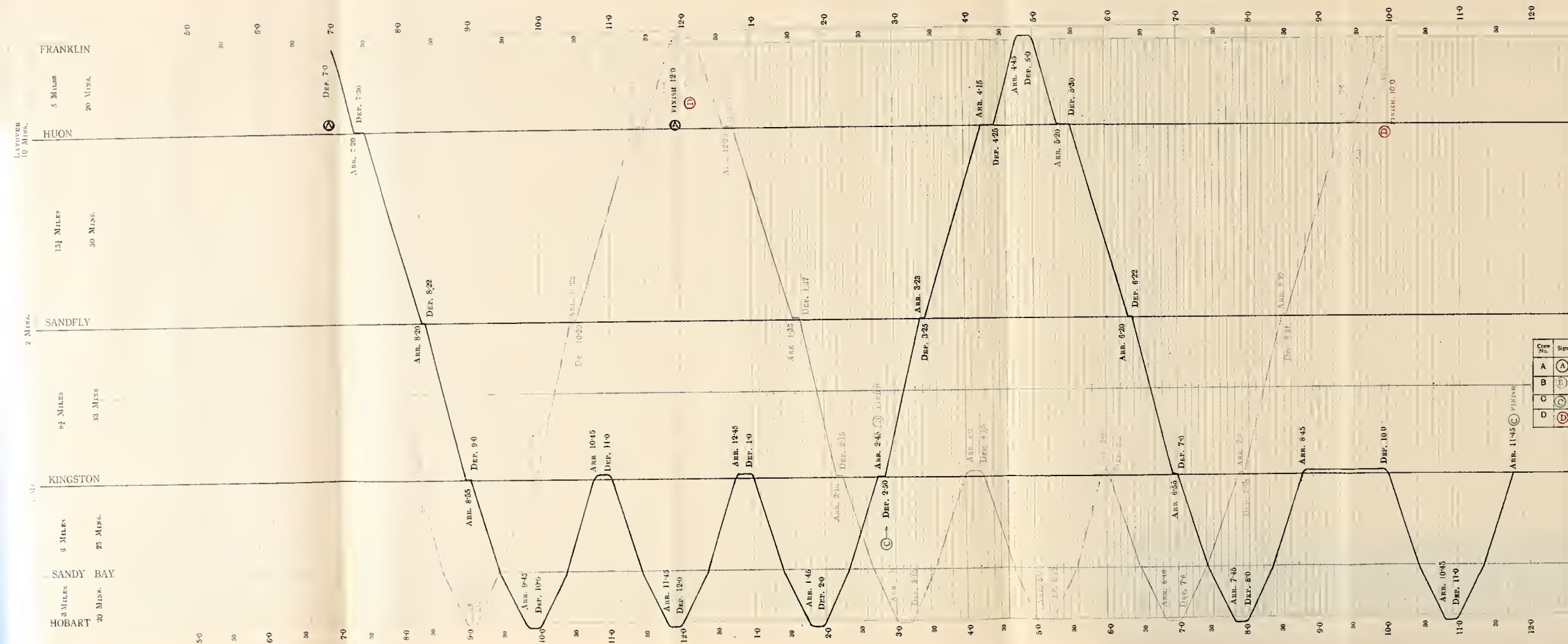
ARR. 10-45

DEP. 11-0

10-0 11-0 30 30

Goodman.
3-1-12.

HEADWAY



Crew No.	Sign.
A	(A)
B	(B)
C	(C)
D	(D)

to HOBART ROUTE.

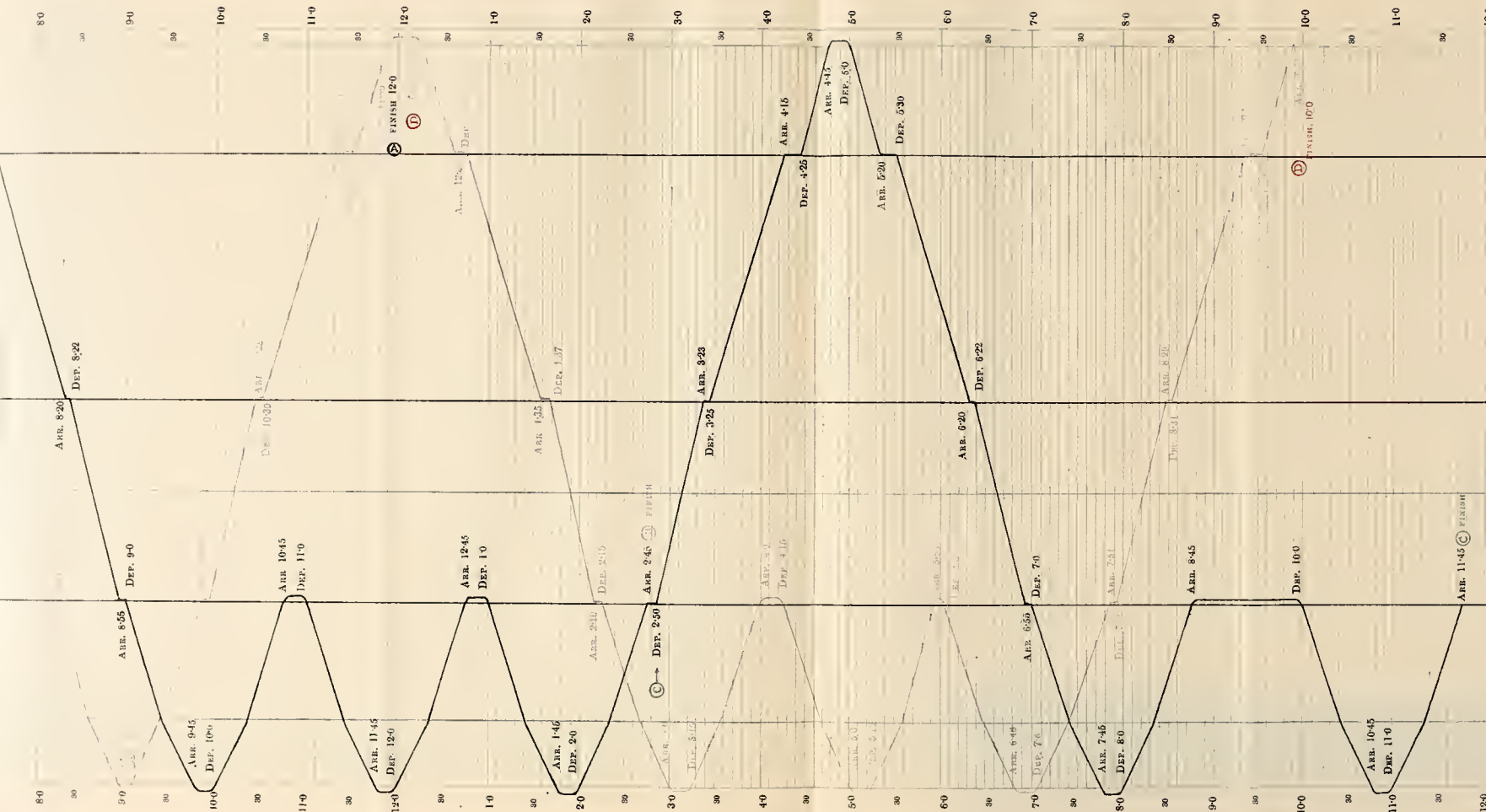
From FRANKLIN, HUON, SANDFLY, to HOBART.

WINTER SERVICE.

HEADWAY

MINUTES.

CHART 4.
APPENDIX V1.



WINTER SERVICE, MAY 1st TO OCTOBER 31st.

PASSENGER TRAIN MILEAGE.

MILES.
TRAIN No. 1 BLACK 171
" 2 VIOLET 153
TOTAL 324 Miles per Day

TOTAL MILEAGE FOR WINTER PERIOD, 50,544 MILES.

ROSTER.

Crew No.	Sign.	Time and Place. Sign Off.	Depart. Time.	Time and Place. Sign Off.	Hours Worked.	Remarks.
A	(A)	Franklin 6:30 a.m.	7:0 a.m.	Franklin 12 noon	5:30	Change Train at Sandy Bay with Crew B. 7:25 a.m.
B	(B)	Kingston 7:45 a.m.	8:15 a.m.	Kingston 2:45 p.m.	7:0	Change Train at Sandy Bay with Crew A. 7:25 a.m.
C	(C)	Kingston 2:45 p.m.	2:50 p.m.	Kingston 11:45 p.m.	9:0	
D	(D)	Franklin 12 noon	12:15 p.m.	Franklin 10 p.m.	10:0	

H. C. T. Goodman.
8-1-12.

E.

ES.

CHART 5.
APPENDIX W 1.

SERVICE.

RAIN MILEAGE.

	MILES.
BLACK	90
VIOLET	72
TOTAL	<u>162</u> Miles per Day

SERVICE, 53 DAYS, 8586 MILES.

TER.

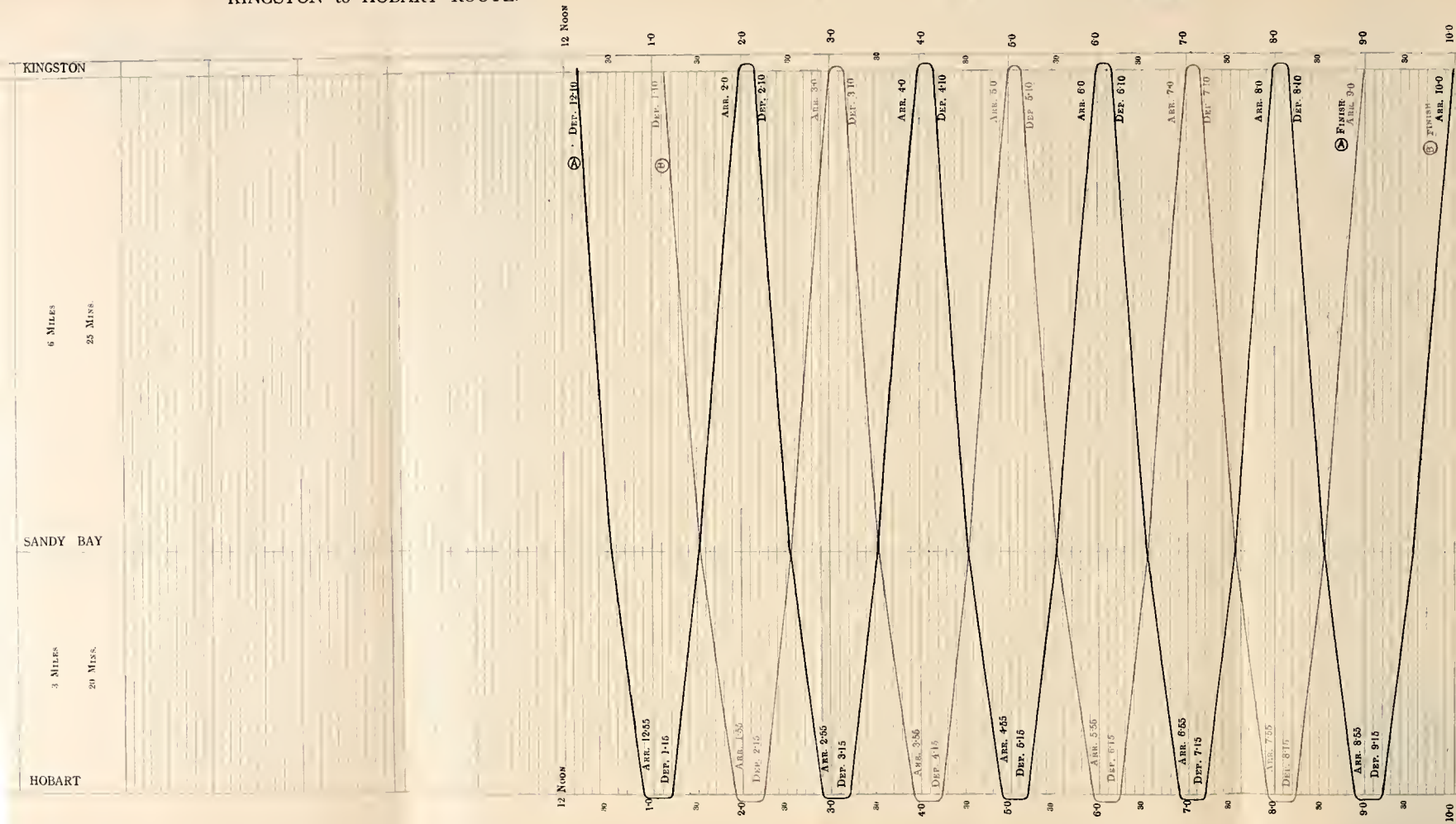
Place. OFF.	Hours Worked.	Remarks.
0 p.m.	9-0	Change Trains with Crew "B." at Sandy Bay, 8:35 p.m.
0-0 p.m.	9-0	Change Trains with Crew "A." at Sandy Bay, 8:35 p.m.

G. I. Goodman.
3-1-12.

KINGSTON to HOBART ROUTE.

From KINGSTON & SANDY BAY to HOBART.

SUNDAY SERVICE.

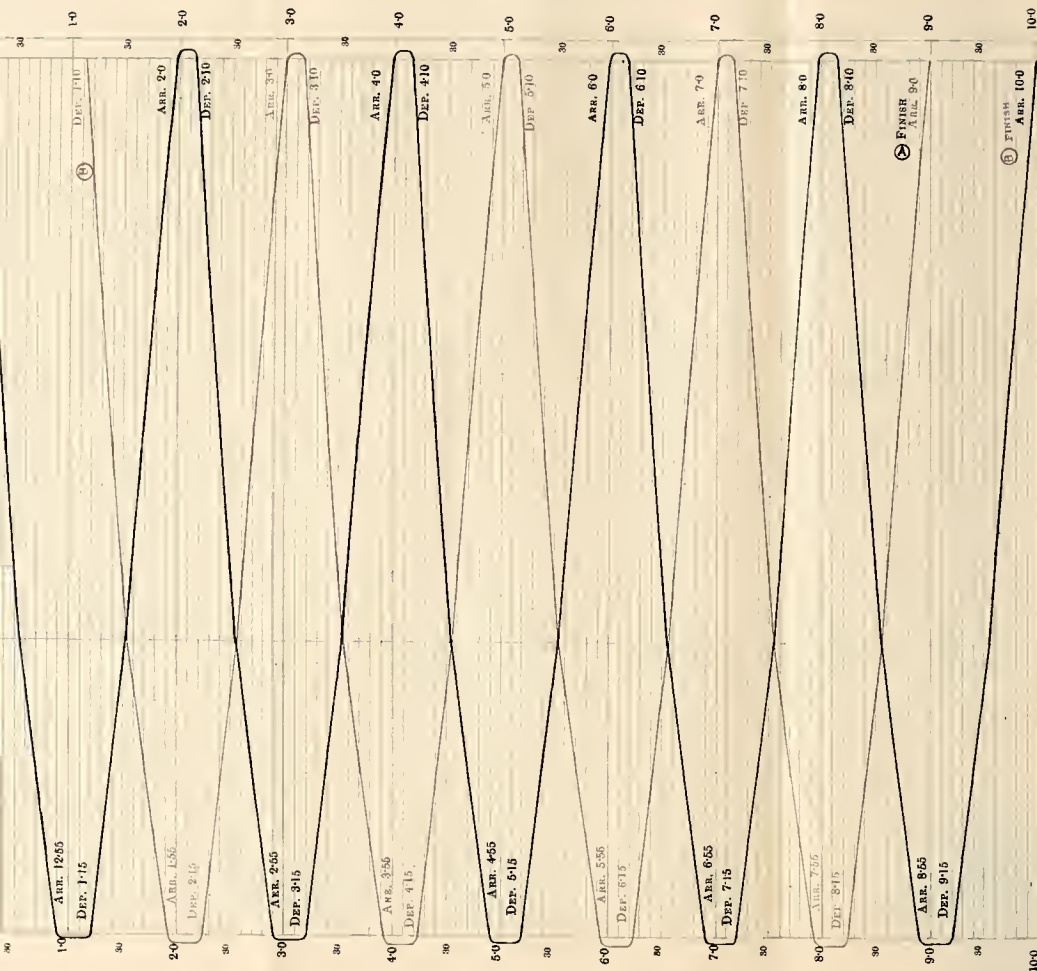


From KINGSTON & SANDY BAY to HOBART.

SUNDAY SERVICE.

HEADWAY 60 MINUTES.

CHART 5.
APPENDIX W 1.



SUNDAY SERVICE.

PASSENGER TRAIN MILEAGE.

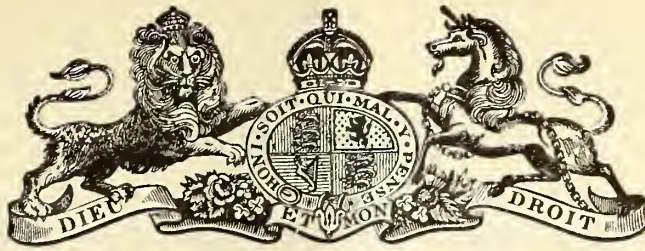
		MILES.
TRAIN No. 1	BLACK	90
" 2	VIOLET	72
TOTAL		162 Miles per Day

TOTAL MILEAGE SUNDAY SERVICE, 53 DAYS, 8586 MILES.

ROSTER.

Crew No.	Sign.	Time and Place. Sign On.	Depart Time.	Time and Place. Sign Off.	Hours Worked.	Remarks.
A	(A)	Kingston 12 noon	12-10 p.m.	Kingston 90 p.m.	90	Change Trains with Crew "B" at Sandy Bay, 8:30 p.m.
B	(B)	Kingston 1 p.m.	1:10 p.m.	Kingston 100 p.m.	90	Change Trains with Crew "A" at Sandy Bay, 8:30 p.m.

H. G. I. Goodman.
9-1-12.



1912.

LIBRARY
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UNIVERSITY OF ILLINOIS

PARLIAMENT OF TASMANIA.

NATIONAL EXECUTORS COMPANY BILL, 1912 (PRIVATE):

REPORT OF SELECT COMMITTEE, WITH MINUTES OF PROCEEDINGS,
EVIDENCE, AND APPENDIX.

Brought up by the Honourable Sir N. E. Lewis, August 28, 1912, and ordered by the
House of Assembly to be printed.

[Estimated cost of printing (325)—£5 12s.]

*SELECT COMMITTEE appointed on the 11th day of July, 1912, to consider and
report upon the National Executors Company Bill, 1912. (Private.)*

MEMBERS OF THE COMMITTEE.

MR. MCKENZIE.
MR. SHERIDAN.
MR. VALENTINE.

MR. WOODS.
SIR ELLIOTT LEWIS. (*Mover.*)

DAY OF MEETING.

Thursday, August 8, 1912.

WITNESSES EXAMINED.

Mr. Henry Cane, Chairman of Directors of the National Executors and Trustees Company, Limited; Mr. John Smithies, Secretary of the National Executors and Trustees Company, Limited; Mr. Matthew Wilkes Simmons, of Messrs. Simmons, Crisp, & Simmons, Solicitors for the National Executors and Trustees Company, Limited.

REPORT.

Your Committee having taken evidence in support of the allegations contained in the Preamble of the Bill, has the honour to report that the said Preamble has been proved to its satisfaction.

Your Committee having agreed that the Preamble should stand part of the Bill, then entered into consideration of the several Clauses, and has the honour to recommend a certain Amendment to Clause 25.

Your Committee has now the honour of submitting the Bill, with such Amendment, to the favourable consideration of your Honourable House.

N. E. LEWIS, Chairman.

No. 1 Committee Room, House of Assembly,
8th August, 1912.

MINUTES OF PROCEEDINGS.

THURSDAY, AUGUST 8, 1912.

The Committee met at 10.30 o'clock.

Members present.—Sir Elliott Lewis, Mr. McKenzie, and Mr. Sheridan.

An apology was received for the absence of Mr. Valentine.

The Clerk read the Order of the House appointing the Committee, and giving leave to the Committee to sit during any adjournment of the House exceeding Seven days.

Sir Elliott Lewis was appointed Chairman.

The Chairman laid upon the table the following Paper, which was ordered to be printed:—

Petition of the National Executors and Trustees Company of Tasmania Limited, praying for leave to bring in the Bill. (Appendix.)

Mr. Henry Cane, Chairman of Directors of the National Executors and Trustees Company of Tasmania Limited, was called, made the Statutory Declaration, and examined.

Mr. Cane withdrew.

Mr. John Smithies, Secretary of the National Executors and Trustees Company of Tasmania Limited, was called, made the Statutory Declaration, and examined.

Mr. Smithies withdrew.

Mr. Matthew Wilkes Simmons, of the firm of Messrs. Simmons, Crisp, & Simmons, Solicitors for the National Executors and Trustees Company of Tasmania Limited, was called, made the Statutory Declaration, and examined.

In the course of his examination Mr. Simmons put in the following Paper:—

Memorandum and Articles of Association of National Executors and Trustees Company of Tasmania Limited.

Mr. Simmons withdrew.

The Committee deliberated.

The Committee considered the Preamble of the Bill.

Resolved, That the Preamble stand part of the Bill.

(Mr. McKenzie.)

The Committee then entered upon consideration of the clauses of the Bill.

Clauses 1 to 24 agreed to.

Clause 25.

Amendment made (Mr. McKenzie), page 10, line 21, after "business," by striking out "as hereinafter referred to."

Clause, as amended, agreed to.

Clauses 26 to 29 agreed to.

Schedule agreed to.

A Draft Report was brought up, and agreed to.

At 12.5 o'clock the Committee adjourned *sine die*.

EVIDENCE.

THURSDAY, AUGUST 8, 1912.

HENRY CANE *called and examined.*

Mr. Cane made the Statutory Declaration.

1. *By the Chairman.*—What is your name? Henry Cane.

2. What is your occupation? I am manager of an insurance company.

3. What can you tell us about the formation of the National Executors' Company? It has been formed for the purpose of carrying out executors' and trustee work.

4. You are chairman of the company? Yes; I am chairman of the board of directors.

5. Has the company been registered? It has.

6. Can you say when? I can by referring to my notes. I find it was registered on the 20th April last.

7. Who are the other directors with you? There are the Hon. James Murdoch, Mr. Spencer Brownell, Mr. A. C. Walch, and Mr. W. A. Cane.

8. What is the capital of the company? £50,000. Of that amount £10,000 will be called up. £5000 has already been paid up and invested in Government debentures and deposits with the Commercial Bank, according to the law.

9. *By Mr. McKenzie.*—In the name of the Treasurer of the State? That will be done.

10. *By the Chairman.*—When this Act is passed, I suppose you mean? Yes; when it is required.

11. When do you expect to call up the balance of the £10,000? The calls fall due every two months. There is 10s. a share called up now, and we intend calling up 20s. a share. That will leave a liability equal to £4 per share remaining.

12. *By Mr. Sheridan.*—Then the shares are worth £5 each? Yes; but we are only calling up £1 a share.

13. *By the Chairman.*—You have had a good deal of business experience in Hobart, Mr. Cane? Yes; I should say it extends for about 35 years.

14. What is your opinion as to the desirability or the necessity for a second trustee company being started in Hobart? Well, I have been appointed a trustee myself on several occasions, which shows that a need exists. I feel that if a client has the choice of giving their business to a company he would have appointed a company instead of myself. I know there is a company at present carrying on business in Hobart, but there are occasions when it happens that a testator has a feeling that he does not like the directors on a particular company, and he should be given a choice. It might also happen that the manager of a company might not be agreeable to a man who has a will to make, and he at present is restricted in his choice of a company or a private trustee. Since this company has been formed I have had three different persons who intimated their intention of putting work into the hands of the company because of my personal connection with the company, which shows that one company does not quite fill the bill.

15. Are trustee companies becoming more popular with the community? I think so, where there is a choice like we propose to give. I think a company is becoming to be recognised as far in advance of a private trustee, because it is continuous.

16. *By Mr. McKenzie.*—You mean that the operations of the company are continuous; more like perpetual motion? Yes. If a private trustee is appointed and he should die, another has to be

appointed in his stead, and he might not carry on the duties as well as his predecessor. With a company, should a director die, the testator knows that there are others already in the company who have already been concerned in the administration of the estate, and who will watch its interests in the same way as it was before the death of the director.

17. It does away with the reappointment of private trustees? Yes.

18. *By Mr. Sheridan.*—A director may die, and you mean to say that his place is filled and the business carried on just the same? Yes.

19. *By Mr. McKenzie.*—You say that it is desirable that a second company or association should be formed in Hobart? I do, honestly.

20. The other company is doing its work well, but you think that the extended choice is desirable? Yes; in the interests of the public.

21. There is no dissatisfaction with the other company? Not that I am aware of. There is always likes and dislikes in a community like Hobart. I may prefer one company to do my business to another, and I should have the opportunity of choosing between two companies. When the first Bill was framed it was distinctly given out that that should not form any precedent that another company should not be formed.

Mr. McKenzie: It is provided in both Acts.

22. *By Mr. Sheridan.*—Is there any necessity for another company, seeing that the Government contemplates, according to the Governor's speech, establishing a public trustee office?—Do not you think if there is another trustee wanted that the Government official would fill the bill? No; I do not. I suppose we can form our own opinions of public positions of that sort. The association taken up by the Government would tend, I think, to the trustee acting for the Government, and he would always be inclined to place the money allocated by the estates into Government debentures. That, in my opinion, would be wrong. I think that the people would say, "Oh, well, if we place our estates in the hands of a public trustee the money will all go into Government stocks, and we will not get the best results for our capital."

23. At any rate, whatever happens, you are not afraid to risk your money in the venture? No; I am not.

24. Have all the shares been applied for? Yes; and they will all be paid up to 20s. a share within the next few weeks.

The Witness withdrew.

JOHN SMITHIES *called and examined.*

Mr. Smithies made the Statutory Declaration.

25. *By the Chairman.*—What is your name? John Smithies.

26. And you are an accountant? Yes.

27. I understand that you are the Secretary of this newly-formed National Executors Company? I am.

28. How long have you been in business in Hobart? About 15 years altogether in different capacities.

29. Do you consider that a second trustees and executors' company will be for the public convenience? I do.

30. I understand you have made a research, and have some information to give as to trustees companies in the other States? Yes; I have. Particularly with regard to Victoria.

31. How many are there of such companies in Victoria? Eight.

32. Are they all in Melbourne? No; there are five in the capital.

33. Where are the others? There is one in Ballarat. There is a newly-formed one at Bendigo, and there is another, called the Sandhurst and Northern District Trustee Company, which I take to be at Bendigo, which makes two at that city.

34. *By Mr. McKenzie.*—Sandhurst is Bendigo now. You say there are five in Melbourne and three in the country? Yes.

35. *By the Chairman.*—Is there any other information that you would like to give us? I would just like to mention what "The Banking Record" said in its December issue of last year. That journal estimated that the trustee companies operating in Australia controlled seventy millions of trust money, and made the remark, which I desire to quote:—"The great and growing popularity of these institutions is clearly demonstrated; they are rendering a vast service to the community." The journal is looked upon as one of the most reliable financial papers in Australia.

36. *By Mr. Sheridan.*—According to the Bill which it is proposed to place before Parliament, there is a provision whereby all new companies will have to deposit the sum of £5000 with the Treasurer? Yes.

37. After what you have read from "The Banking Record" showing the enormous amount of business which these trustee companies are doing, do you think the guarantee of £5000 mentioned is sufficient? Yes; I do, for Tasmania. That vast sum is spread over the Commonwealth. The guarantee varies. The large companies in Melbourne have to deposit £10,000 each.

The Chairman: I believe the capital of one company in New South Wales is £1,000,000, being £5 a share on 200,000 shares.

38. *By Mr. McKenzie.*—How much is called up? 2s. 6d. a share.

39. *By Mr. Sheridan.*—Suppose Parliament is of opinion that £5000 is not sufficient guarantee would your company be prepared to go beyond that amount? I could not commit the company in any way, but the £5000 is the same as the other companies have deposited, and we have the money ready to deposit; it has already been invested.

40. Speaking personally, I do not think it is enough to deposit? There is always the uncalled capital as well as a guarantee.

41. *By the Chairman.*—I suppose you will build up a reserve fund? Yes; undoubtedly. That is the uniform policy of the trustee companies.

The Witness withdrew.

MATTHEW WILKES SIMMONS *called and examined.*

Mr. Simmons made the Statutory Declaration.

42. *By the Chairman.*—What is your name? Matthew Wilkes Simmons.

43. You are carrying on business as a solicitor in Hobart? Yes.

44. And you have done so for a good many years? Yes; about 28 years.

45. Do you produce the memorandum of the articles of association of the National Executors' Company? Yes; I do [produced].

46. We have evidence as to the capital of the company, and the registration, Mr. Simmons, so I will not trouble you with that. There are now two trustee companies operating in Tasmania, one in Hobart and one in Launceston, and each has its own private Act. You consider it is desirable or necessary that

another trustee company should be formed to carry on operations in Tasmania? I do. I think it would be a very good thing for the community as a whole.

47. Can you give any reason for arriving at that opinion? My experience has been that the trustee companies have been exceedingly useful in the community, and I think that the establishment of a second company in Hobart will educate people to the advantages of the work of trustee companies, just the same as two or three life insurance companies serve to educate the people fully as to the value of life insurance. The company that has carried on business here has been a very great benefit to the public, but at the same time it would be a greater advantage to testators and others to be able to make a selection and appoint the company which they think will be most suitable concerning the circumstances of their particular estates.

48. Are these trustee companies becoming more popular? Yes.

49. You know that from your professional experience? Yes. The advantages of these companies as against private trustees are many; and the work of administering estates is carried out in accordance with law.

50. Do you find in your practice any difficulty to secure private trustees to manage estates? Yes; there is great difficulty.

51. Has it increased since you first started the practice of your profession? The company at present operating was formed since that time, and another company will minimise the trouble experienced in obtaining private trustees. I am a trustee for three or four estates that I would be only too glad to hand over to a company.

52. You prepared this Bill for the National Executors' Company? Yes.

53. Is it identical with the Act which was passed as far back as 1887 for the Permanent Trustees, Executors, and Agency Company? It is. The National Executors Company advised me to the effect that it only wanted the same powers as those given by Parliament to the other companies. There are no special provisions in addition to those powers, and they are willing to submit to the same obligations. No alterations have been made, only consequential.

Mr. McKenzie: I have gone through the measure very carefully, Mr. Simmons, because I was speaking to the Secretary of the Permanent Trustees' Company at Launceston, and he thought that probably you might be asking for extended powers. I told him that I had all the papers, and I would go through them, and I found that it was not so. The secretary said that extended powers might be more desirable.

54. *By the Chairman.*—I presume at the same time that you do not want to have any increased obligations thrown upon your company which are not imposed on the other companies? We thought the three companies should be placed on the same footing.

55. As they were enacted in 1887? Yes; when the first Bill was passed.

56. And they got their concessions? Yes.

57. *By Mr. McKenzie.*—If you ask for extended powers the other companies might come along and ask for the same? Yes. I should think that a general Bill for extended powers might be reasonably given to the three companies. There are several respects where extended powers might be given to a company. A trustee company is an advantage to the public; there is no question about it. There is some difficulty to get competent private trustees for the management of estates. It is an advantage to the testator to have such a company to appoint to carry out his business.

58. The present company in Hobart is doing satisfactory business, and it is only a desire on the part of some people to have an extended choice? Yes; it gives them a selection.

59. And that you think is desirable? Yes. I think competition between the two companies will be desirable. It would be beneficial to the companies. Each company will do its best in the management of any estates entrusted to it. The amount given for the collection of income is very small.

60. Two and a half per cent.? Yes; very small. It is not the small estates that pay.

61. *By Mr. Sheridan.*—Can you give us the approximate amount of moneys held by the two companies at present operating in Tasmania, say, for the last 12 months? I am afraid I cannot. I do not think the figures are available. Some figures are available as to the companies on the mainland. The total trust funds held by trustee companies in the Commonwealth are about 40 to 45 millions.

62. One witness has told us that it reaches 70 millions? I am only speaking from memory. Some figures are available, but not for all the States. There is information given in "Knibbs" as to the trust funds held by the trustee companies.

63. For Tasmania? Not for Tasmania, but for parts of the Commonwealth. I do not think either of the Tasmanian companies publish figures giving particulars of the total trust funds held by them.

64. *By Mr. McKenzie.*—There was some opposition in Launceston when the company was first started? There was none in Hobart, so far as I remember; it was new then.

The Chairman: It was in all the States, but the popularity of the system has grown in Tasmania, as it has in all the States.

65. *By Mr. Sheridan.*—The business of trustee companies is increasing all over Australia? Yes.

66. Seeing that the business of these companies is growing so enormously, do you think that the amount of cash required by the Bill is sufficient as a guarantee? It has to be remembered that the security is only required where companies act as administrators; that in the case of wills the executor is appointed by the testator. As the choice is made by the testator the court does not require any security when granting probate. But in the case of an administrator the appointment is the act of the court, and not of the intestate, and therefore security is required. The intestate estates are generally wound up quickly, and it is only where there are special reasons (for instance, children under age) that the estate is kept on. There are not very many intestate estates in Tasmania, nor for large amounts. I should say that the security provided by the Bill is ample.

67. *By Mr. McKenzie.*—There is the uncalled capital? Yes; £40,000.

68. *By Mr. Sheridan.*—I am speaking of the cash security. Now that the business of these companies is so rapidly increasing, and in view of that increase, do you not think it would be better to increase the security? No; I do not. The volume of business transacted by other companies in intestate estates is not large. The bulk of the business is under wills and trusts, under which no security is required. Suppose in the case of an ordinary will I am appointed executor and prove the will, I have not to give any security.

69. That is in the case of a private trustee? Yes; the same principle applies when a testator appoints a company. He will have the choice of three companies. He might prefer the manager or the board of directors of one company to another, and no security is required in that case at all; but in the case of an intestate estate security is required. But I do

not think there is any need for an increase there, because such an estate is not kept open, but is closed up as early as possible. In ordinary intestate estates the fund is immediately distributed. The estate is not kept on continuously, so that £5000 is ample.

70. *By Mr. McKenzie.*—Then the assets of the company are liable? Yes.

71. *By Mr. Sheridan.*—If Parliament should decide that the amount set apart by the Bill is not sufficient would your company be prepared to put down a larger amount as guarantee? I think it is enough, seeing that it is provided also that £2 10s. a share cannot be called up, and is always ready to meet any liabilities. It is expressly set apart by the Act as an additional security, so that the security really furnished is £40,000 plus £5000.

72. Is the business good enough, seeing that it is the intention of the Government to appoint a public trustee? Yes; for this reason: I think that in Tasmania, as far as I can gather, we are hardly in a position to establish a big office in connection with a public trustee. The estates likely to be entrusted to a public trustee would be estates which had to be wound up fairly shortly. I do not think a public trustee would do the work of long estates as efficiently as a trustee company, because I think a private company would invest its money better than a Government institution can do. The Government trustee would be more inclined to invest the money in Government debentures, and a private company could do better than that. I think in the case of a trustee company it could do better in the management of estates that extended over a lengthened period than a Government institution. I do not object to the appointment of a Government trustee, because the more facilities you give the public the better.

73. A great part of the business that was in the past given to investment companies will in the future be given to the public trustee, as has been the case in the other States? The bulk of the business will go into the hands of the companies, and the public trustee and private trustees will gradually go out.

74. In some parts the public office has done more than all the private companies together? I have not analysed the figures, so that I cannot say whether the business done by the public trustee is for short business or long. At any rate, I take the same view with regard to a public trustee as I do with trustee companies, viz., that the company that can best justify itself in the eyes of the public will get the business.

75. A public trustee will stand a better chance than a private company? This company will have to take its risk as to that. A great deal depends on the management. There are a great many estates where the income to be earned for beneficiaries is a most important feature, and the difference of half or one per cent. is an exceedingly important matter.

76. The Bill gives you permission to charge commission up to £2 10s. per cent.? Yes.

77. Would you be inclined to reduce that amount according to the size of the estates—have a difference between small simple estates and large complicated ones in the matter of fees? I think the rates should receive consideration by all the companies. I do not think 2½ per cent. is too much for small estates. I think the Curator of Intestate Estates receives 5 per cent. on small estates. If any reduction is made on 2½ per cent. it should be on large estates. On the other hand, I think that 2½ per cent. is not enough for the collection of income. Companies only get 2½ per cent. for the collection of rents.

The Witness withdrew.

APPENDIX.

To the Honourable the Speaker and Members of
the House of Assembly of the Parliament of
Tasmania, in Parliament assembled.

The humble petition of the National Executors and
Trustees Company of Tasmania Limited,

SHEWETH :

1. That within three months previous to the presentation of this petition, namely, on the twenty-first and twenty-eighth days of May last, and on the fourth and eleventh days of June last, your petitioners duly caused to be inserted in "The Tasmanian Government Gazette" and in the "Mercury," a public newspaper published in Hobart, in Tasmania, and on the twenty-second and twenty-ninth days of May last, and on the fifth and twelfth days of June last, in the "Daily Telegraph," a public newspaper published in Launceston, in Tasmania, and on the twenty-fifth day of May last and on the first, eighth, and fifteenth days of June last in the "Daily Post," a public newspaper published in Hobart aforesaid, a notice stating that it was the intention of your petitioners to apply to the House of Assembly for leave to bring in a Bill for the purpose of enabling your petitioners to carry on certain business, and for

certain objects, all of which are set forth in the said notice.

2. That the general objects of the said proposed Bill, and as set forth in the said notice, are:—

To enable your petitioners to act as Executor, Administrator, and Trustee of the estates of deceased persons, and to perform and discharge all the duties of such offices, and to receive remuneration for such duties.

To enable your petitioners to act as receiver and as committee of the estate under the law relating to lunatics, idiots, and persons of unsound mind, and as agent under power of attorney, and to perform and discharge all the duties of such offices, and to receive remuneration for such duties.

To confer upon your petitioners such powers and privileges as are requisite and necessary to enable your petitioners to carry out the foregoing objects.

Your petitioners therefore humbly pray that leave may be granted to introduce such proposed Bill.

And your petitioners will every humbly pray.

National Executors and Trustee Company of Tasmania
Limited, by

HENRY CANE, Chairman of Directors.

NATIONAL EXECUTORS COMPANY.

ANALYSIS.

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Short title. 2. Company may act as executor and obtain probate. 3. Company may obtain letters of administration, and act as administrator. 4. Persons entitled to probate may authorise Company to obtain administration with will annexed. 5. Persons entitled to administration on intestacy may authorise Company to obtain administration. 6. Court to act upon affidavit of secretary, or acting-secretary, in applications for probate or administration. 7. Assets of Company to be liable for proper administration of estates, and no bond to administer to be required when paid-up capital is £10,000 of which £5000 is invested in Government securities. 8. Company may be appointed trustee, receiver, or committee of estate under Lunacy law. 9. Company may act under power of attorney by secretary, or acting-secretary, or Two directors. 10. Company may be appointed to act as temporary executor, or administrator, or trustee. 11. Executors, administrators, trustees, receivers and committees may appoint Company to discharge duties for them. 12. Application for consent under preceding section. 13. Secretary or acting-secretary may attend on behalf of Company and directors, and shall be personally responsible to court. 14. Company to be paid a commission on moneys received by them. | <ol style="list-style-type: none"> 15. Company may be removed from office by court, and provisions for relief against Company or directors. 16. Order for account on application of trustee, <i>cestui que</i> trust, &c. 17. Supreme Court or judge may order audit in any estate committed to Company. 18. Voluntarily winding up of Company or disposal of shares may be restrained by Supreme Court or judge. 19. Liability of shareholders.
Two Pounds Ten Shillings per share to be available on winding up.
Capital to be in £5 shares, and not to be reduced. 20. Moneys remaining unclaimed for Five years to be paid to the Treasurer.
Statement of unclaimed moneys to be furnished to Treasurer.
Penalty. 21. Persons entitled to moneys in "Testamentary and Trust Fund" may apply to Supreme Court or a judge thereof. 22. Persons so entitled must apply within Six years. 23. Order for account on application of Treasurer. 24. Returns to be made by Company. 25. Testators and others may appoint their own solicitor. 26. Act not to preclude other companies from applying for similar powers to those conferred by this Act. 27. Incorporation and powers of Company, except so far as specifically altered, to remain. 28. Court may make general orders. 29. Costs. |
|--|--|

[*Private.*]



(As Amended by the Select Committee.)*(Brought in by the Honourable Sir Neil Elliott Lewis.)*

A

B I L L

TO

Confer Powers upon the National Executors and Trustees Company of Tasmania, Limited.

A.D.
1912.

W HEREAS from the uncertainty of human life and from other causes great difficulty often arises in securing the services of suitable persons for the office of trustee, executor, and other similar offices : PREAMBLE.

5 And whereas in order to secure the more certain discharge of the duties of such offices a company has been formed and incorporated under "The Companies Act, 1869," by the name of "National Executors and Trustees Company of Tasmania, Limited," with the object, among other purposes, of affording persons the opportunity of obtaining the services of a permanent corporation for the
10 performance of the duties of such offices, and thus to remove much of the uncertainty and insecurity which attend the appointment of private individuals :

And whereas it is expedient to enable the said incorporated Company to act as executor, administrator, and trustee, and to perform and discharge all the duties of such offices, and to receive remuneration for such duties; and also to act as receiver and as committee

[*Private.*.]—B44400

* * The words proposed to be struck out are enclosed in brackets []

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—

of the estate under the law relating to lunatics, idiots, and persons of unsound mind, and as agent under power of attorney; and to perform and discharge all the duties of such offices, and to receive remuneration for such duties; and to confer upon the said Company the powers and privileges hereinafter set forth in order to enable the said Company the more effectually and usefully to carry out the objects sought in its incorporation :

Be it therefore enacted by His Excellency the Governor of Tasmania, by and with the advice and consent of the Legislative Council and House of Assembly, in Parliament assembled, as follows :—

Short title.

1 This Act may be cited as “National Executors Company Act.”

Company may act as executor and obtain probate.

2 Whenever the said Company has been or shall be named as executor in the last will and testament, or in the codicil to the last will and testament, of any testator, it shall be lawful for such Company to act as executor; and the said Company shall be entitled to apply for and to obtain probate of the will of the testator, and to perform and discharge all other the acts and duties of an executor as fully and effectually as a private individual may do when appointed executor.

Company may obtain letters of administration, and act as administrator.

3 In all cases and in like circumstances in which a private individual may apply for and obtain letters of administration with the will annexed of the estate of a deceased person, it shall be lawful for such individual, instead of himself applying, to authorise the said Company to apply for and to obtain letters of administration with the will annexed, which shall be granted to the said Company upon its own application when so authorised; and the said Company shall be entitled to perform and discharge all the acts and duties of an administrator as fully and effectually as a private individual may do to whom letters of administration are granted.

Persons entitled to probate may authorise company to obtain administration with will annexed.

4 Any persons or person named expressly or by implication as executors or executor who would be entitled to obtain probate of the will of any testator without reserving leave to any other person to apply for probate may, instead of themselves or himself applying for probate, authorise the said company to apply to the Supreme Court for administration with the will annexed; and administration with the will annexed may be granted to the said Company upon its own application when so authorised, unless the testator shall have by his will expressed his desire that the office of executor should not be delegated, or that the said Company should not act in the trusts of his will.

Persons entitled to administration on intestacy may authorise company to obtain administration.

5 Any person entitled to obtain administration of the estate of any intestate as his next of kin may, instead of himself applying for administration, authorise the Company to apply for administration to such estate; and administration to the estate of the intestate may be granted to the said Company upon its own application when so authorised.

6 In all cases in which the said Company is empowered under this Act to apply for probate or for letters of administration, it shall be lawful for the Court in which or the officer before whom such application is made to receive and act upon an affidavit made by the secretary or acting-secretary of the Company in place of any affidavit required by the said court to be made by persons making application for probate or for letters of administration.

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Court to act upon affidavit of secretary, or acting-secretary, in applications for probate or administration.

7 In all cases in which probate or letters of administration shall be granted to the said Company, all the capital, both paid and unpaid, and all other assets of the Company, shall be liable for the proper administration of the estate committed to the Company; and so soon as the said Company shall possess a paid-up capital of not less than Ten thousand Pounds, of which paid-up capital Five thousand Pounds shall be invested in Tasmanian Government stock, debentures, or Treasury bills, or upon fixed deposit in any banking institution carrying on business in Tasmania, in the name of the Treasurer of Tasmania in trust for the said Company, but transferable only upon the joint consent of the Treasurer and the said Company, or upon the order of the Supreme Court or a judge thereof, the said liability of the capital and assets of the Company shall be deemed, in the case of letters of administration granted to the Company, to be a sufficient security in place and stead of the bond taken in the case of private individuals to whom letters of administration may be granted.

Assets of company to be liable for proper administration of estates, and no bond to administer to be required when paid-up capital is Ten thousand Pounds, of which Five thousand Pounds is invested in Government securities.

8 In all cases in which any court of justice, or any person or persons having authority or power to appoint any person as trustee or a receiver or committee of the estate under the law relating to lunatics, idiots, and persons of unsound mind, shall see fit to appoint the said Company as trustee, or as such receiver or such committee, it shall be lawful for the said Company to be so appointed and to act until removed from such office as such trustee or receiver or committee, and to perform and discharge all acts and duties pertaining to the position of trustee, receiver, or committee; and the capital of the said company, both paid and unpaid, and all other assets of the Company shall be liable for the proper discharge of the duties committed to the said Company; and so soon as the paid-up capital of the Company shall amount to Ten thousand Pounds such liability of the capital and other assets of the Company shall be deemed sufficient security for the discharge of such duties in place of the bond required from private persons when appointed as receiver or committee.

Company may be appointed trustee, receiver, or committee of estate under lunacy law.

9 It shall be lawful for the said Company to act under any power of attorney by which the Company is appointed attorney by any person or by any company or corporation; and all the powers conferred upon such Company by any such power of attorney may be exercised and carried into execution by the secretary or acting-secretary, or by any Two of the directors of the said Company; but in all cases the capital, both paid and unpaid, and all other assets

Company may act under power of attorney by secretary, or acting-secretary, or two directors.

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of the said Company, shall be liable for the due execution of the powers so conferred upon the said Company. But this section shall not authorise any person, company, or corporation to confer any power upon the said Company which cannot be legally conferred upon a private individual.

5

Company may be appointed to act as temporary executor, or administrator, or trustee.

10 Any executor, administrator, or trustee may appoint the Company to act as executor, administrator, or trustee in his stead, and the Company, if so appointed by deed filed in accordance with any law now or hereafter to be in force providing for the filing of powers of attorney, may act within the scope of the authority conferred upon it as effectually as the executor, administrator, or trustee could have acted, and may exercise all discretionary and other powers delegated by the principal as fully and effectually as the principal could have exercised them; and after the filing of such power as aforesaid, every act of the said Company within the scope of the authority conferred shall, in favour of any person who shall deal with the said Company *bona fide*, and without notice of the death of the principal or of his revocation of the authority, be valid and effectual notwithstanding the revocation by or death of the principal.

20

Executors, administrators, trustees, receivers, and committees may appoint Company to discharge duties for them.

11 It shall be lawful for the executors or executor, administrators or administrator acting under any probate or administration, and for any such receiver or committee as aforesaid, with the consent of the Supreme Court or a judge thereof, to appoint the said Company to perform and discharge all the acts and duties of such executors or executor, administrators or administrator, receiver or committee (as the case may be); and such Company shall have the power to perform and discharge all such acts and duties accordingly, and in every such case all the capital, both paid and unpaid, and all other assets of the said Company, shall be liable for the proper discharge of such duties; and the executors or executor, administrators or administrator, receiver or committee so appointing the said Company shall be released from liability in respect of all acts done by or omitted to be done by the said Company acting under such appointment.

35

Application for consent under preceding section.

12 Notice of any intended application for such consent shall be advertised once in one daily newspaper published in Hobart, and in one daily newspaper published in Launceston, Fourteen days before the making thereof, and the court or judge may require any person resident in Tasmania, and entitled to the immediate receipt of any of the income or corpus of the estate in respect of which the application is made, to be served with notice thereof; and such consent shall not be given in any case of a will in which the testator has expressed his wish that the trusts thereof should not be delegated or that the said Company should not act therein.

45

Secretary or acting-secretary may attend on behalf of Com-

13 In all cases in which the personal attendance of an executor, administrator, trustee, or such receiver or committee as aforesaid is required in a court of justice or elsewhere, the said Company

shall be entitled to make such attendance in the person of the secretary or acting-secretary of the said Company, and the personal duties of executor, administrator, trustee, receiver, or committee may be discharged on behalf of the said Company by the secretary or acting-secretary.

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pany and directors, and shall be personally responsible to court.

In every case where the said Company shall obtain probate or letters of administration to be granted to the said Company, and also in every case where the said Company shall be appointed and shall act as trustee, receiver, or committee, the secretary or acting secretary and directors shall be individually and collectively in their own proper persons responsible to the court, and shall in their own proper persons be liable, by process of attachment, commitment for contempt, or by other process, to all courts having jurisdiction in that behalf for the proper discharge of their duties and for obedience to the rules, orders, and decrees of such courts, in the same manner and to the same extent as if such secretary or acting-secretary and directors had personally obtained probate or letters of administration and had acted as executor, administrator, trustee, receiver, or committee. But notwithstanding such personal responsibility of the said secretary or acting-secretary and directors, the capital, both paid and unpaid, and all the assets of the said Company, shall remain liable for any pecuniary loss which may be occasioned or which may happen through the imperfect or improper discharge or through the neglect of the said Company or of any of its officers of any act or duty in respect of any office, appointment, or engagement held or entered upon by the said Company.

14 The said Company shall be entitled to receive, in addition to all moneys properly expended by it and chargeable against the estates placed under the administration and management of the said Company, a commission, to be fixed from time to time by the board of directors of the said Company, but not to exceed in any case Two Pounds Ten Shillings for every One hundred Pounds of the capital value of any estate committed to the management of the said Company as executor, administrator, trustee, or as such receiver or committee as aforesaid, and Two Pounds Ten Shillings for every One hundred Pounds of income received by the said Company as executor, administrator, trustee, receiver, or committee, or of capital or income received by the said Company as an attorney acting under power of attorney; and such commission shall be payable out of the moneys and property committed to the management of the said Company, and shall be received and accepted by the said Company as a full recompense and remuneration to the said Company for acting as such executor, administrator, trustee, receiver, committee, or attorney; and no other charges beyond the said commission and the moneys so expended by the said Company shall be made by the said Company.

Company to be paid a commission on moneys received by it.

If in any case the Supreme Court or judge thereof shall be of opinion that such commission is excessive, it shall be competent for such court or judge to review and reduce the rate of commission: Provided that the commission to be charged by the said Company

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shall not exceed in each estate the amount of the published scale of charges of the said Company at the time when such estate was committed to the said Company; nor shall this enactment prevent the payment of any commission directed by a testator in his will in cases where such commission exceeds the amount hereinbefore 5 authorised and in lieu of such commission.

Company may be removed from office by court, and provisions for relief against Company or directors.

15 In all cases in which the said Company shall be appointed executor, administrator, trustee, or as such receiver or committee as aforesaid, or attorney under power, the said Company shall, in addition to the liabilities and restrictions imposed by this Act, be 10 subject in all respects to the same control and liability to removal as private individuals who may be appointed executor, administrator, trustee, receiver, committee, or attorney are subject to. And it shall be lawful for all persons who may claim relief against the said Company for any act done or assumed to be done, or in 15 respect of any act omitted to be done by the said Company, its directors or officers, under any of the powers conferred by this Act, to proceed in the Supreme Court or any other court of competent jurisdiction, either by suit, action, or other ordinary procedure of such court, or in any summary way by motion against the said 20 Company or against any of the directors or officers of the said Company, and such court may make and enforce such order in such manner as to such court shall seem just.

Order for account on application of trustee, *cestui que* trust, &c.

16 If any trustee, *cestui que* trust, executor or legatee, administrator or next of kin or creditor, entitled to or interested in any 25 estate which shall come into the possession or under the control of the said Company shall be unable, upon application to the secretary or acting-secretary of the said Company, to obtain a sufficient account of the property and assets of which such estate shall consist, and of the disposal and expenditure 30 thereof or thereout, such trustee, *cestui que* trust, executor or legatee, administrator or next of kin or creditor, shall be entitled to apply to the Supreme Court or to any judge thereof, after notice to the said Company, for an account; and if the said Supreme Court or judge shall be of opinion that no sufficient account has been ren- 35 dered by the said Company, the said court or judge shall order such account to be rendered by the said Company as to the said Court or judge shall seem just, or, if the said court or judge shall think that no sufficient case has been established to require the said Company to furnish an account, it shall be lawful for the said court or judge 40 to dismiss the application.

Supreme Court or judge may order audit in any estate committed to Company.

17 It shall be lawful for the Supreme Court or for any judge thereof, on application under the last preceding section, to order, in addition to or in substitution for any account to be rendered by the said Company, that a person to be named in such order shall 45 examine the books and accounts of the said Company in reference to the estate as to which the order is made, and in that case the

said Company shall deliver to the person named in such order a list of all such books kept by the said Company, and shall produce to such person at all reasonable times when required the said books and all accounts, vouchers, papers, and other documents of the said Company in reference to the said estate, and shall afford to him all necessary information and all other necessary facilities for enabling him to make the said examination. A.D. 1912.

18 So long as any estate in respect of which the said Company is executor, administrator, or trustee shall remain in whole or in part unadministered, it shall not be lawful to proceed to wind up the said Company voluntarily, unless with the sanction of the Supreme Court or of a judge of such court; and it shall be lawful for any person interested in such estate, or who may have any claim in respect thereof, to apply to the Supreme Court or to a judge of such court, in a summary way, to restrain any director or any shareholder from disposing of any share which such director or shareholder may hold in the said Company, or to restrain the winding up voluntarily of the said Company; and the said court or judge shall in any and every such case have power to make such order in the matter as the circumstances of each case shall appear to such court or judge to require. Voluntarily winding up of Company or disposal of shares may be restrained by Supreme Court or judge.

19 The following provisions with respect to the liability of shareholders in the said Company shall be and remain in force, notwithstanding any alteration which may be made in its articles of association:— Liability of shareholders.

No member shall hold more than Five hundred shares in his own right.

No more than Two Pounds Ten Shillings per share shall be called up, except in the event of and for the purpose of the winding up of the Company; and every member shall be liable for this amount per share in such event, in addition to the sum of One Pound Ten Shillings per share liable to be called up by the directors. Two Pounds Ten Shillings per share to be available on winding up.

In the event of the said Company being wound up, every then present and past member of the said Company shall be liable to contribute to the assets of the said Company to the extent of Five Pounds upon each share of which such member is or shall have been, within One year, or, in the case of a director of the said Company, within Two years, next prior to the commencement of such winding up, the holder over and above the amount (if any) unpaid on the shares in respect of which he may be liable as a present or a past member.

The capital of the company shall be and remain divided into shares of Five Pounds, and the number of shares in the Company shall not be at any time reduced to less than Ten Thousand. Capital to be in £5 shares, and not to be reduced.

20 All moneys which form part of any estate of which at any time the said Company shall be executor, administrator, or trustee, and which moneys shall remain unclaimed by the person entitled to the same for a period of Five years after the time when the same shall have become payable to such person, except where payment Moneys remaining unclaimed for Five years to be paid to the Treasurer.

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has been or shall be restrained by the injunction of some court of competent jurisdiction, shall be paid by the said Company to the Treasurer of Tasmania, in Hobart, to be placed to the credit of a fund to be called "The Testamentary and Trust Fund," distinguishing the particular estates in respect of which such moneys shall have been paid; and such moneys shall bear interest at the rate of Three Pounds per centum per annum until invested as herein directed; and it shall be lawful for the Treasurer from time to time to invest such moneys in the purchase of Government stock, debentures, or Treasury Bills, or upon fixed deposit in any banking institution carrying on business in Tasmania, such investments to be placed to the credit of the said "Testamentary and Trust Fund," distinguishing in the ledger the particular estate in respect of which such moneys have been invested, and the interest payable on such securities shall be placed to the credit of the said fund, and the Treasurer's said account in the ledger shall be an official and not a nominal account; and in all transfers of the said securities by the Treasurer, he shall be so styled without any name, addition, or description, and he shall not sign any such transfers, or pay over any of the moneys standing to the credit of the said fund, unless an order of the Supreme Court or of a judge of such court directing such transfer, and specifying the amount of moneys or securities, and the name, description, and addition of the person to whom it is to be transferred and paid, or an order of such court or judge directing a sale of any such securities, and specifying the amount of money to be raised by such sale, and the name, description, and addition of the person to whom the proceeds of such sale are to be paid, shall be left at the office of the Treasurer, and in this latter case until the Treasurer or some officer in his department has certified that the Treasurer has received the purchase money of the securities to be sold.

Statement of
unclaimed moneys
to be furnished to
Treasurer.

The said Company shall at the end of every Six months deliver to the Treasurer a statement of all such unclaimed moneys which during the preceding Six months shall have been in its hands, and distinguishing the several estates in respect of which the same have been received, and setting out the dates and amounts of the several payments of the same under this section, and, if the said moneys or any part thereof have not been paid to the Treasurer, stating the reason for the delay of such payments. If default is made in compliance with the foregoing provisions of this section the Company shall be liable to a penalty not exceeding Five Pounds for every day while such default continues; and every director, secretary, and acting-secretary of the Company who knowingly and wilfully authorises or permits such default shall incur the like penalty.

Penalty.

Persons entitled
to moneys in
"Testamentary
and Trust Fund"
may apply to
Supreme Court
or a judge thereof.

21 Such orders as may seem fit may be from time to time made by the Supreme Court or a judge thereof in respect of the securities or moneys which shall at any time form part of the said "Testamentary and Trust Fund," and for the payment of any such securities or moneys or of any dividends or interest on any such securities, and for the delivery out of any such securities, and for

the administration of any trusts generally, upon a petition to be presented in a summary way to the said court or a judge thereof by such party or parties as to the court may appear to be competent and necessary in that behalf; and service of such petition shall be
 5 made upon such person or persons as the court thinks fit and directs; and every order made upon any such petition shall have the same authority and effect, and shall be enforced and subject to rehearing and appeal, in the same manner as if the same had been made in a suit regularly instituted in the Court; and if it appears
 10 that any such securities or moneys cannot be safely distributed without the institution of one or more suit or suits, the said Court or a judge thereof may direct any such suit or suits to be instituted.

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22 No person shall be entitled to present any petition or make any application under the preceding section after the expiration
 15 of Six years from the time when such moneys or securities were paid or transferred to the Treasurer, but no time during which the person entitled to make such application shall have been an infant or of unsound mind or beyond seas shall be taken into account in estimating the said period of Six years; and in all cases in which
 20 the Treasurer may see fit to appear upon such petition he shall be entitled to such costs (if any) against the applicants or out of the fund as the court or the judge may direct.

Persons so
 entitled must
 apply within Six
 years.

23 If the Treasurer shall be unable upon application to the secretary or acting-secretary of the said Company to obtain a sufficient account of the property and assets of which any or every
 25 estate included in, or which ought to be or to have been included in, the hereinbefore mentioned statement of unclaimed moneys shall consist, and of the disposal and expenditure thereof or thereout, such Treasurer shall be entitled to apply to the Supreme Court,
 30 or to any judge thereof, after notice to the said Company, for an account, and if the said Supreme Court or judge shall be of opinion that no sufficient account has been rendered by the said Company, the said court or judge shall order such account to be rendered by the said Company as to the said court or judge shall seem just, or,
 35 if the said court or judge shall think that no sufficient case has been established to require the said Company to furnish an account, it shall be lawful for the said court or judge to dismiss the application; and the said court or judge shall have power in all cases to make such order as to costs, either against the said Company or
 40 against the applicant, or as to payment of costs out of the estate, as to the said court or judge shall seem right.

Order for account
 on application of
 Treasurer.

24 The secretary or acting-secretary of the said Company shall, during the months of February and August in every year during which the said company carries on business, make before some justice of the peace a declaration, duly audited, as to the assets and
 45 liabilities of the Company, in the form contained in the schedule hereto, or as near thereto as circumstances will admit; and a copy of such declaration shall be published in the "Gazette," and shall be

Returns to be
 made by Com-
 pany.

A.D. 1912.

put up in a conspicuous place in the registered office of the Company and in every branch office or place where the business of the Company is carried on, and shall be given to any member or creditor of the Company who applies for the same. If default is made in compliance with the provisions of this section, the Company shall be liable to a penalty not exceeding Five Pounds for every day while such default continues ; and every director and secretary of the company who knowingly and wilfully authorises or permits such default shall incur the like penalty. 5

Testators and others may appoint their own solicitor.



25 Where by any will or other testamentary writing, or by any deed or any other instrument in writing, the said Company or other trustees or trustee of any such will, deed, writing, or instrument in writing shall be directed to employ any solicitor named therein to conduct the legal or professional business of any trust or other estate referred to in any such will, deed, writing, or instrument, or when- ever the said Company shall, previously to the transfer to the said Company of the trusteeship, business, or management of any trust or other estate, agree with any solicitor that he shall have the conduct of and be employed in and about the legal and professional business of such trust or other estate, then the said company, in the event of their undertaking any such trust or business [as hereinafter referred to,] shall employ such solicitor accordingly ; and such solicitor shall in such case be deemed and taken to be the solicitor of the said Company in any such trust or business as aforesaid, and shall not be removed without an order of the Supreme Court or a judge thereof, upon the application of the said Company or of any person interested in such estate, upon such cause being shown as the said court or judge shall deem sufficient ; and in case any such order shall be made, the court or judge may appoint the solicitors of the said Company to act as solicitors to such trust or business. 10 15 20 25 30

Act not to preclude other companies from applying for similar powers to those conferred by this Act.

26 Nothing in this Act contained shall be deemed to give to the said Company any *locus standi* to oppose the granting of similar powers to those conferred upon the same Company by this Act to any other Company, or to corporations generally, or to claim or to seek compensation in consequence of such powers being conferred upon any other Company or upon corporations generally. 35

Incorporation and powers of Company, except so far as specifically altered, to remain.

27 Excepting so far as is herein expressly provided, the said Company shall remain and be subject to the same restrictions, liabilities, penalties, privileges, and powers as it is subject to under its present incorporation, and this Act shall not otherwise affect the incorporation of the said Company. 40

Court may make general orders.

28 The judges of the Supreme Court are hereby authorised to make such orders as from time to time seem necessary for better carrying the provisions of this Act into effect, and for regulating the fees and allowances to be paid and allowed to all officers of the said court in respect of the matters to which this Act relates. 45

[3 GEO. v.]

National Executors Company.

11

29 The said court or a judge thereof shall have full power and discretion to make such order as may be thought fit respecting the costs, charges, and expenses of the said Company or of any of the parties of and incidental to any application or proceeding whatsoever under this Act, and also to order by and to whom, and out of what estate, if any, such costs, charges, and expenses shall be paid.

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Costs.

SCHEDULE.

NATIONAL EXECUTORS AND TRUSTEES COMPANY OF TASMANIA, LIMITED.

I, _____, do solemnly and sincerely declare—

That the liability of members is limited.

That the capital of the Company is _____ divided into _____ shares of _____ each.

That the number of shares issued is _____

That calls to the amount of _____ Pounds per share have been made, under which the sum of _____ Pounds has been received.

That the liabilities of the Company on the last day of _____ last were—

Debts owing to sundry persons by the Company; namely—

On judgment.

On specialty.

On notes or bills.

On simple contracts.

On estimated liabilities.

That the assets of the Company on that day were—

Government securities.

Bills of exchange and promissory notes.

Cash at bankers.

Other securities.

And I make this solemn declaration by virtue of Section 132 of "The Evidence Act, 1910."





1912.

LIBRARY
OF THE
UNIVERSITY OF ILLINOIS

PARLIAMENT OF TASMANIA.

RECORDER OF TITLES:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£2 16s. 3d.]

RECORDER OF TITLES: REPORT FOR 1911-12.

Lands Titles Office, Hobart,
12th August, 1912.

SIR,

I HAVE the honour to submit to you my annual report on the working of this Department for the year ending 30th June last.

The total expenditure for the year was £3689 9s., as follows:—

	£	s.	d.
Salaries	3120	17	9
Stationery, stores, &c....	233	0	10
Inspection of surveys ...	Nil		
Printing, postage, telephones, &c.	335	9	5
	£3689	9	0

The fees received under "The Real Property Act" were £6187, being £187 in excess of my re-estimate in May last, and £326 more than the previous year's receipts.

As Collector of Stamp Duties I have personally received £4006, being £260 more than last year's receipts. £6206 for Stamp Duty has been paid on the instruments registered here; and as a considerable number of these were stamped with adhesive stamps, and some were stamped before other collectors, a part only of that amount is included in my personal cash collections above mentioned. This

Department has therefore been the medium of bringing in £10,193 revenue in cash for fees and stamp duty, exclusive of amounts paid by adhesive stamps or received by other collectors, and being £586 in excess of last year's collections.

The following table of receipts and expenditure is interesting, as showing that the working expenses are more than covered by the Stamp Duty, and that the fees are therefore all profit:—

Year.	Fees.	Stamp Duty.	Total Revenue.	Salaries.	Other Ex- penses.	Total Expen- diture.	Staff.
	£	£	£	£	£	£	
1900	3539	2974	6513	2596	270	2866	14
1907-8	5848	3491	9339	2759	513	3272	13
1908-9	5859	3706	9565	2849	456	3305	13
1909-10	5810	3413	9223	2830	560	3390	14
1910-11	5861	3746	9607	2980	631	3611	14
1911-12	6187	4006	10,193	3120	569	3689	14

Since "The Real Property Act" came into force in 1862, 1,868,825 acres of land, of the value of £4,304,108, have been brought under its operation. The value quoted is that put upon the land at the time of bringing it under the Act, and the present value is, of course, much increased by various causes.

The following table shows the principal dealings under "The Real Property Act" for the year under

report, and the usual tables of transactions are sub-
scribed:—

a large amount of work in addition to checking
surveys, &c., and attending to the public.

Nature of Instrument.	Number.	Area of Land.			Value.
		A.	R.	P.	
Transfers	1666	86,447	0	13	£481,894
Mortgages	1350	133,085	1	11	536,548
Grants registered	653	37,778	2	6	38,925
Applications to bring Land under "Real Property Act,"	49	4345	1	21	53,503
Certificates of Title (in duplicate)	1811	...	...	...	...
Ditto by Endorsement (in duplicate)	432	...	...	...	...
Memorials registered	14,012	...	...	...	...
Proclamations for Roads, &c.	81	...	...	...	...
Searches, exclusive of those made for other Government Departments	879	...	...	...	...

The Assurance Fund now amounts to £15,567, as against £14,787 last year, but it is still a small sum to meet liabilities which may arise at any time.

The Board of Lands' Titles Commissioners held 51 weekly meetings, and dealt with 271 applications of all kinds.

One thousand two hundred and eighteen diagrams and plans from actual survey have been examined and checked in the drafting-room, and 675 tracings furnished to the legal profession and to the public. Three thousand six hundred and twenty-two diagrams on parchment were endorsed on Certificate of Title, and as many of these are large and complicated it is obvious that the drafting staff has performed

I have the honour to acknowledge the services rendered at all times by my staff, and I have to thank the legal profession for courteous co-operation and assistance.

I have the honour to be,
Sir,
Your obedient servant,

JAMES WHYTE,
Recorder of Titles.

The Hon. the Attorney-General.

No. 1.—*APPLICATIONS for Certificates of Title and Grants.*

YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
			A.	R.	P.	A.	R.	P.
1907.....	76	£ 72,713	27	1	30	10,362	0	33
1908.....	46	44,519	25	3	10	11,348	3	5
1909.....	66	78,360	65	1	5	3429	2	31
1910.....	49	39,348	64	2	5	733	0	20
1911.....	58	83,285	158	2	17	1655	0	15
1912 (6 months).....	21	14,663	39	2	30	3333	0	15
	316	332,888	381	1	17	30,861	3	39

No. 2.—*GRANTS Registered.*

YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
			A.	R.	P.	A.	R.	P.
1907.....	649	£ 34,451	875	3	35	31,228	2	0
1908.....	758	41,882	823	3	36	41,020	3	12
1909.....	639	32,412	1032	2	27	41,183	0	23
1910.....	649	37,552	1092	3	30	45,877	1	13
1911.....	646	42,489	741	3	2	42,991	3	18
1912 (6 months).....	326	14,845	234	3	28	18,419	2	26
	3667	203,631	4802	0	38	220,721	1	12

No. 3.—*TRANSFERS.*

YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
			A.	R.	P.	A.	R.	P.
1907.....	1610	£ 469,167	2114	2	6	94,938	1	34
1908.....	1682	512,346	1531	3	36	79,698	0	19
1909.....	1478	457,817	1470	1	20	77,783	3	13
1910.....	1572	433,470	1708	2	11	80,957	1	11
1911.....	1615	462,508	1371	1	19	112,523	3	37
1912 (6 months).....	837	265,696	592	3	26	43,013	2	30
	8792	2,601,004	8789	2	38	487,915	1	24

No. 4.—*MORTGAGES Registered.*

YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
			A.	R.	P.	A.	R.	P.
1907.....	1482	£ 596,109	1943	0	5	113,503	2	8
1908.....	1565	649,249	1793	2	0	117,099	2	19
1909.....	1619	636,529	2728	0	17	163,838	2	24
1910.....	1391	649,280	1398	2	2	149,950	0	17
1911.....	1414	571,768	1620	1	19	144,829	2	28
1912 (6 months).....	642	275,538	647	0	14	66,548	0	22
	8113	3,378,473	10,130	2	17	755,769	2	38

No. 5.—*MORTGAGES.*

DISCHARGED.							PARTIALLY DISCHARGED.										
YEAR.	NO.	VALUE.	AREA.						YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.						Town and Suburbs.			Country.		
		£	A.	R.	P.	A.	R.	P.			£	A.	R.	P.	A.	R.	P.
1907.....	940	289,017	927	2	11	84,531	0	11	1907...	120	17,367	131	0	3	5281	1	32
1908.....	969	295,709	1323	1	29	85,993	0	19	1908...	154	23,035	32	1	20	6722	0	11
1909.....	889	261,104	1208	3	18	63,036	2	12	1909...	130	16,068	72	3	24	6784	2	26
1910.....	934	267,803	1133	1	18	71,375	3	39	1910...	146	28,976	71	3	9	6428	1	30
1911.. ...	965	292,185	970	3	38	86,894	2	14	1911...	168	24,117	143	3	28	17,757	2	17
1912 (6 months)	448	153,524	417	0	31	47,553	3	33	1912(6 months)	91	7 20	24	0	6	2932	3	2
	5145	1,559,342	5981	1	25	439,385	1	8		809	116,583	476	0	10	45,906	3	38

No. 6.—*MORTGAGES Transferred.*

YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
		£	A.	R.	P.	A.	R.	P.
1907.....	202	31,607	485	2	3	53,962	2	31
1908.....	120	39,227	104	3	10	9365	3	13
1909.....	128	45,667	37	0	3	25,604	0	5
1910.....	162	56,884	205	2	14	15,657	3	5
1911.....	144	44,999	86	0	35	19,435	1	34
1912 (6 months).....	107	37,162	90	2	13	16,153	1	30
	863	255,546	1009	2	38	140,179	0	38

No. 7.—*LEASES.*

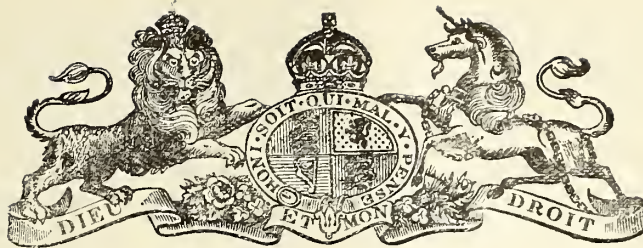
YEAR.	NO.	VALUE PER ANNUM.	AREA.					
			Town and Suburbs.			Country.		
		£	A.	R.	P.	A.	R.	P.
1907.....	64	7316	49	2	5	31,674	0	38
1908.....	82	10,010	36	3	15	8261	3	32
1909.....	77	10,973	107	0	38	4232	3	27
1910.....	73	7453	78	2	4	17,493	2	33
1911.....	55	6384	46	3	24	5684	1	30
1912 (6 months).....	28	4604	43	3	34	2522	3	5
	379	46,740	362	3	20	69,870	0	5

No. 8.—*APPLICATIONS on Death of Registered Proprietor.*

YEAR.	NO.	VALUE.	AREA.					
			Town and Suburbs.			Country.		
		£	A.	R.	P.	A.	R.	P.
1907.....	178	148,195	336	2	18	35,667	3	30
1908.....	138	113,243	252	0	2	14,405	3	24
1909.....	161	120,293	684	2	20	12,944	3	13
1910.....	137	90,563	395	0	20	22,144	2	10
1911.....	185	107,812	281	3	21	15,638	2	22
1912 (6 months).....	96	53,052	106	1	4	11,285	3	37
	895	633,158	2056	2	5	112,087	3	16

No. 9.—OTHER Transactions mentioned in Statistics.

	1907.	1908.	1909.	1910.	1911.	1912 (Six months).
Mortgages extended	31	26	43	48	27	26
Leases extended .....	...	2	1	4	3	1
Leases transferred	11	20	12	13	21	12
Leases surrendered.....	21	19	19	12	25	7
Leases partially surrendered	2	3	...	...	...	...
Encumbrances	1	8	2	...	8	2
Encumbrances discharged.....	5	1	2	4	3	7
Annuities discharged.....	5	...	2	...	...	...
Entry of Death of Annuitant or Life Tenant.....	5	2	4	4	2	2
Transmission by Death or Bankruptcy.	194	195	185	172	195	93
Evidence of Satisfaction of Writ.....	...	...	...	1	1	...
Foreclosure Orders	5	3	...	...	4	...
Entries of Marriage of Proprietor ...	19	22	24	24	19	9
Powers of Attorney	101	100	91	88	102	43
Estates in Remainder.....	17	5	12	12	20	3
Decree or Order of Supreme Court...	12	14	8	15	15	17
Applications to dispense with the production of Grants, Certificates of Title, and Mortgages, &c.....	8	11	7	3	7	4
Surrenders to the Crown .....	...	4	6	9	5	3
Certificates of Title (in duplicate) ...	1538	1589	1573	1614	1711	892
Certificates of Title by Endorsement (in duplicate)	469	453	385	369	432	194
Provisional Certificates.....	1	7	3	6	4	1
Proclamations under Land Vesting Act, 58 Vict. No. 17.....	87	96	94	123	141	28
Vesting Orders where Vendor absent, &c., from State	3	3	2	1	3	...
Transfer of Easement	1	13	2	5	7	...
Number of Memorials registered	13,036	13,774	13,597	13,668	14,257	6798
Number of Searches made (exclusive of those for Government Depart- ments)	854	934	975	1009	914	432
Application to be registered as Pro- prietor by Liquidator.....	...	1	6	4	4	3
Surrender of Easement .....	...	...	...	...	1	...
Copy of Notification .....	...	1	2	...	5	...
Public Trust .....	...	...	...	...	1	...
Release .....	...	...	...	...	3	...
Warrants of Execution	11	6	28	11	25	8
Caveats	72	99	130	124	83	33
Writs of <i>Fi. Fa.</i> .....	...	2	3	1	1	1



1912.

PARLIAMENT OF TASMANIA.

POLICE DEPARTMENT:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£7 13s.]

REPORT OF THE COMMISSIONER OF POLICE FOR THE YEAR 1911-12.

Police Department, Hobart,
1st July, 1912.

SIR,

I HAVE the honour to submit my report upon the Police Force of Tasmania for the year 1911-12.

Strength.

The strength of the Force on the 30th June is shown in the following table, and the detailed strength and distribution of the Force is shown in Appendix B.

Of the resignations, 14 men left the Police Force to re-engage in other spheres of labour. They were principally probationers, and the service of 11 of them reaches in the aggregate four and a half years. These retirements occurred before the advent of increased pay during the year. Seven officers and men were retired under Regulation 23, having reached the prescribed age. The ages and service of members of the Force are given in Appendices C and D.

FORCE.	Commissioner.	Superintendent.	Inspectors.	Sub-Inspectors.	Sergeants.	Constables.	Paid Special Constables.	TOTAL.
Strength of the Force, 30th June, 1911	1	5	10	3	25	180	10	234
„ 30th June, 1912	1	5	7	4	30	177*	8	232
Decrease .....	..	..	3	..	..	3	2	8
Increase .....	..	..	..	1	5	..	..	6
Casualties—								
Retired .....	..	..	1	..	2	4	..	7
Resigned .....	..	..	2	..	1	22	1	26
Promoted .....	..	..	..	..	1	9	..	10
Discharged .....	..	..	..	..	..	7	..	7
Dismissed .....	..	..	..	..	..	3	..	3
Deceased .....	..	..	..	..	..	1	..	1
	..	..	3	..	4	46	1	54
Appointments—								
Promoted from Lower Rank .....	..	..	..	1	9	..	..	10
Appointed .....	..	..	..	..	..	42	..	42
	..	..	..	1	9	42	..	52

* Three vacancies filled since 1/7/12.

Conduct and Discipline.

The conduct and discipline of the Force have been excellent.

Stations.

The stations at White Hills and Tullah have been closed, and new stations opened at Magnet and Renison Bell. The special constables stationed at Hadspen and Domain (Hobart), have resigned, and their positions will not be filled. There has been a reduction of an Inspector at Campbell Town, and a constable at Fingal, and additional constables have been stationed at Burnie and Wynyard. Sergeants have been appointed at New Norfolk, Latrobe, and Stanley.

Gratuities on Retirement.

The undermentioned officers retired from the Police Force under circumstances which entitled them to leave of absence, in accordance with the resolution of Parliament relating to retiring allowances:—

	£	s.	d.
Inspector L. Y. Whitham	105	3	2
Constable W. F. Aldridge	34	6	0
Constable M. Clark	51	9	0
Sergeant E. R. Plane	88	8	0
Trooper W. Roden	78	15	0
Trooper W. H. Cleary	62	12	6
Trooper A. Barwick	81	15	0
Inspector E. Kemp	164	12	1
Constable G. Towers	45	15	0
Constable W. Ellis	94	0	0
Sergeant G. Franklin	111	3	0
Trooper T. Earley died on 26th June, and his widow is entitled to £82 10s.			

Expenditure.

The expenditure of the Department for the year ended 30th June, 1911, amounted to £40,325 10s. 7d., and is given in detail in Appendix A. That for the year ended 30th June, 1912, amounted to £41,434 11s. 6d., as shown by appendix.

"The Infant Life Protection Act, 1907."

In reviewing the operations of the infant life protection branch of the Department, I am pleased to be able to record a continuance of successful work, so far as the infants coming within the scope of the Act are concerned.

At the close of June, 1912, there were 93 licensed persons, with authority to care for 158 children, in the aggregate; 28 were new registrations, and 67 were renewals from the previous year. There have been 347 children under the age of five years taken into the homes since the Act came into operation in 1908. Of these children, 121 are retained, 165 have been returned to relations or adopted, 24 have died, 27 have attained the age of five years (at which age children pass from the control of the Act), and 10 have been transferred to the Department of Neglected Children, to be maintained by the State.

During the year there were 15 cases of adoption of children from registered nursing homes. In every instance enquiry into the circumstances resulted in it being ascertained that the children had found good homes; some of them (and not a few) were adopted by foster-mothers, who became so attached that rather than hand their charges over for maintenance by the State are supporting them as members of their household.

In addition to the 15 cases quoted, 18 adoptions have been notified, in accordance with the provisions of Section 15 of the Act. In these cases the children have not passed through registered nursing homes, but adoption has been the outcome of private arrangement between the parties concerned. It is required by law that I shall be notified of these latter adoptions when the children are under the age of five

years. Cautious enquiry subsequent to notification has established *bona fides* in every case.

The necessity for registration by persons retaining children for reward is now generally recognised, and throughout the year in one case only was the Department obliged to prosecute for failure to register.

The mortality among the infants under the Department's control was again low. There were only three deaths in the nursing homes during the year; two others, however, occurred in the General Hospital, where the infants, after being placed in nursing homes for special treatment (which they received without restoration to health), had to be removed to the Children's Hospital.

In August last an inspectress was appointed at Launceston for the homes of that city. By her recommendations to the Department, instruction to homekeepers, and skilful attention to sick children, the conditions at Launceston have been raised to a satisfactory standard. The inspectress at Hobart still retains the position there, and the devotion to duty and successful work of these ladies leave nothing to be desired. They have shown that nurses to act in the infant life branch of the Department are indispensable.

Inquests in cases of death of children placed and registered in nursing homes are mandatory. The same have been held, but the circumstances in each case disclosed no neglect on the part of the homekeepers.

Visits of Inspection.

The returns of superintendents of police, furnished quarterly, of their visits to the various outstations in their districts during the quarter showed satisfactory conditions. The men, horses, equipment, office records, quarters, cells, and stables were again generally well reported upon.

In addition to these inspections I had occasion to visit 41 stations during the year, including King Island; some of them frequently. Matters requiring my personal attention, and my absence from administrative headquarters, were dealt with.

"The Game Protection Act, 1907."

In an endeavour to check the illegal destruction of game, "The Game Protection Act of 1907" has received constant attention by the Police, but while the Crown land only is wholly withheld from the operations of the hunters, the Police cannot possibly hope to do more than place a moderate check upon illicit hunting. The localities where kangaroo and opossum are plentiful are naturally well away from settlement, and the Police patrols organised during the year have been severe on men and horses, as well as costly to the Department. It is difficult to secure the evidence necessary for convictions under the Game Laws, but there have been 18 prosecutions, resulting in fines amounting to £95; and 298 kangaroo and opossum skins have been confiscated; £51 was obtained for the skins submitted to public auction. The prices obtained for furred skins are now conducive to planned and wilful breaches of the law. I think that the Police, under the conditions as they exist, have done their duty, and done it well; as the reports which I have already had the honour to transmit to the Honourable the Minister will show.

Totalisator Returns.

Totalisators were used at 104 race meetings during the year, an increase of 11 meetings, as compared with 1910-11, and of 20 meetings as compared with 1909-10. The sum of £216,578 15s. passed through the machines. The Government commission on this amounted to £2165 15s. 2d. The total amount retained by the racing clubs was—commission, £21,657 17s. 6d.; broken money, £3692 3s. 6d.; total, £25,350 1s.

These figures, compared with those for preceding year, show the following increases:—Total through totalisators, £25,650 10s.; Government commission, £256 10s. 4d.; club commission (with broken money), £2880 18s.. A return covering five years is to be found in Appendix F.

The following clubs held meetings during the year:—

Brighton Jockey Club	2
Burnie Trotting Club	1
Campbell Town Racing Club	1
Carrick Racing Club	1
Danbury Park Racing Club	1
Deloraine Turf Club	3
Deloraine Trotting Club	1
Devonport Racing Club	3
Devonport Trotting Club	2
Emu Bay Racing Club	2
Fingal Hack Racing Club	1
Fingal Lodge Hack Racing Club ...	1
Huonville Trotting Club	3
Hobart Turf Club	5
Hobart Trotting Club	5
Harefield Hack Racing Club	1
Longford Racing Club	2
Latrobe Turf Club	1
Meander Racing Club	2
Mathinna Racing Club	1
Midland Jockey Club	1
New Norfolk Racing Club	1
Newnham Racing Club	7
Northern Tasmanian Trotting Club ...	4
Oatlands Hack and Trotting Club ...	1
Pioneer Racing Club	1
Port Cygnet Racing Club	2
Queenstown Trotting Club	4
Richmond Trotting Club	1
Ross Hack Racing Club	1
Stanley Turf Club	1
St. Marys Racing Club	1
St. Marys Miners' Turf Club	1
Sorell Racing Club	2
Sheffield Hack Racing Club	2
Tasmanian Racing Club	9
Tasmanian Turf Club	6
Tasmanian Trotting Club	8
Tunbridge Hack Racing Club	1
Weldborough Turf Club	1
Wynyard Turf Club	1
Wynyard Trotting Club	1
Westbury Hack Club	2
Zeehan Racing Club	3
Zeehan Trotting Club	3

Two clubs disappear from the above list, not having held a meeting during the year, viz.—The Bothwell U.A.O.D. Racing Club, and the West Coast Amateur Jockey Club.

The new clubs registered were:—

Fingal Lodge Hack Racing Club.
Harefield Hack Racing Club.
Sheffield Hack Racing Club.
Tunbridge Hack Racing Club.
Westbury Hack Racing Club.

It will be noted (Appendix F) that the total amount through the totalisators, and the number of race meetings held, are rapidly increasing. The administration of "The Lotteries Amendment Act" demands increased attention, and the supervision of totalisators, which is wholly performed by officers of the Department, entails time and considerable travelling expense against the Departmental travelling vote.

Totalisator licences are issued to clubs upon the names of members, officers, audited balance-sheets, &c., being registered, in accordance with the Act, and 1 per cent. of the amount which passes through the totalisators is payable to the Government. I think the matter requires to be further regulated, and

that the minimum payment to the Government should be £5 per meeting. This payment could not adversely affect properly established clubs; but there should be some provision against the expense incurred in supervising "mushroom" clubs, which existing legislation seems to render possible on speculative lines.

I also consider there should be power to frame regulations governing the general working of totalisators.

Offences, (Appendices E and I).

During the past 12 months 806 indictable cases were reported, as against 723 last year. This is slightly the highest since 1906-7, when the number was 826. The prosecutions for drunkenness show a decrease of 80 over the previous year. The total number of persons proceeded against for all offences during the year, against the previous 12 months, as set out in Appendix I, shows an increase of 36. Of the 5391 persons prosecuted, 4944 were convicted or committed for trial, and the remainder (447) were discharged. This is a satisfactory percentage of convictions from the standpoint of investigation and handling cases. Decreases are to be found against proceedings under "The Licensing Act" (Appendix E), offences against property and public welfare not specially specified, Police, and Larceny Acts.

Increases are shown under "Education Act" (54), "Stock and Rabbit Act" (126), "Motor Traffic Act" (31), and "Stamp Duties Act" (17).

In my last report I had to refer to the prevalence of cases of assaulting the Police. I am pleased to bring to notice the reduced number of such cases during the last year. The number is the lowest since 1906, but it is far too high.

Police and Comparative Cost.

The comparative cost of Police per head of population in the various Australasian States and New Zealand is given in Appendix G.

Inquests on Bodies.

During the year ending 30th June, 1912, 152 inquests on bodies were held in Tasmania, as against 162 last year. The total cost was £534 13s. 7d., as against £558 16s. 4d. for the previous year. A Return is to be found in Appendix J.

Transfers.

The transfers during the year totalled 71, as against 58 for the previous year. This was largely caused by filling vacancies through officers and men who reached the age of retirement prescribed by the regulations.

New Stations and Repairs to Buildings.

New Police quarters were completed at New Norfolk (inspector's), Renison Bell, Bothwell, Ouse, Franklin; and others are in course of construction at Penguin, Ringarooma, and New Norfolk (sergeant's).

New buildings are contemplated at other stations, and Police barracks at Hobart, during the ensuing year.

Repairs were effected at 54 stations, the amounts expended thereon ranging up to £78; and there are 12 stations the repairs for which the Public Works Department have in hand. Police-stations generally are in a much improved condition.

Police Provident Fund.

At the end of December, 1911 (the close of the Fund's financial year), the Superannuation Branch of the Police Provident Fund had a capital of £26,697 2s. 4d., being an increase of £1699 6s. 7d. on the previous year (Appendices K and L). The Reward Branch was augmented by £507 14s. 4d.,

and £500 4s. 4d. was transferred to the Superannuation Branch. The apportionment of the sundry contributions to the Fund (independently of the 5 per cent. deduction from salaries) resulted in the payment to credit of members of £1 0s. 10 78d. for every £1 of subscription during 1911. The sum of £891 8s. 5d. was received as interest on investments, and this amount was distributed in proportion to each member's aggregate credit, being £3 17s. 9d, per cent. on same.

The regulation, dated 6th February, 1911, relating to loans for purchase of troop horses, was availed of in six instances. These loans totalled £121, of which amount £34 10s. was repaid during 1911.

The regulation in this connection affords a ready and satisfactory scheme for financing a trooper in purchasing a horse for Police service, and is in consequence a useful addition. The Board has met six times during the year for the transaction of business.

"The Motor Traffic Act, 1907."

The following licences, &c., were issued, under the provisions of the above Act, during the financial year:—

	£	s.	d.
296 motor-cars, at 10s.	148	0	0
218 motor-cars (renewals), at 10s.	109	0	0
154 motor-cycles, at 2s. 6d.	19	5	0
229 motor-cycles (renewals), at 2s. 6d.	28	12	6
656 drivers' and riders' licences, at 2s. 6d.	82	0	0
423 drivers' and riders' licences (renewals), at 2s. 6d.	52	17	6
58 transfers of motor-cars, at 5s.	14	10	0
95 transfers of motor cycles, at 1s.	4	15	0
2129	£459	0	0

The revenue from this source of registration has increased each year, since the Act and regulations commenced to operate, the figures for the last three years being as follows:—1909-10, £203 6s.; 1910-11, £302 11s. 8d.; and 1911-12, £459. There were 70 prosecutions for the year, as against 39 during the previous 12 months.

Sheep-stealing.

The large decrease in the number of sheep reported stolen or strayed, and remaining unaccounted for, mentioned last year, shows a further reduction. It stands at the lowest since a record of such matters has been kept, namely the year 1900. The total missing in 1910-11 was 929, whilst last year it was only 399. The total number of sheep in the State is estimated at 1,823,017.

It is hoped by continued close attention to this important branch of Police duty by Police troopers, and to the system in vogue, that the existing satisfactory state of affairs may be fully maintained.

Tourist and Racing Season.

With the kind permission of the Inspector-General of Police, Sydney, and the Chief Commissioner of Police, Melbourne, some mainland detectives visited this State during the tourist and racing season. The service rendered, in conjunction with the Tasmanian staff, was satisfactory.

Detectives were also brought from the mainland in connection with the Easter horse-racing season.

Police Pay.

Increased pay, in the form of free quarters or an allowance in lieu thereof, was granted every member of the Force during the year. This was a very much appreciated consideration granted to the Force, and

it rendered the pay of the Police sufficient to enable me to satisfactorily fill the abnormal vacancies caused by the compulsory retirements under "age for retirement" regulations, which came into force during the year. The operation of this regulation had been held in abeyance for five years under the clauses of another regulation, and in consequence there was an accumulation of retirements. This will not occur again. Of the new appointments, very few men were found to be unsuitable for confirmation of their provisional appointment.

The pay of the Force as a whole has been considerably improved of late years, but to maintain the high standard to which I respectfully submit the Force is attaining, the pay and conditions must be of the best.

The fact that searching enquiry is made into the antecedents and character of a man before he is accepted into the Police Force, and when he is accepted he is required to live and to perform his duty in a manner to retain the confidence of the public, which his office demands, must be taken into consideration in fixing his remuneration.

Honours Roll, &c.

During the year the "King's Police Medal" was awarded to Sergeant Louis Henry Rooke and Constable Herbert Edward Christian for bravery.

The Honour Roll suggested in my last report has been designed and approved. It is partly executed, but its completion has been delayed through the serious illness of the designer. There are at present the names of some 20 officers and men who have been awarded medals and decorations for distinguished services rendered whilst in the Police Force to be inscribed. The Honour Roll is framed to admit of the addition of the names of officers and men who may gain distinction in future years.

Classes of Instruction.

Classes of instruction for constables during their term of probation—i.e., 12 months—are given twice a week at Hobart by a senior officer.

The men are instructed first in general Police duty—furnishing reports, giving evidence, and demeanour at courts; and then more particularly in the matters laid down in the "Police Manual of Regulations" and in the Police, Licensing, Motor Traffic, Evidence, Cruelty to Animals, Coroners, Criminal Law, and other statutes; and in the Hobart municipal by-laws.

Instructions are also imparted as to the duties appertaining to the charge of out-stations, the keeping of the necessary books and records, and how to minute reports and conduct correspondence.

It is noticed that the result of the instruction imparted is having the desired effect in making the probationers conversant with their duties, consequently enabling them to perform same with satisfaction to the Department, and with benefit to the public in general.

Arrangements for the inauguration of lectures on "First Aid" to the injured are being made, and will be delivered by a senior officer in the various centres as opportunities offer.

Probationers at Hobart and Launceston are put through a course of physical and squad drill under competent instructors weekly. Men of longer service are drilled monthly. This is found sufficient to keep trained men smart and fit to meet the requirements of the service.

The yard at the gaol, by kind permission of the Sheriff, has been temporarily used for drill purposes during the year, and has answered the purpose fairly well. When barracks are erected, the plans and specifications of which have been prepared, a suitable

drillyard will be required, and it is recommended that sufficient additional space be allotted for that purpose.

The erection of Police barracks during the ensuing year will be an inestimable benefit in the training of probationers, which at the present time is carried out under many disadvantages.

I propose that the services of the officer at present in charge of Training at Headquarters be made available during the year for courses of instruction and lectures at the more important centres of the State.

Rewards.

It gives me pleasure to record that during the year 1911 (Provident Fund year), and extending to 30th June, 1912 (close of financial year), the under-mentioned members of the Force were rewarded from the Reward Branch of the Police Provident Fund on account of the particulars herein stated, and to the amounts set opposite their respective names:—

	£	s.	d.
For bravery at the fire at G. P. Fitzgerald's store, Hobart—			
Constable H. E. Christian	5	0	0
For extraordinary services rendered during Mt. Lyell strike—			
Constable D. O'Keefe	3	0	0
Constable A. Brown	3	0	0
Constable W. Woodward	3	0	0
Constable C. F. C. Padman	3	0	0
Constable L. M. Whitton	2	10	0
Constable M. P. Kelleher	2	10	0
Constable G. C. L. Campbell	2	10	0
Constable W. A. Wilson	2	10	0
Trooper C. E. Tomkinson	2	10	0
Constable J. Cooper	2	0	0
Constable G. Twitchett	1	0	0
Constable G. D. Wright	0	10	0
Constable W. C. Hudson	0	10	0
Constable T. J. Britton	0	10	0
Constable J. E. Flight	0	10	0
For capture of escaped prisoner Robert Parsons—			
Constable M. T. Dowling	2	0	0
Sergeant J. J. Dwan	1	0	0
Sergeant L. H. Rooke	1	0	0
Detective-constable W. G. Oakes ...	1	0	0
Trooper W. J. Mansfield	1	0	0
For capture of escaper prisoner Ernest Johnston—			
Trooper T. J. Kelly	1	0	0
Constable W. J. Walters	1	0	0
Constable E. R. Cullen	1	0	0

For capture of escaped prisoner Patrick Sullivan—
 Detective-constable W. G. Oakes... .. 1 0 0
 Detective-constable M. A. English ... 1 0 0
 Detective-constable J. Cooper... .. 1 0 0
 For injuries received in the execution of Police duty Constables O. G. Turnbull and A. C. Jones were compensated £2 10s. and 10s. respectively.

The Finger-print System.

It having been decided to establish a finger-print bureau in the Department the Chief Detective-Inspector was sent to Sydney, where, through the kindness of the Inspector-General of Police, he studied the working of, and received practical instruction in, the finger-print system of identification. A cabinet and the appliances necessary for taking prints have since been obtained.

The cabinet is of approved design, containing the necessary compartments. In it the prints of persons convicted of various offences in the State will be filed for reference. As opportunity has offered, various officers of police have been instructed in the method of taking prints, and a plant supplied. The instructions will be extended to others, so that in the near future the finger-prints of all persons convicted of offences it has been the practice to record will be available at headquarters for identification purposes.

General.

In common with other places, this State experienced a burglar boom or scare during the year. Special steps were taken during this period of unrest. Convictions were obtained in most instances, and the confidence of the public restored. I fear in many directions persons were in dread of a wave of crime in the State, for which, in fact, there was no justification.

With this exception the year has been normal. Matters have worked quietly, and I trust satisfactorily.

In performance of my duties the officers and men of the Force and of the Clerical Branch have rendered me loyal and efficient service.

I have the honour to be,

Sir,

Your obedient servant,

J. E. C. LORD,

Commissioner of Police.

The Hon. the Attorney-General.

APPENDIX A.

Expenditure—Police Department, 1910-1911.

Head of Service.	Provision in Appropriation Act, 1910-11.	Expenditure, 1910-11.	Surplus	Deficiency.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries	32,164 11 8	31,873 15 7	290 16 1	...
Allowances	2640 0 0	2595 2 6	44 17 2	...
Stationery and stores	90 0 0	80 9 6	9 10 6	...
Uniforms	1350 0 0	1349 17 0	0 3 0	...
Rent of buildings	70 0 0	67 8 6	2 11 6	...
Fuel and light	125 0 0	111 14 6	13 5 6	...
Travelling expenses	1700 0 0	1742 6 8	...	42 6 8
Provisions, bedding, &c., for prisoners	150 0 0	131 19 1	18 0 11	...
Construction and repairs	600 0 0	655 7 1	...	55 7 1
Contribution to Reward Branch, Police Provi- dent Fund	500 0 0	500 0 0	...	...
Printing	250 0 0	241 11 7	8 8 5	...
Miscellaneous	300 0 0	312 19 11	...	12 19 11
Postal charges, telegrams, and telephones	550 0 0	539 14 1	10 5 11	...
Infant life protection	300 0 0	106 8 4	193 11 8	...
Purchase of samples of liquor for analysis	50 0 0	16 15 11	33 4 1	...
	40,839 11 8	40,325 10 7	624 14 9	110 13 8

Net Balance of Appropriation for Police Department not expended for 1910-11, £514 1s. 1d.

Expenditure—Police Department, 1911-1912

Head of Service.	Provision in Appropriation Act, 1911-12.	Expenditure, 1911-12.	Surplus.	Deficiency.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries	33,000 5 6	31,894 4 0	1106 1 6	...
Allowances	3450 0 0	3380 6 10	69 13 2	...
Stationery and stores	240 0 0	193 4 6	46 15 6	...
Uniforms, &c.	1350 0 0	1349 14 10	0 5 2	...
Travelling expenses	1700 0 0	1900 2 4	...	200 2 4
Construction and repairs	670 0 0	861 0 6	...	191 0 6
Miscellaneous	1125 0 0	1115 11 4	9 8 8	...
Contribution to Reward Branch, Police Provi- dent Fund	500 0 0	500 0 0	...	...
Infant life protection	300 0 0	220 1 1	79 18 11	...
Expenses, liquor samples	50 0 0	20 6 1	29 13 11	...
	42,385 5 6	41,434 11 6	1341 16 10	391 2 10

Net Balance of Appropriation for Police Department, 1911-12, not expended, £950 14s. 0d.

APPENDIX B

RETURN showing the Strength and Distribution of the Police, 30th June, 1912.

District.	Station.	Commissioner.	Superintendents.	Inspectors.	Sub-Inspectors.	Sergeants.	Troopers.	Constables.	Special Constables.	Total at Station.	Total in District.	Remarks.
Southern.	Headquarters	Hobart	1	1	1	1	8	1	34	1	47	...
		Glenorchy .....	...	...	...	...	1	1	...	...	2	...
		Bellerive .....	...	...	...	...	...	1	...	...	1	...
		Lindisfarne .....	...	...	...	...	1	...	...	...	1	...
		Rokeby .....	...	...	...	...	1	...	...	...	1	...
		New Town .....	...	...	1	...	...	3	...	...	4	...
		Sandy Bay .....	...	...	...	1	1	1	...	...	3	...
		Cemetery Point .....	...	...	...	...	...	1	...	...	1	...
		Glebe Town .....	...	...	...	...	1	...	...	...	1	...
		Bruni S. ....	...	...	...	...	...	...	1	...	1	...
		Kingston .....	...	...	...	...	1	...	...	...	1	...
		Woodbridge .....	...	...	...	...	1	...	...	...	1	64
		New Norfolk .....	...	1	...	1	1	1	...	...	4	...
		Macquarie Plains .....	...	...	...	...	1	...	...	...	1	...
		Hamilton .....	...	...	...	...	1	...	...	...	1	...
		Victoria Valley .....	...	...	...	...	1	...	...	...	1	...
		Ouse .....	...	...	...	...	1	...	...	...	1	...
	Subdivision No. 1	Ellendale .....	...	...	...	...	1	...	...	...	1	...
		Bothwell .....	...	...	1	...	1	...	...	...	2	...
		Brighton .....	...	...	...	...	1	...	...	...	1	...
		North Bridgewater .....	...	...	...	...	1	...	...	...	1	...
		Kempton .....	...	...	...	...	1	...	...	...	1	...
		Great Lake .....	...	...	...	...	1	...	...	...	1	15
		Franklin .....	...	...	...	1	...	1	...	...	2	...
		Lovett .....	...	...	...	...	1	1	...	...	2	...
		Huonville .....	...	...	...	...	1	...	...	...	1	...
	Subdivision No. 2	Dover .....	...	...	...	...	...	1	...	...	1	...
		Hythe .....	...	...	...	...	...	1	...	...	1	...
		Geeveston .....	...	...	...	...	...	1	...	...	1	8
		Sorell .....	...	1	...	...	...	1	...	...	2	...
		Colebrook .....	...	...	...	...	1	...	...	...	1	...
		Coppington .....	...	...	...	...	1	...	...	...	1	...
		Buckland .....	...	...	...	...	1	...	...	...	1	...
	Subdivision No. 3	Triabunna .....	...	...	...	...	1	...	...	...	1	...
		Premaydena .....	...	...	...	...	1	...	...	...	1	...
		Richmond .....	...	...	...	...	1	...	...	...	1	...
		Swansea .....	...	...	...	...	1	...	...	...	1	...
		Bicheno .....	...	...	...	...	...	...	1	...	1	10
		Campbell Town .....	...	...	...	...	1	...	...	...	1	...
		Oatlands .....	...	...	...	...	1	1	...	...	2	...
	Subdivision No. 4	Ross .....	...	...	...	...	1	...	...	...	1	...
		Tunbridge .....	...	...	...	...	1	...	...	...	1	...
		Parattah .....	...	...	...	...	1	...	...	...	1	...
		Baden .....	...	...	...	...	1	...	...	...	1	...
		Conara .....	...	...	...	...	1	...	...	...	1	8
North-Eastern.	Launceston, Selby, and George Town; including islands in Bass Strait east of longitude 147°	Launceston .....	...	1	2	1	5	...	22	...	31	...
		Bangor .....	...	...	...	...	1	...	...	...	1	...
		Patersonia .....	...	...	...	...	1	...	...	...	1	...
		Invermay .....	...	...	...	...	1	...	...	...	1	...
		St. Leonards .....	...	...	...	...	1	...	...	...	1	...
		Sandhill .....	...	...	...	...	1	...	...	...	1	...
		Lilydale .....	...	...	...	...	1	...	...	...	1	...
		Rosevears .....	...	...	...	...	1	...	...	...	1	...
		Trevallyn .....	...	...	...	...	...	1	...	...	1	...
		George Town .....	...	...	...	...	1	...	...	...	1	...
		Beaconsfield .....	...	...	...	1	...	2	...	...	3	...
		Lefroy .....	...	...	...	...	1	...	...	...	1	...
		Bass Strait .....	...	...	...	...	...	1	...	...	1	45
		Scottsdale .....	...	...	1	...	...	1	...	...	3	...
		Gladstone .....	...	...	...	...	1	...	...	...	1	...
		Ringarooma .....	...	...	...	...	1	...	...	...	1	...
		Derby .....	...	...	...	1	1	...	...	...	2	...
		Fingal .....	...	...	...	1	...	...	...	...	1	...
	Subdivision No. 1	St. Helens .....	...	...	...	...	1	...	...	...	1	...
		St. Marys .....	...	...	...	...	1	...	...	...	1	...
		Avoca .....	...	...	...	...	1	...	...	...	1	...
		Mathinna .....	...	...	...	...	1	...	...	...	1	...
		Lottah .....	...	...	...	...	1	...	...	...	1	...
		Brauxholm .....	...	...	...	...	...	1	...	...	1	14

District.	Station.	Commissioner.	Superintendent.	Inspectors.	Sub-Inspectors.	Sergeants.	Troopers.	Constables.	Special Constables.	Total at Station.	Total in District.	Remarks.
Deloraine, Westbury, Evandale, Longford, and South Longford	Deloraine .....	...	1	...	...	1	1	1	...	4	...	
	Chudleigh .....	...	...	...	...	1	1	...	...	1	...	
	Elizabeth Town .....	...	...	...	...	1	1	...	...	1	...	
	Westbury .....	...	...	...	...	1	1	...	...	2	...	
	Glengarry .....	...	...	...	...	1	1	...	...	1	...	
	Carrick .....	...	...	...	...	1	1	...	...	1	...	
	Bracknell .....	...	...	...	...	1	1	...	...	1	...	
	Hagley .....	...	...	...	...	...	...	1	...	1	...	
	Great Lake, North.	...	...	...	...	...	...	1	...	1	...	
	Longford .....	...	1	...	...	...	1	...	...	2	...	
	Perth .....	...	...	...	...	1	1	...	...	1	...	
	Cressy .....	...	...	...	...	1	1	...	...	1	...	
	Bishopsbourne .....	...	...	...	...	1	1	...	...	1	...	
	Evandale .....	...	...	...	...	1	1	...	...	2	...	
	Nile .....	...	...	...	...	1	1	...	...	1	...	
Macquarie	Meander .....	...	...	...	...	...	...	1	...	1	22	
	Zeehan .....	...	1	...	...	1	...	3	...	5	...	
	Queenstown .....	...	...	...	...	1	...	2	...	3	...	
	Gormanston .....	...	...	...	...	...	...	1	...	1	...	
	Dundas .....	...	...	...	...	...	...	1	...	1	...	
	Williamsford .....	...	...	...	...	...	...	1	...	1	...	
	Linda Valley .....	...	...	...	...	...	...	1	...	1	...	
	Renison Bell .....	...	...	...	...	...	...	1	...	1	...	
Mersey, Latrobe, Emu Bay, and Russell; including islands in Bass Strait west of longitude 147°	Strahan .....	...	...	...	...	...	...	1	...	1	14	
	Devonport West ...	...	1	...	...	1	...	3	...	5	...	
	Devonport East ...	...	...	...	...	1	...	...	...	1	...	
	Latrobe .....	...	...	...	...	1	1	1	...	3	...	
	Ulverstone .....	...	...	...	...	1	1	1	...	3	...	
	Hamilton-on-Forth .....	...	...	...	...	1	...	...	...	1	...	
	Sheffield .....	...	...	...	...	1	1	1	...	2	...	
	Penguin .....	...	...	...	...	1	...	...	...	1	...	
	Railton .....	...	...	...	...	1	...	...	...	1	...	
	Sprent .....	...	...	...	...	1	...	...	...	1	...	
	Burnie .....	...	...	...	...	1	1	2	...	4	...	
	Stanley .....	...	...	...	...	1	1	...	...	2	...	
	Wynyard .....	...	...	...	...	1	2	...	...	3	...	
	Waratah .....	...	...	...	...	...	1*	...	...	1	...	
	Smithton .....	...	...	...	...	1	...	...	...	1	...	
Total	King Island .....	...	...	...	...	...	...	1	...	1	...	
	Mt. Balfour .....	...	...	...	...	...	...	1	...	1	...	
	Magnet .....	...	...	...	...	...	...	1	...	1	32	
Total		1	5	7	4	30	75	102	8	232	232	

* Vacancy to be filled.

APPENDIX C.

TABLE of Ages of Members of the Police Force of Tasmania, on the 30th June, 1912.

AGES.	Superin- tendents.	Inspectors.	Sub- Inspectors.	Sergeants.	Constables.	Paid Special Constables.	Total.
From 21 to 25 years.....	...	...	...	...	28	...	28
" 25 to 30 ".....	...	...	...	...	47	...	47
" 30 to 35 ".....	...	...	...	...	37	3	40
" 35 to 40 ".....	...	...	...	5	14	...	19
" 40 to 45 ".....	...	...	...	5	8	1	14
" 45 to 50 ".....	...	...	...	8	15	1	24
" 50 to 55 ".....	1	5	1	7	15	...	29
" 55 to 60 ".....	2	2	1	4	10	2	21
" 60 to 65 ".....	2	...	2	1	3	...	8
" Over 65 ".....	...	...	...	...	...	1	1
	5	7	4	30	177	8	231

APPENDIX D.

LENGTH of Service of Members of the Police Force of Tasmania, actually serving on the 30th June, 1912.

SERVICE.	Super- intendents.	Inspectors.	Sub- Inspectors.	Sergeants.	Constables.	Probation Constables.	Paid Special Constables.	Total.
Of and under 1 year's service.....	...	...	...	...	...	33	...	33
From 1 to 5 " ".....	...	...	...	...	61	...	2	63
" 5 to 10 " ".....	...	...	...	...	26	...	4	30
" 10 to 15 " ".....	...	...	...	6	18	...	2	26
" 15 to 20 " ".....	...	1	...	4	14	...	...	19
" 20 to 25 " ".....	...	...	1	7	10	...	...	18
" 25 to 30 " ".....	2	4	2	9	6	...	...	23
" 30 to 35 " ".....	1	2	...	4	7	...	...	14
" 35 to 40 " ".....	...	...	...	...	1	...	...	1
" 40 to 45 " ".....	2	...	1	...	1	...	...	4
	5	7	4	30	144	33	8	231

APPENDIX E.

RETURN of Proceedings taken under the Licensing Act, 2 Edward VII. No. 32 and Amendment between the 1st July, 1911, and the 30th June, 1912.

DISTRICT.	Against Licensed Persons.								Against Unlicensed Persons.			TOTAL.		
	Sunday trading.	Open during pro- hibited hours.	Drunk on licensed premises.	Permitting music, dancing, or gamb- ling.	Allowing prohibi- ted persons on premises.	Not conducting house peaceably and quietly.	Not keeping lights burning.	Other breaches.	Selling without a Licence.	Persons on premises during prohibited hours.		1911-12	1910-11.	
										Convicted.	Dismissed.			Other breaches.
Hobart and suburbs	7	4	1	1	...	...	...	1	...	46	4	54	118	100
New Norfolk	5	...	1	...	2	...	...	...	...	5	3	2	18	18
Franklin	2	...	...	...	...	...	...	5	...	2	...	10	19	42
Sorell	2	...	...	...	...	...	...	...	...	3	...	1	6	13
Campbell Town...	...	...	...	...	1	...	...	...	...	1	...	1	3	22
Launceston and suburbs	10	4	...	...	...	...	1	3	...	31	10	36	95	70
Ringarooma and Fingal	3	...	...	...	1	...	1	1	...	16	6	8	36	32
Mersey	4	6	1	...	1	...	...	...	1	51	1	26	94	57
Deloraine	2	...	1	...	...	...	...	2	...	9	1	8	23	20
Macquarie	4	1	2	...	...	1	2	1	...	33	..	6	50	97
Total 1911-12.....	39	15	6	1	5	1	4	13	1	200	25	152	462	...
Total 1910-11.....	31	16	2	4	3	4	10	17	3	182	18	181	...	471

APPENDIX F.

RETURN of Amounts passed through Totalisators, &c., during the Year 1911-12, compared with similar Returns for Years 1907-8 to 1910-11 inclusive.

Year.	No. of Race Meetings.	Amount passed through Totalisator.			Commission payable to Treasury.			Commission retained by Racing Clubs.			Broken Money.			Total Amount retained by Racing Clubs.		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1907-8.....	82	154,541	5	0	1545	6	8	15,454	2	6	2263	19	6	17,718	2	0
1908-9.....	74	160,785	0	0	1607	15	10	16,078	10	0	2552	14	0	18,631	4	0
1909-10.....	84	167,155	10	0	1671	10	0	16,715	11	0	2940	12	0	19,656	3	0
1910-11.....	93	190,928	5	0	1909	4	10	19,092	16	6	3376	6	6	22,469	3	0
1911-12.....	104	216,578	15	0	2165	15	2	21,657	17	6	3692	3	6	25,350	1	0

APPENDIX G.

State.				Proportion of Police to Population.	Cost of Police per head of Population.	
					s.	d.
Western Australia	...	...	...	1 to 612	8	6 ³ / ₄
Queensland	...	...	...	1 to 611	7	8 ¹ / ₄
New South Wales	...	...	...	1 to 698	5	10 ¹ / ₄
South Australia	...	...	...	1 to 840	5	7 ¹ / ₄
Victoria...	...	...	...	1 to 817	4	8 ³ / ₄
Tasmania	...	...	...	1 to 824	4	3 ¹ / ₂
New Zealand	...	...	...	1 to 1287	3	5

APPENDIX H.

RETURN of Offences reported to the Police during the Year 1911-12 compared with similar Returns for Years 1907-8 to 1910-11 inclusive.

Year.	Indictable Offences.			Offences Determined Summarily.			
	Cases Reported.	Number Apprehended.	Committed or Summarily Convicted.	Drunkenness.		Offences against Police Act.	
				Male	Female.	Male.	Female.
1907-8	770	383	327	489	77	2771	328
1908-9	767	436	385	559	83	2913	321
1909-10	804	472	401	593	97	3136	291
1910-11	723	451	387	605	97	3188	346
1911-12	806	441	384	550	72	3044	293

APPENDIX I.

RETURN of the Number of Persons proceeded against in Tasmania during the Year ending 30th June, 1912.

Offences.	Committed for Trial.		Summarily Con- victed.		Discharged.		Total.	
	M.	F.	M.	F.	M.	F.	M.	F.
<i>Against the Person.</i>								
Assault, common .....	...	...	43	2	22	1	65	3
„ felonious	6	...	...	...	2	...	8	...
„ indecent	6	...	...	...	...	...	6	...
Assaulting police .....	...	...	54	...	...	...	54	...
Murder .....	...	1	...	...	1	...	1	1
Manslaughter .....	...	1	...	...	...	...	...	1
Other offences against the person not above specified	3	1	4	...	1	1	8	2
Unnatural offences	1	...	...	...	...	...	1	...
<i>Against Property.</i>								
Arson .....	...	1	...	...	...	...	...	1
Burglary	1	...	...	...	...	...	1	...
Housebreaking	7	1	...	...	3	...	10	1
Larceny	27	1	249	18	33	8	309	27
Receiving stolen property .....	...	...	7	1	1	1	8	2
Cattle-stealing .....	...	...	1	...	1	...	2	...
Horse-stealing	3	...	1	...	...	...	4	...
Forging and uttering	2	...	...	...	1	...	3	...
Embezzlement .....	...	...	4	...	...	...	4	...
False pretences .....	...	2	26	3	2	...	28	5
Malicious injury to property	2	...	5	...	1	...	8	...
Wilful damage to property, summarily dealt with .....	...	...	37	1	3	...	40	1
Other offences against property not above specified .....	...	...	21	...	1	...	22	...
<i>Other Offences.</i>								
Under Police Act .....	...	...	2402	236	158	17	2560	253
„ by-laws .....	...	...	354	9	14	1	368	10
Vagrancy .....	...	...	87	24	29	6	116	30
Hawkers' and Carriers' Act .....	...	...	2	...	...	...	2	...
Lunatics .....	...	...	32	5	3	2	35	7
Seamen's offences .....	...	...	29	...	1	...	30	...
Smuggling .....	...	...	1	...	...	...	1	...
Under Education Act .....	...	...	203	27	45	5	248	32
„ Licensing Act .....	...	...	402	15	45	...	447	15
„ Gaming Act .....	...	...	9	...	...	...	9	...
„ Stock and Rabbit Acts .....	...	...	160	2	3	...	163	2
„ Fisheries and Game Acts .....	...	...	26	...	1	...	27	...
„ Infant Life Protection Act .....	...	...	...	5	...	...	...	5
„ Motor Traffic Act .....	...	...	61	1	8	...	69	1
„ Stamp Duties Act .....	...	...	40	2	3	...	43	2
„ Sunday Observance Act .....	...	...	11	...	...	...	11	...
„ Roads Act .....	...	...	26	5	1	...	27	5
„ Public Meetings Act .....	...	...	6	...	...	...	6	...
Other offences against public welfare not above specified .....	...	...	212	7	22	...	234	7
TOTAL, 1911-12	58	8	4515	363	405	42	4978	413
TOTAL, 1910-11	45	6	4360	429	465	50	4870	485

APPENDIX J.

NUMBER of Inquests in Tasmania, touching the Cause of Death of any Person held in the Year ending 30th June, 1912, and the Total Amount of the Costs, including Fees, Allowances, and Expenses.

	Male.	Female.	Total Inquests.	Total Cost.					
				£	s.	d.			
<i>Inquests -</i>									
Infants, 7 years and under	26	18	44	136	12	1			
Children under 16 years and above 7 years.....	11	5	16	66	6	6			
Adults, 16 years and under 60 years	60	11	71	258	8	6			
Above 60, aged and infirm	15	6	21	73	6	6			
	112	40	152	£534	13	7			
<i>Verdict of the Coroner—</i>									
<i>Violent Death.</i>									
Murder	2	1	3	}					
Manslaughter .....	...	1	1					
Justifiable Homicide.....	...	...	...			
Suicide or Self-Murder	13	2	15						
Accidental Death	50	12	62						
Injuries, Causes unknown .....	...	...	...			
Found Dead	8	...	8	}	£534	13 7			
<i>Natural Death.</i>									
Excessive Drinking .....	...	...	...			
Disease aggravated by neglect .....	...	...	...			
From Want, Cold, Exposure, &c.	1	...	1						
Other Causes	38	24	62						
	112	40	152						

APPENDIX K.

POLICE PROVIDENT FUND.

REPORT FOR THE YEAR ENDING 31ST DECEMBER, 1911.

Police Department, Hobart,
11th May, 1912.

SIR,
I HAVE the honour to submit a statement of the accounts of the Police Provident Fund for the year ending 31st December, 1911, for transmission to the Auditor-General.

The following table shows the rate per £1 of credit and amount per centum of interest distributed each year since 1899, and amount per £1 of contributions in respect of sundry credits, &c.:—

Distribution of—

Year.	Interest		Sundry Credits.	
	Per £1 of Amount to Credit.	Per Cent.	Per £1 of Contributions.	
	d.	£ s. d.	£ s. d.	
1899	4.16	1 14 8	...	0 0 2.5
1900	5.37	2 4 9	...	0 17 7
1901	7.37	3 0 11	...	0 8 8.25
1902	7.31	3 0 11	...	0 10 2.75
1903	7.62	3 3 6	...	0 10 8
1904	7.56	3 3 0	...	0 12 5.12
1905	7.62	3 3 6	...	0 9 1
1906	8.08	3 7 4	...	0 12 1.08
1907	8.1	3 7 6	...	0 10 8.5
1908	7.12	2 19 4	...	1 1 4.25
1909	8.75	3 12 11	...	1 3 2.5
1910	8.94	3 14 6	...	1 6 0.48
1911	9.33	3 17 9	...	1 0 10.78

Reward Branch.

Rewards for extraordinary diligence, &c., accounted for the sum of £7 10s.

Investments.

During the first half of the year £500 was invested at 4 per cent. per annum and £600 at 3½ per cent. per annum in local inscribed stock; and £400 was loaned on security of first mortgage on freehold property at 5 per cent. per annum.
Loans for purchase of troop horses were granted in six instances, and amounted to £121, of which amount £34 10s. was repaid before the close of the year. The interest received on account of these loans was £2 12s.

I have the honour to be,

Sir,

Your obedient Servant,

E. P. ANDREWARTHA,
Secretary Police Provident Fund.

The Chairman Police Provident Fund.

Superannuation Branch.

Compensation allowances, &c., were payable in fourteen cases, as under, amounting to £1711 7s. 5d.:—

	£	s.	d.
Four resigned, owing to ill-health, and drew 100 per cent.	560	11	5
One retired, owing to age-limit, and drew 100 per cent.	360	9	4
One resigned, with over 17 years' service, and drew 100 per cent. ...	278	4	8
One resigned, and drew 80 per cent. ...	107	7	6
Two resigned, and drew 60 per cent. ...	78	12	7
One resigned, and drew 50 per cent. of contributions	12	12	4
Two resigned, and drew 40 per cent. of contributions	17	8	4
One was discharged, and drew 40 per cent. of contributions	8	4	7
One died, and representatives drew 100 per cent.	287	18	8
	£1711	7	5

The amount of £8 12s. 2d., which was owing to C. Blackwell on 31st December, 1910, has been paid to his wife on his authority.
The sum of £500 4s. 4d. was transferred from the Reward Branch to the Superannuation Branch, and £598 11s. 10d. was received from sundry sources. These amounts, with £402 6s. 7d. from forfeitures, produced £1501 2s. 9d., which yielded members of the Fund on 31st December, 1911, £1 0s. 10.78d for each £1 of contribution. The interest received on account of investments (£891 8s. 5d.), less expenses of management (£2 5s. 6d.), yielded 9.33d. per £1 of amount to credit on 31st December, 1910.

APPENDIX L.
POLICE PROVIDENT FUND.

SUPERANNUATION BRANCH.

Statement of Accounts for Year ending 31st December, 1911.

Current Account.

Dr.	£ s. d.	Cr.	£ s. d.
Balance from last Account	24,907 15 9	Compensation allowance	1719 19 7
Deductions from pay	1521 7 1	Purchase card cabinet	2 5 6
Interest	891 8 5	Balance carried forward	26,697 2 4
Sundry credits	598 11 10		
Transfer from Reward Branch	500 4 4		
	<u>£28,419 7 5</u>		<u>£28,419 7 5</u>

Balance-sheet.

Dr.	£ s. d.	Cr.	£ s. d.
Aggregate deductions from pay	24,029 19 6	Aggregate compensation allowances, &c....	16,184 4 7
Aggregate interest on investments	8655 8 7	Government debentures	200 0 0
Aggregate sundry credits	3999 15 9	Local inscribed stock	24,430 5 9
Aggregate sundry contributions	442 5 6	Loans on mortgages	1450 0 0
Aggregate transfers from Reward Branch	5753 17 7	Balances, troop horse loans	86 10 0
	<u>£42,881 6 11</u>	Balance, cash account	530 6 7
			<u>£42,881 6 11</u>

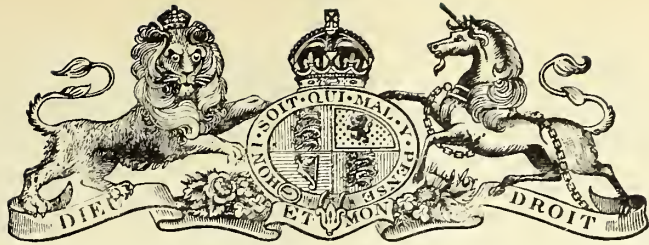
REWARD BRANCH.

Current Account.

Dr.	£ s. d.	Cr.	£ s. d.
Balance from last Account	250 0 0	Rewards	7 10 0
Government contribution	500 0 0	Transfer to Superannuation Branch	500 4 4
Interest	7 14 4	Balance carried forward	250 0 0
	<u>£757 14 4</u>		<u>£757 14 4</u>

Balance-sheet.

Dr.	£ s. d.	Cr.	£ s. d.
Aggregate moiety of fines, &c.	8442 18 9	Aggregate rewards, &c.	3219 12 8
Aggregate interest	735 12 2	Aggregate transfers	5749 0 10
Aggregate sundry credits	40 2 7	Local inscribed stock	206 0 0
	<u>£9218 13 6</u>	Balance, cash account	44 0 0
			<u>£9218 13 6</u>



1912.

PARLIAMENT OF TASMANIA.

DEPARTMENT OF LANDS AND SURVEYS:
REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£23 10s. 6d.]

DEPARTMENT OF LANDS AND SURVEYS: REPORT FOR THE YEAR 1911-12.

Surveyor-General's Office,
Hobart, 1st July, 1912.

SIR,

I HAVE the honour to make the following report to you on the working of the Department of Lands and Surveys for the year ended 30th June, 1912:—

REVENUE.

1. The total revenue collected by the Department of Lands and Surveys from all sources during the financial year ended 30th June, 1912, was £80,596; and for the year ended 30th June, 1911, £88,291—thus showing an apparent decrease of £7595. This decrease in the revenue is mainly due to an abnormal sum collected in survey fees during the demand for land on Flinders Island; the figures from this source being £11,869 for 1910, as compared with £4433 for the year 1911-12; or a difference of £7436 in favour of the former period. The same factor, together with restriction put upon selection by reason of large areas of land being withdrawn from sale in Western Wellington and elsewhere, is responsible for the small falling off in the revenue from selection. The ensuing tabulated statement gives the headings under which the total is made up, discarding shillings and pence.

	1911-12.	1910-11.
Sale of Crown lands—	£	£
Selection...	46,420	46,240
Auction ...	8456	9339
Private contract ...	1192	933
Residence areas ...	890	1011
Mining areas ...	3214	3307
	£60,172	£60,830
Rent of Crown lands ...	7723	7224
Survey fees ...	4433	11,869
Forestry branch ...	4837	4366
Other sources ...	1976	2538
Rent from Government property ...	1455	1464
Total ...	£80,596	£88,291

LANDS AND SURVEYS REVENUE.

2. It is satisfactory to note that the falling off in the total amount of revenue is due mainly to the fluctuations in the amounts collected as survey fees, which in reality do not affect the revenue one way or another, whether great or small, as the amounts so collected are paid out to the surveyor.

RURAL LANDS SOLD.

3. The total area of rural lands sold during the year ended 30th June, 1912, was 140,583 acres, comprising 1339 acres of first-class land, 43,694 acres of second-class land, and 83,550 acres of third-class land. For the previous year the total area of rural lands sold was 208,075 acres, comprising 18,596 acres of first-class land, 61,969 acres of second-class land, and 127,510 acres of third-class land. These figures show a shrinkage in the total area, which is mostly due to the falling-off in the areas sold in the second and third division. This is not unexpected, as the total area for which there was such demand on Flinders Island in 1910-11 was classified in those divisions. There was no such area to operate upon during the year just ended; while the effect of the withdrawal of the fine agricultural lands in Wellington, on the Stanley-Balfour Tramway route, during the last three years must have a prejudicial effect on selection in that fine tract of country so long as the embargo remains.

RENTS OF GOVERNMENT PROPERTIES.

4. The amount of rents collected from Government properties, buildings, &c., during the year was £1455, and for the previous year £1464.

TOWN LANDS.

5. There is a slight falling off in the area of town lands sold during the year 1911, which might have been expected, since no new townships have been proclaimed in the mining or other districts. The area subdivided was 1493, as compared with 2380 for the preceding year.

PASTORAL LEASES.

6. The area of Crown lands for which pastoral leases were issued during the year was 189,190 acres, and that for the previous year was 136,745 acres, thus showing an increase of 52,445 acres. This is largely due to the fact that an unusual number of expired leases fell in during the year, and the land has been re-leased.

FORFEITED LANDS.

7. The number and area of the lots forfeited for non-compliance with the improvement clauses of "The Crown Lands Act" are 15 and 1378 acres respectively; while 30 town allotments and 184 country selections, containing an area of 23,174 acres, were forfeited for non-payment of instalments.

FIRST-CLASS LAND.

8. The total number of ordinary purchase applications for first-class land received during the year ended 30th June, 1912, was 578, comprising a total area of 43,192 acres, as compared with 520 applications, embracing 33,683 acres, received during the preceding year, thus showing an increase of 58 applications and an increase of 9509 acres. The number of applications on which the survey fee deposit was paid was 207, comprising a total area of 15,691 acres, being an increase of 22 lots and 5173 acres as compared with the previous year. The total amount of survey fee deposits received was £371 13s. 1d.; and the amount of survey fees advanced to selectors during the year was about £1900, or £790 more than the amount advanced for the year 1910-11. In connection with this item it is well to remember that the sum from

which these advances are paid is borrowed from the Public Debts Sinking Fund, and where failure to recover from applicants the sums advanced takes place, the deficiency must be made up by an item in the yearly estimates of expenditure. The number of applications for small homestead areas of 50 acres and under, and upon which survey fees were paid, was 10, covering an area of 320 acres; as compared with 10, for 425 acres, for the preceding year.

SECOND-CLASS LAND.

9. The number of applications made for second-class land for the year ended 30th June, 1912, was 333, covering a total area of 43,232; as compared with 511 lots, covering an area of 69,510 acres during the previous year. The total number on which survey fees were paid was 138, for 15,273 acres, as against 260 applications, for 39,708 acres, during the preceding year; thus showing a falling off of 122 applications and 24,435 acres, which items are easily accounted for by the unprecedented demand for land on Flinders Island during the year 1911, thus practically absorbing the whole of the good land on that island. The whole of the survey is, by amendment in "The Crown Lands Act," paid on second and third class lands.

THIRD-CLASS LAND.

10. The total number of lots of third-class land applied for during the year was 373, for an area of 108,125 acres; as against 755 lots, for 285,951 acres, during the previous year. The total number of lots on which the survey fees were paid was 155, for 43,419 acres; as against 283 lots, for 98,736 acres, during the previous year.

RETURN of Applications for First-class Land not within a Mining Area under "The Crown Lands Act, 1903," and as amended by "The Crown Lands Acts, 1905 and 1907," and "The Crown Lands Act, 1911," from 1st July, 1911, to 30th June, 1912.

	ORDINARY SELECTIONS.					HOMESTEAD AREAS.				
	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee Deposit paid.	Area on which Survey Fee Deposit paid.	Total Amount of Survey Fee Deposit paid.	No. of Applications received.	Total Area applied for.	No. of Applications on which Survey Fee Deposit paid.	Area on which Survey Fee Deposit paid.	Total Amount of Survey Fee Deposit paid.
		Acres.		Acres.	£ s. d.		Acres.		Acres.	£ s. d.
Buckingham...	61	2501	27	1256	36 8 3	4	155	3	105	4 1 1
Cornwall	15	1175	5	400	8 17 0	—	—	—	—	—
Cumberland ...	8	179	1	15	0 15 9	—	—	—	—	—
Devon	92	5886	27	1269	38 1 0	2	50	2	50	2 9 6
Dorset	40	2680	17	1140	28 11 2	2	50	1	25	0 18 0
Glamorgan	7	355	5	215	6 14 0	—	—	—	—	—
Kent.....	16	575	6	305	9 3 5	—	—	—	—	—
Lincoln.....	4	130	1	50	1 8 2	—	—	—	—	—
Monmouth	15	500	6	157	6 12 2	—	—	—	—	—
Pembroke	19	1370	7	555	11 16 8	1	25	1	25	0 18 0
Somerset	2	100	—	—	—	—	—	—	—	—
Wellington	276	26,490	97	10,038	213 12 10	5	180	3	115	3 14 4
Westmorland ..	11	520	6	250	7 18 11	—	—	—	—	—
Flinders	10	441	2	41	1 13 9	—	—	—	—	—
King Island....	2	290	—	—	—	—	—	—	—	—
TOTAL.....	578	43,192	207	15,691	371 13 1	14	460	10	320	12 0 11

RETURN of Applications for Second-class Land under "The Crown Lands Act, 1903," as amended by "The Crown Lands Acts, 1905 and 1907," and "The Crown Lands Act, 1911," from 1st July, 1911, to 30th June, 1912.

	No. of Applica- tions received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Total Amount of Survey Fee paid.
		Acres.		Acres.	£ s. d.
Buckingham.....	46	3273	24	2103	203 10 0
Cornwall	51	6900	24	3543	277 0 0
Cumberland	3	180	2	150	17 5 0
Devon	57	4307	11	790	84 0 0
Dorset	97	14,314	37	5037	412 5 0
Glamorgan	4	746	3	566	43 15 0
Kent	4	283	1	150	12 10 0
Lincoln	2	100	—	—	—
Monmouth	8	439	2	80	13 5 0
Pembroke	25	1909	10	529	71 15 0
Somerset	3	160	—	—	—
Wellington	41	4061	10	445	63 0 0
Westmorland	11	910	8	780	73 5 0
Flinders	28	5100	6	1100	79 5 0
King Island	3	550	—	—	—
TOTAL	383	43,232	138	15,273	1350 15 0

RETURN of Applications for Third-class Land under "The Crown Lands Act, 1903," as amended by "The Crown Lands Acts, 1905 and 1907," and "The Crown Lands Act, 1911," from 1st July, 1911, to 30th June, 1912.

	No. of Applica- tions received.	Total Area applied for.	No. of Applications on which Survey Fee paid.	Area on which Survey Fee paid.	Total Amount of Survey Fee paid.
		Acres.		Acres.	£ s. d.
Buckingham.....	41	8210	17	3300	220 15 0
Cornwall	14	5050	7	1750	99 0 0
Cumberland	18	5830	9	3200	159 15 0
Devon	47	11,140	21	5210	320 0 0
Dorset	99	36,325	37	13,430	660 0 0
Glamorgan	31	9046	15	3901	222 15 0
Kent	17	3431	5	1759	81 7 0
Lincoln	4	880	3	780	44 0 0
Monmouth.....	9	3668	1	60	8 10 0
Pembroke	36	7825	22	5410	308 10 0
Somerset	14	3330	8	1430	102 0 0
Wellington	17	3488	2	268	23 5 0
Westmorland.....	7	2470	3	970	51 0 0
Flinders	10	4270	5	1951	90 10 0
King Island	9	3162	—	—	—
TOTAL.....	373	108,125	155	43,419	2391 7 0

PROGRESS IN SETTLEMENT.

11. The greatest advance in selection of first-class land during the year has been in the Counties of Wellington, Devon, Buckingham, and Dorset; the first-named having a total area of 10,038 acres, on which a sum of £213 was paid in survey fee deposits; whilst Buckingham, Devon, and Dorset respectively are credited with 1269 acres, 1256 acres, and 1140 acres. This total area of 13,703 acres is divided into 168 lots, being an average of 82 acres in each. This taken in conjunction with the fact that substantial improvements are being effected in the remote parts of the districts, shows that these lands are generally taken up with a view to permanent settlement, and

as a rule are being steadily converted into dairying farms and stock-raising areas.

In making these remarks it is not overlooked that a large proportion of the lands selected under the sections of the Act are being retained in a state of nature, in tacit defiance of the conditions of the law in regard to residence and improvements, and a number of same have been so held for years past. In other cases a mere pretence has been made of compliance with the terms of contract.

On Flinders Island, where there was such a rush for land two years ago, selection has practically ceased, owing to the fact that the best of the land has already been secured.

RETURN of Applications to purchase Crown Land within a Mining Area under Section 63 of "The Crown Lands Act, 1903," Part V., and Section 57 of "The Crown Lands Act, 1911," Part VI., from the 1st July, 1911, to the 1st June, 1912.

	No. of Applications received.	Total Area applied for.	No. of Appli- cations on which Survey Fee Deposit paid.	Area on which Survey Fee Deposit paid.	Total Amount of Survey Fee Deposit paid.
		Acres.		Acres.	£ s. d.
Buckingham	3	80	2	65	2 14 1
Cornwall	3	80	1	50	1 15 0
Devon	9	383	1	48	1 8 2
Dorset	84	4654	18	1030	28 13 7
Montagu	11	510	2	30	1 13 9
Russell	14	721	3	290	5 11 2
Wellington	5	500	2	260	4 19 0
TOTAL	129	6928	29	1713	46 14 9

SURVEYS.

12. There has not been any great rush for land during last year in the districts of Dorset, Fingal, and Buckingham, but there has been a steady demand for selections. King Island is practically all surveyed into lots, and the demand for land on Flinders Island has almost ceased. Messrs. Thomas Clark (the District Surveyor) and G. C. Smith (Authorised Surveyor) have been kept busy making surveys of agricultural and mineral lands, and also Public Works roads, in the Fingal district; Mr. Authorised Surveyor J. Wilks has also been employed for part of the year making surveys in that district. Mr. G. T. Eddie has charge of the Dorset district, and the work therein has kept him fully employed. Mr. Authorised Surveyor O. L. Adams has been making surveys of agricultural sections and excess area roads in Mr. Eddie's district. Mining surveys have kept Mr. District Surveyor C. S. Wilson (who has charge of the Montagu district) fully employed; only a few selection surveys were ordered in this district. Mr. Montgomery has been employed during portion of the year making surveys on Flinders Island; he has now practically completed the work he had on hand there, and has for the remainder of the year been making surveys in the Oatlands and Buckingham survey districts. Mr. A. C. Hall, District Surveyor, has charge of the West Devon district, and he has had no trouble to cope with the surveys required of agricultural and mineral lots and Public Works roads. During the year he surveyed the closer settlement estate of "Woolmers" into 11 lots. Mr. Authorised Surveyor C. M. Archer has had a good many surveys to effect in part of the Devon and in the Westmorland districts. Messrs. District Surveyors F. E. Windsor, H. F. Miles and K. M. Harrison have been working in the Wellington division. Mr. Windsor has charge of the central portion, and has kept the work well in hand. Mr. Miles, who has charge of the eastern portion, has only had a small amount of work to cope with there, but has been provided with work in the Channel portion of the Buckingham district; and has also surveyed the closer settlement estate of "Hillhouse" into 14 lots. Mr. Harrison has charge of the western portion of the Wellington district, and has been fairly busy making surveys of agricultural lots and Public Works roads; he has also been employed in making surveys of mining sections in the County of Russell. Mr. D. Jones (District Surveyor) has been making surveys of mining and agricultural surveys in the Waratah district. Mr. Authorised Surveyor J. Wilks has been employed making surveys of agricul-

tural sections and of excess area roads in portion of the Devon district; he has also made a good number of mineral and agricultural surveys in the County of Dorset. Mr. C. E. Radcliff has been making surveys in the Cumberland and New Norfolk districts, and also in the County of Kent and on Bruni Island. Mr. J. H. Hinsby (District Surveyor) has charge of the District of Tasman Peninsula, and has effected a few surveys there; he has also been employed during the year making surveys in the southern portion of the Oatlands district. Mr. H. Combes (District Surveyor) has charge of the Buckingham district. There is a steady demand for land there, and he has been constantly employed making surveys of agricultural lots and Public Works roads. Mr. H. F. Miles has some work to do in the Parish of Throckmorton portion of the Buckingham district. Mr. Authorised Surveyor D. Fraser has been employed making surveys in the County of Dorset for the greater portion of the year, but has now left this State, and is residing in Victoria.

About 30 timber areas were surveyed by the several surveyors during the last year.

CROWN LANDS.

13. The rate at which first-class Crown lands in Tasmania are being alienated suggests the question, how long will the present condition of affairs continue? Already selection has extended many miles beyond made roads, and in many cases to considerable elevations, where the severity of the winter climate is more pronounced than on the lower lands towards the seaboard, where a proportion of the lands selected are lying idle, and in a state of nature; whilst *bona fide* selectors who would readily take on and improve these lands are being driven back into the remote parts, or out of the State. This fact is very noticeable in the County of Wellington, where more land has been selected for many years past than in any other county in Tasmania. There, lands are being improved 15 or more miles back from Smithton, while there are many thousands of acres within 5 miles, or less, of the township on which practically no systematic attempt has been made at compliance with the improvement clauses of "The Crown Lands Act": although in some cases a few acres may have been scrubbed and a bit of grass seed thrown on the ground.

14. I am aware that the want of better drainage accommodation is pleaded as the reason for the disregard of the provisions of the Act; but the neglect of compliance may in most cases, if not all, be traced to the inertness of the purchaser. These are serious

questions, and must materially affect both selection and the progress of the districts affected by them, or either of them. Again, there is the withdrawal from selection of the fine tract of land (some 20,000 acres) south and west of Trowutta, pending the construction of the Stanley-Balfour tramway. This land has been closed from selection for the past three years, and so far as one can see it is likely to be so closed for some years still if its being thrown open rests with the completion of the tramway. Up to the present there are some 8 miles formed from Stanley terminus; it is grubbed and cleared for another 5 miles; and a considerable further portion of the route towards Irish Town, and thence to Smithton, has been cleared; but it will be admitted on all hands that the work of construction is proceeding very slowly, and that the development of the district is being seriously retarded in consequence.

15. The construction of the Smithton-Marrawah tramway, for which the first Act was passed in the year 1906, is now, after a long and checkered career, drawing towards completion. Seventeen miles of iron rails have been laid from Smithton; $4\frac{1}{2}$ miles more have been slabbed and corded ready for laying rails. It is only fair to say that if it had not been for the energy and determination of the promoter (Mr. Archie Ford) this line would not now be in existence as a private concern. On the other hand, had the undertaking been put in hand by the Government the settlers in that far-off district would have been enjoying the benefits of tramway communication with the Smithton port years ago.

Up to the present the only practicable use made of this tramway has been to remove timber from the reserves granted to the promoter as a concession for the construction of the tramway.

16. In regard to the provisions of "The Crown Lands Consolidation Act" there are some amendments needed to facilitate settlement on second-class lands, similar to the provisions pertaining to the making of roads and improving the lands prior to sale. The necessity for the extension of this principle will be more apparent every year as selection extends into the back and higher country. And in the matter

of area the present conditions restrict the minimum to 1000 acres, whereas it may fairly and conveniently be reduced to 300 acres, or such area as the Governor may approve of.

TIMBER INDUSTRY.

17. The annual report of the Chief Forest Officer will be found under the heading Appendix C., wherein he deals with matters concerning the Forest Branch of this Department.

The revenue derived during the year from timber from all sources was £4837. This is an increase of £470 on the amount received last year, and is in excess of the sum collected in any preceding year.

All the principal sawmills have been kept fairly busy, and there is a good prospect of a continuance in the trade for some considerable time to come. The figures supplied by the Statistician show an increase in the foreign export trade, as well as in the interchange with other States of the Commonwealth.

The production for the year is shown by the Statistician to be 66 million superficial feet of timber, of the value of £307,096. The figures given each year show a steady annual increase in the output of timber.

The interstate timber trade is reported to be a very buoyant and healthy condition, with an all-round improvement in prices that is likely to be maintained; while there has been a general increase in all the local market prices.

Recognising the growing importance of the timber industry, reservations have been made wherever it has been deemed necessary for the preservation and growth of timber; and a long-felt want of better supervision has been supplied in the probationary appointment of Mr. T. I. Stubbs as Chief Inspector of Timber. Mr. Stubbs' duties will be devoted mainly to keeping an out-of-door inspection over the timber-cutters, and to reporting on any timber beds that in his opinion should be reserved from sale. Already the value of his services are being appreciated. Other matters of interest in connection with the timber industry of the State are dealt with in the report.

SHIPMENTS of Timber from Tasmania to Foreign Ports, passed by Government Inspectors during the period from 1st July, 1911, to 30th June, 1912.

Name of Ship.	Destination.	Description of Timber.	No. of Pieces.	Superficial Feet.
Rooganah	Melbourne	Sleepers	2000	50,625
Iris	Port Pirie	Ditto	1500	26,000
Emnerdale	Melbourne	Ditto	9535	242,620
Karori	Adelaide	Celery Top Pine	385	4019
Emnerdale	Melbourne	Sleepers	3070	77,709
Ditto	Ditto	Ditto	12,101	306,306
Ditto	Ditto	Ditto	400	10,125
Moeraki	San Francisco	Various	2395	15,140
Iris	Port Pirie	Sleepers	2439	31,166
Lika	Newcastle, England	Beams	1111	865,239
Union Co.	Vancouver	Scantling	652	26,080
Strathavon	Brazil	Sleepers	98,823	2,393,836
Emnerdale	Melbourne	Ditto	5000	126,562
Ditto	Dunedin	Ditto	100	2333
Paloona	San Francisco	Various	2207	44,223
Kassa	Melbourne	Sleepers	5750	145,546
Glen Macrae	Newcastle, England	Beams	42	32,760
Wainui	Adelaide, via Melbourne	Various	331	3427
Wear	Melbourne	Wharf timber	3095	251,007
Ditto	Ditto	Ditto	217	15,487
Ditto	Ditto	Sleepers	5000	126,562
Lauderdale	Ditto	Large sizes	4576	359,745
Ditto	Ditto	Wharf timber	1654	159,570
			162,383	5,316,087

INTERSTATE CONFERENCE OF SURVEYORS-GENERAL
HELD IN MELBOURNE IN MAY LAST.

18. Appendix E. is a report prepared at the Interstate Conference of Surveyors-General, called by the Hon. Minister for Home Affairs, held in Melbourne in May last.

There were a number of important subjects set down in the order-paper for deliberation; but the one of first importance was that relating to the retaking up of the geodetic survey, in regard to which the results attained must constitute this conference as the most important of its kind that was ever held in Australasia, as they provide for the taking over of this great work under one uniform system and under one central authority throughout the Commonwealth. It is generally understood that the original trigonometrical survey extended to the greater part of Tasmania, and it will be remembered that I have time and again urged on the Government the importance of this survey being completed, not only on account of its great value when connected with the block or cadastral surveys, but in view of its importance for military, topographical, and naval purposes; and it has been with the greatest satisfaction that I have recommended the proposal to place the work under the Commonwealth authority. In some of the States the Surveyors-General will feel that they are handing over the control of a work in which they have a great and deep-rooted interest; indeed, this remark may be applied generally, but it is to their credit that they have placed the best interests of their States before their private feelings, and have fallen in with a proposal which in itself must unquestionably tend to the more satisfactory accomplishment of the work by one central authority than would be possible under half-a-dozen authorities, with as many varying systems and standards of accuracy.

The other subjects dealt with by the conference, and set out in the report, although of minor direct importance, are very necessary to the proper administration of the various survey and other Government Departments, and it is believed that the recommendations made in regard to them will be of service to the officials of the States and Commonwealth, and the convenience of the public generally.

CONFERENCE OF SURVEYORS-GENERAL OF THE BRITISH
EMPIRE.

19. Appendix F. is a copy of the report prepared by the Conference of Surveyors-General of the British

Empire, summoned by the Secretary for State, and held at the Surveyors' Institution, Westminster London, in June and July, 1912.

In this regard I may be permitted to refer to the compliment paid to Tasmania by the Surveyors-General of the other States and the Dominion in unanimously electing this State's Surveyor-General as one of the two delegates to represent the States of the Commonwealth and the Dominion of New Zealand on such an important conference.

CLOSER SETTLEMENT.

20. The report of the Closer Settlement Board attached gives a fair, modest, and unvarnished account of the work carried out during the year, and bears fair comparison with those that have preceded it. There can be no doubt that settlers who make a start on the land, either under the Closer Settlement conditions (which are ultra-liberal), or as ordinary selectors of Crown lands with small capital to tide them over the first year until some return is available from their labours, will always find the undertaking a trying one; and every reasonable effort should be made to tide the settler over the early years of his lease. "The Closer Settlement Act" makes a lessee thereunder liable to all rates and taxes on his leasehold; and one of the impositions which he complains most of and which presses most heavily upon him is the Land Tax, a tax which I think should be postponed for, say, five or seven years on the lessee of Crown lands.

The principal objects of the Conference were two-fold, viz., to consider the laws and regulations in connection with the examination of candidates in surveying; and the issuing of certificates of competency therein, with a view to the adoption of one uniform certificate or diploma in surveying, which would carry a prescribed right to recognition in any dominion throughout the Empire; and secondly, to suggest uniform and recognised methods appertaining to the scope and practice of surveying for the guidance of the different authorities entrusted with the control and administration of the enactments relating to surveys generally.

It may be observed by the report that the subject was dealt with from the widest standpoint, and thoroughly discussed in all its bearings, and the foundation is now laid for reciprocal arrangements by which all the independent units may be brought together under one general and recognised system, which must always tend to the advantage of the individual and the welfare of a country.

GENERAL RETURN of Land Settlement as on 31st December, 1911.

	Acres.
Alienated land	4,965,331
Land in process of alienation	1,274,947
Crown lands—	
Leased for pastoral purposes	1,304,400
Leased for mining purposes	44,953
Leased for timber getting	134,516
Leased for closer settlement	34,841
Occupied by Commonwealth	997
Occupied by State Departments	5370
Unoccupied, but reserved for public purposes	45,000
Balance unoccupied and unreserved	8,967,645
	<hr/> 16,778,000
Area for which Crown grants were issued during the year ending 31st December, 1911	33,055
Area for which Crown leases were issued during the year ending 31st December, 1911	189,190
Area of land in process of alienation forfeited during year 1911 ..	12,820

RETURN of Number of Instructions issued to Surveyors for the Twelve Months ending 30th June, 1912.

Name of Surveyor.	Survey Department.	Mines Department.	TOTAL.
Archer, C. M.	58	9	67
Combes, H.	36	—	36
Clark, T.	75	200	275
Dove, H. P.	—	53	53
Eddie, G. T.	96	13	109
Hall, A. C.	59	18	77
Hinsby, J. H.	65	—	65
Harrison, K. M.	87	19	106
Jones, D.	5	35	40
Montgomery, R. B.	91	22	113
Radcliff, C. E.	100	12	112
Windsor, F. E.	35	—	35
Wilson, C. S.	11	92	103
Miles, H. F.	76	2	78
Authorised Surveyors	85	116	201
	879	591	1470

RETURN of Selection, Auction, and Mineral Surveys received during the Twelve Months ending 30th June, 1912.

County.	Selection Surveys.		Auction Surveys.		Mineral Surveys.		Total.	
	Area in Acres.	No. of Lots.	Area in Acres.	No. of Lots.	Area in Acres.	No. of Lots.	Area in Acres.	No. of Lots.
Buckingham	2163	34	155	14	40	1	2358	49
Franklin	—	—	—	—	—	—	—	—
Cornwall	3968	34	25	2	1038	59	5031	95
Cumberland	4770	16	—	—	—	—	4770	16
Devon	5699	39	509	30	592	18	6800	87
Dorset	34,025	173	232	21	2996	255	37,253	449
Flinders Island	7254	31	55	64	321	13	7630	108
Glamorgan	6394	26	21	2	540	14	6955	42
Kent	1683	11	160	9	1435	7	3278	27
King Island	6971	22	12	28	—	—	6983	50
Lincoln	101	2	—	—	556	10	657	12
Monmouth	162	5	219	6	—	—	381	11
Montagu	273	6	32	103	2866	65	3171	174
Pembroke	5842	24	80	5	—	—	5922	29
Russell	—	—	—	—	2110	60	2110	60
Somerset	1329	6	5	11	—	—	1334	17
Tasman Peninsula	288	6	44	4	—	—	332	10
Wellington	4598	69	31	7	—	—	4629	76
Westmorland	1661	10	—	—	—	—	1661	10
TOTAL	87,181	514	1580	306	12,494	502	101,255	1322

Previous to this year the return of selection was made out in Survey Districts ; it is now made out in Counties

SURVEY BRANCH.

RETURN of the Principal Office Work performed in the Drafting Rooms of the Department of Lands and Surveys during the Twelve Months ending 30th June, 1912.

Plans prepared.	County and Town plans compiled and drawn	4	
	Ditto ditto posted up to date	99	
			103
	Mineral plans compiled and drawn	5	
	Ditto posted up to date	29	
	Lithographs entered to date for Mines Department	818	
	Tracings prepared for Mines Department	544	
	Diagrams drawn on leases for Mines Department	1736	
Applications dealt with.	Crown Lands Act (Homestead Areas)	14	
	Crown Lands Act, 1903 and 1905	578	
	Ditto (auction and private purchase)	358	
	Ditto (rent)	542	
	Ditto (selection in mining areas)	129	
	Crown Lands Reinstatement Act, 1906, 6 Edward VII. No. 37, reclassification of areas (King Island)	14	
	Crown Lands Acts, 1903 and 1905 (for purchase of second-class land)	383	
	Ditto, ditto (ditto third-class land)	373	
	Residence Areas Acts (purchase)	80	
			2471
			650
Grants prepared.	Grant-deeds prepared in duplicate .....	..
Diagrams and surveys received.	Selections	188	
	Auction and residence areas	313	
	Second-class land	117	
	Third-class land	217	
	Timber areas	33	
	Re-surveys, &c.	87	
	Mineral sections	502	
	Public Works and excess area roads	247	
	Closer Settlement lots	25	
			1729
Diagrams and plans examined.	Computed and examined	1250	
	In course of examination	16	
	Unexamined	7	
	Mineral sections examined	492	
	Ditto in course of examination	52	
			1817
Diagram books and grant schedules	Diagram books prepared for binding	33	
	Grant Schedule books ditto	2	
	Mineral diagram books prepared for binding	13	
			48
Instructions for surveys.	Instructions prepared and issued to Surveyors for land surveys ..	..	879
	Instructions prepared and issued to Surveyors for mineral surveys ..	..	591
Surveyors' accounts	Surveyors' accounts in triplicate passed for payment .....	..	216
	Roads described for opening, by Proclamation, under Land Vesting Act .....	..	104
Roads.	Roads described for closing, by Proclamation, under Sect. 29 Crown Lands Act, 1903 .....	..	31
	Ditto, ditto, Land Vesting Act .....	..	47
Descriptions.	Descriptions of allotments furnished to clerical branch for contracts for sale of land .....	..	658
	Roads surveyed for Public Works Department .....	..	81½

LANDS BRANCH.

RETURN of the Principal Work of the Clerical Staff of the Lands Branch for the Twelve Months ending the 30th June, 1911.

Correspondence—	
New subjects registered	6821
Letters despatched	33,739
Land transfers carried out	590
Pastoral leases prepared in duplicate	163
Sawmill leases prepared in duplicate	52
Temporary licences prepared in duplicate	214
Residence, business, and occupation licences recorded	1261
Licences to cut timber, &c. recorded	2400
Mutton bird licences recorded	109
Contracts of sale of land prepared in duplicate	1040
PROSECUTIONS AND SEIZURES.	
Prosecutions for unlawfully cutting timber	28
Prosecutions for unlawful occupation of Crown land	—
Prosecutions for unlawful removal of stone, &c.	—
	28
Seizures of timber unlawfully cut	7
Cases tried, 26 : convictions, 26 ; fines and costs, £17 19s. 7d.	
Proceeds of sale of seized timber, £28 0s. 3d.	

STAFF CHANGES.

21. During the year Mr. Parkes, Clerk Lands Department, was transferred to the Premier's Office. The position of Senior Inspector of Timber, held by Mr. T. Inches, deceased, has been filled by Mr. R.

Lincoln Mr. Inches was a capable and conscientious officer, and a man the State Service can ill afford to lose. Consequent alterations in the staff were made by the promotion of Mr. E. Parkes and Miss E. Todd, and by the appointment of Mr. T. R. O'Doherty.

Departmental Staff Changes.

APPOINTMENTS, 1st July, 1911, to 30th June, 1912.

Name of Officer.	Residence.	Nature of Office.	Date of Appointment.
Brown, A.	Gladstone	Crown Lands Bailiff	14 March, 1912
Conlan, R. T. R.	Pontville	Ditto	1 November, 1911
Campbell, G. C. L.	Premaydena	Ditto	1 January, 1912
Cooper, A. R.	Patersonia	Ditto	23 April, 1912
Donovan, R. H.	Lottah	Ditto	9 October, 1911
Dennis, A. W.	Kingston	Ditto	24 May, 1912
Flude, E. C.	Kempton	Ditto	23 March, 1912
Goyen, J. L.	Campbell Town	Ditto	15 September, 1911
Martin, C. J.	Forester Settlement	Ditto	29 September, 1911
Spencer, W. T.	Woolmers Estate	Ditto	10 May, 1912
Waterman, J. W.	Beaconsfield	Ditto	14 March, 1912

RESIGNATIONS, &C., 1st July, 1911, to 30th June, 1912.

Name of Officer.	Residence.	Nature of Office.	Date of Resignation, &c.
Barwick, A.	Lefroy	Crown Lands Bailiff	23 March, 1912
Benjafield, E. W.	Hobart	Clerk	30 March, 1912
Cleary, W. H.	Kempton	Crown Lands Bailiff	23 March, 1912
Hewitt, T. E.	Hobart	Clerk	1 December, 1911
Franklin, G.	Fingal	Crown Lands Bailiff	24 May, 1912
Millar, J.	Huonville	Ditto	9 October, 1911
Reimers, W. H.	Pontville	Ditto	1 November, 1911
Whitham, L.	Campbell Town	Ditto	15 September, 1911
Duff, M. A., Miss	Hobart	Clerk	31 May, 1912

TRANSFERS, 1st July, 1911, to 30th June, 1912.

Name of Officer.	Nature of Office.	Transferred		Date of Transfer.
		From	To	
Berresford, C. W.	Crown Lands Bailiff	Gladstone	Swansea	14 March, 1912
Croswell, H. G.	Ditto	Lottah	Huonville	9 October, 1911
Cook, J. V.	Ditto	Hobart	Deloraine	1 August, 1911
Carr, J.	Ditto	Beaconsfield	Queenstown	14 March, 1912
Driscoll, P. A.	Clerk	—	—	—
Hynes, H. C.	Crown Lands Bailiff	Hobart	Fingal	24 May, 1912
Mackay, M.	Ditto	Patersonia	Lefroy	23 March, 1912
Parkes, E.	Clerk	Lands	Premier's Office	31 August, 1911
Summers, M. A.	Crown Lands Bailiff	Kingston	Stanley	1 August, 1911
Turnbull, O. H. G.	Ditto	Kingston	Hobart	24 May, 1912

CONCLUSION.

22. The year just closed has been one of consistent work and steady progress, in regard to which the officers of all branches of this Department deserve some recognition of the very willing and efficient services they have rendered to the State in the several stations in which they have diligently carried out the duties entrusted to them. To those officers I feel a keen appreciation of their loyal services; and I desire to express my grateful thanks to all, and in a special manner to the Assistant Secretary for Lands (Mr. W. N. Hurst), and the Chief Draftsman (Mr.

Leventhorpe Hall), to whom I feel a deep sense of gratitude for the efficient and zealous manner in which they discharged the important duties of my office during my visit to Europe.

I have the honour to be,

Sir,

Your obedient Servant.

E. A. COUNSEL.

To the Hon. E. MULCAHY,

Minister of Lands and Works.

APPENDIX A.

REPORT OF THE SECRETARY TO THE SURVEYORS' BOARD.

Mr. A. B. Howell, Secretary of the Surveyors' Board, reports as follows:—

During the year ending 30th June, 1912, the Surveyors' Board has held six meetings. For the current year 38 surveyors have been registered and four pupils. The Board held an examination of candidates for registration as surveyors in September, 1911, and two candidates presented themselves, but neither of them obtained sufficient marks to obtain a pass. At the examination held in March, 1912, however, Mr. Sydney Lord successfully passed the examination, and obtained the Board's certificate of competency. The other candidate failed in two essential subjects, and will require to present himself again for examination in those two subjects only within 12 months.

In September last Mr. E. A. Counsel, Surveyor-General of Tasmania and President of the Board, returned from his visit to England after attending the conference of Surveyors-General of the British Dominions as one of the representatives of Australia and New Zealand. The published report of the full proceedings of this conference has already been received. The vacancy on the Board caused by Mr. C. A. Goddard leaving Tasmania and undertaking professional work in another State was filled in April last, when Mr. C. E. Radcliff, Hon. Secretary of the Institution of Surveyors, Tasmania, Incorporated, was appointed a member of the Board.

The new regulations for the surveyors have been further considered by the members of the Board at the several meetings, and it is hoped to have them gazetted shortly.

A complaint was received by the Board drawing attention to the fact that a registered surveyor was employing his brother (who was not a registered surveyor) to make surveys, and that the plans of the work done by the authorised man were signed by the surveyor without verifying the accuracy of these surveys. The Board obtained a full report from the surveyor in question, which was considered very unsatisfactory, and a letter of censure was forwarded to him, with the intimation that should another case of a similar nature arise in the future the Board would hold a full and complete inquiry into the whole matter.

Another reported case of a surveyor employing an unauthorised man as assistant to effect extensive subdivision surveys without properly supervising the same was considered by the Board, who came to the conclusion, after carefully considering a comprehensive report from the surveyor, that no definite breach of the regulations had been committed, and the case was not therefore pressed any further.

An occasion also arose where the Board found it necessary to call attention to a pronounced breach of Section 14 of "The Land Surveyors Act, 1909," by employing an unauthorised and unregistered man to effect surveys of lots of considerable areas. On the proprietor's attention being drawn to the matter, he stated that he was not aware of the provisions of this Act, and gave an assurance in writing that the Act would be complied with on all future occasions where surveys were required.

These cases fully demonstrate the value "The Land Surveyors Act, 1909," is, in protecting and safeguarding the public and the surveying profession.

APPENDIX B.

SURVEYORS' ANNUAL REPORTS.

SURVEY DISTRICT OF BUCKINGHAM.

Mr. District Surveyor Herbert Combes reports as follows:—

I have the honour to forward you my annual report as District Surveyor for part of Buckingham.

For the year ending June 30, 1912, I have personally effected the following surveys:—First-class land, 527a. 1r. 18p., in 18 lots; second-class land, 214a. 1r. 3p., in 4 lots; third-class land, 147a. 3r. 29p., in 1 lot; town land, 92a. 0r. 10p., in 7 lots; auction lots, 7a. 3r. 0p., in 2 lots; road surveys for Public Works Department, 17; 1 lease lot for fish company; making a total of 50 surveys.

Land Suitable for Selection.—Under this heading I must again say that in the Parishes of Longley, Throckmorton, Champ, and Ranelagh very little good land now open for selection is to be found, and then it is generally on the top of hills, in most inaccessible places.

In the Parishes of Lonna and Punna, on the Russell, Denison, and Weld Rivers, there is a large quantity of good land available for selection; also a large area of second-class land suitable for fruit-growing. At present the lack of good roads is the only drawback to this country.

Progress of Settlement.—During the last season very little clearing has been done, chiefly owing to wages being so high. Selectors find it does not pay to clear land.

Roads and Tracks.—A road should be formed and metalled for about 5 or 6 miles from Wallis. "The Hermitage," up the valley of the Russell, and I must again recommend that the present road leading to Griggs', Pitt's, and other selectors be metalled; at present it is in a very bad state. A good track is also required

through to the settlements on the Plenty River; this I am sure would help to advance selection by bringing fresh people into the district of Upper Huon.

Timber Beds.—On the north-east side of the Russell River some very good beds of stringy-bark and gum timber are to be found. This in the near future should command the attention of millowners at Huonville, where the timber for case-making and building is getting very scarce.

In conclusion, I can say that the Huon district is in a very prosperous condition.

SURVEY DISTRICT OF DELORAINÉ.

Mr. Authorised Surveyor C. M. Archer reports as follows:—

I beg to report that during the 12 months ending June 30, 1912, 68 instructions have been dealt with, consisting of 7 lots, first-class land, 293 acres; 4 lots, second-class land, 462 acres; 10 lots, third-class land, 2852 acres; 3 school sites, 8 acres; 1 quarry reserve, 4 acres; 10 town lots, 83 acres; 8 orchard lots, 224 acres; 11 mining leases, 477 acres; total, 4403 acres. Two inspections, mining leases; 12 Public Works roads, length, 4 miles 73 chains.

Progress of Settlement.—As stated in former reports, the progress of settlement is not rapid. A large proportion of selections of late years have only been additions to homesteads, or taken for a winter run for stock; and want of adequate road communication prevents settlement in many cases, though the selections are being improved. There is no doubt that with a large increase of population and the consequent increase of constant

local demand for farm produce, that land settlement will increase in proportion. One of the chief retardments of land settlement, apart from the want of a constant local market, is the want of grit in the settler and the crude methods employed by farmers in old settled districts and consequent non-success, which does not encourage settlement in the back blocks; but perhaps the greatest drawback to settlement is the ever-increasing daily wage and ever-decreasing length of working hours. Road communication in some instances is a difficult problem to solve, as construction is very expensive, and the area served per mile of constructed road is, in some cases, very small, and the rates quite inadequate for repairs.

Lands Suitable for Selection.—It will follow from remarks on progress of settlement that the area available for selection is very limited. No first-class land exists; second-class land is scarce. The only extent of third-class land is in the Parishes of Goodleigh and Budehaven. Much of this area is suitable for apple-growing, but private enterprise is so active in the sale of orchard lots in freehold area that no ordinary advertisement would entice investors to select Crown land orchard lots.

Mining.—The Tasmania Company is the only one carrying on operations. Sections for lease are taken up periodically, but prospecting operations seldom follow, though the general opinion is that the Beaconsfield country is only half prospected.

Roads and Tracks.—Are under the supervision of the Public Works Department and the councils.

SURVEY DISTRICT OF DEVON.

Mr. District Surveyor A. C. Hall reports as follows:—

Herewith I forward my report for the year ending 30th June, 1912. During that time the survey work carried out by me is as follows:—Lands Department: Twenty-five lots, area 2026 acres; 4 timber leases, area 1145 acres; roads, 2 miles 63 chains 48 links; connections, 2 miles 66 chains 50 links. Public Works Department: Eleven surveys of roads, 4 miles 77 chains 35 links; connections, 63 chains 6 links. Mines Department: Nine lots, area 135 acres; 1 inspection survey. Education Department: One school site, area 2 acres; connection, 15 chains 36 links. Totals: Thirty-nine lots, area 3308 acres; roads, 7 miles 60 chains 83 links; connections, 3 miles 64 chains 92 links.

I also made survey of subdivision of that portion of Woolmers estate acquired for closer settlement purposes into 13 lots, of various areas, and 145 chains 64 links of roads.

Lands Suitable for Selection.—The Crown land now suitable for selection is generally of a poor quality, and is only likely to be selected as second or third class. There is no extent of good land now available in this district.

Roads and Tracks Required.—As all the good land is now practically selected, there is no road or track that can be recommended to be opened up for the purpose of giving access to fresh areas.

Progress of Settlement.—During the last 12 months clearing operations on selections have not been carried out to any large extent. This may be owing to the scarcity and high price of labour.

Considerable attention has been given to dairying, and this payable industry is likely to receive greater attention in the future, and no doubt will encourage selectors to scrub their holdings for the purpose of sowing grass.

At Devonport and Riana new butter factories have been erected, and both have been well supported by suppliers of cream.

In the vicinity of Devonport, Spreyton, and Latrobe large areas of land are being cleared for the purpose of planting out with fruit trees, and the orchards already planted appear to be thriving in a satisfactory manner, whilst the owners seem cheerful as to their prospects.

Timber Beds.—There is nothing of any importance to bring under notice in this matter. There are a number of small sawmills cutting timber in different localities.

There is no large bed of timber, and it is all difficult and costly to obtain, being mostly in rough country and remote from market.

Mining.—Very little mining has been done; no fresh discoveries have been made during the year. The Shepherd and Murphy Mine at Belmount is the only mine that has been able to pay its way and return something to the shareholders. The Shale, near Latrobe, from which company much was expected, does not appear to be a payable proposition. One company has been compelled to shut down; but another company in a different locality is preparing to test the shale deposits.

SURVEY DISTRICT OF FINGAL.

Mr. District Surveyor Thomas Clark reports as follows:—

I have the honour to submit to you my annual report as District Surveyor for the Fingal Survey District for the 12 months ending June 30, 1912. During that period I have personally carried into effect the following surveys:—1510a. 1r. 32½p., in 12 lots, under Section 3 of "The Crown Lands Act, 1907," second-class; 1342 acres, in 38 lots, under "The Mining Act, 1905," mineral sections; 71½a. 1r. 31p., in 5 lots, under Section 3 of "The Crown Lands Act, 1907," third-class; 650a. 0r. 35p., in 3 lots, under Section 24 of "The Crown Lands Act, 1911," (third-class); 270a. 3r. 22p., in 5 lots, under Section 3 of "The Crown Lands Act, 1905," first-class; 91 acres, in 7 lots, under "The Mining Act, 1905," gold sections; 80 acres, in 2 lots, under "The Mining Act, 1905," dredging claims; 48a. 2r. 0p., in 1 lot, under Section 2 of 1 George V. No. 71; 39a. 3r. 32p., in 1 lot, under Section 24 of "The Crown Lands Act, 1911," second-class; 25a. 2r. 34p., in 2 lots, under Section 46 of "The Crown Lands Act, 1903," at auction; 25a. 0r. 16p., in 1 lot, under Section 24 of "The Crown Lands Act, 1911," first-class; 10 acres, in 1 lot, accommodation-house site at Lake Leake; 15,419 links, connection, in 2 surveys, under special instructions; 99,338 links, water-rights, in 7 surveys, under "The Mining Act, 1905"; 34,228 links, connections, in 27 surveys, to the various mineral lots and selections; 25,431 links, Public Works road survey, in 1 survey; 11,864 links, road surveys, in 4 surveys, through selections; 2396 links, pipeline, in 1 survey, at Lake Leake. This makes a total of 3298a. 1r. 2½p., in 31 lots, under the Crown Lands Acts, and 1513 acres, in 47 lots, under the "Mining Act"; giving a grand total of 4811a. 1r. 2½p., in 78 lots. These figures, compared with those for the previous 12 months, show a decrease of 157½a. 2r. 16p. in area, while the same number of lots have been dealt with under the "Crown Lands Act."

Surveys under the "Mining Act" show an increase of 368a. 2r. 0p. in area, and an increase of 15 lots. Taking the grand totals there is a decrease of 1203a. 0r. 16p. in area, and an increase of 15 in the number of lots dealt with.

The total length traversed in connection with Public Works roads, roads through selections, water-rights, and connections is 188,676 links, which is an increase of 107,786 links over the previous period.

The work for the past year has been distributed over a wide area, and has been mostly of an isolated nature, causing a deal of time to be taken up in travelling from one selection to another.

The figures above quoted deal only with the areas dealt with by myself, and do not include that carried out by Mr. G. C. Smith (my assistant), who will submit a report on the work carried into effect by him, also on those parts of the district in which he has been employed for the past year.

Lands Available for Selection.—County of Cornwall, Parishes of Fingal, Woodford, Broomsgrove, Chesterfield, Avoca, St. Pauls, Wolverton, Haslemere, Grayton, Grant, Break o'Day, Urana, Boulton, Ben Lomond, Castle Carey, and St. Aubyn: In these parishes only small areas of first-class land exist, in lots ranging from 25 to 50 acres each. The geological formation consists of granite, greenstone, sandstone, and slate.

Large areas of second and third class lands are in evidence in these localities. The major portion of this land is eminently adapted to the pasturing of sheep and cattle. The largest extent of this land is met with in the following parishes, viz.:—Fingal, Chesterfield, Wolverton, Haslemere, St. Pauls, Ben Lomond, and Castle Carey. A deal of this land is covered with natural grasses, notably in the Parishes of Chesterfield, St. Pauls, Ben Lomond, and Castle Carey.

Parishes of Lunta, Gashen, Lowelly, Gardiner, Fraser, Fonthill, Everecreech, Talbot, and Egremont.—In the foregoing parishes first-class land is to be found in lots of from 25 to 200 acres, the geological formations being granite, greenstone, slate, and sandstone. Much larger areas of second and third class lands are also available in these parishes.

Parish of Gray.—Very little first-class land remains in this parish; that which does remain is located among the very steep hills. Second and third class lands also exist in this parish towards the coast.

Vicinity of Ford River and Rose's Tier.—Small patches of first-class land, in lots up to 100 acres, are to be found between the Ford River and the upper waters of the South Esk River, extending across Rose's Tier. Extensive areas of second and third class lands are also available in these localities. The geological formations are chiefly granite and greenstone.

Parishes of Eastwood, Moriarty, Frampton, and Grampound.—Extensive areas of Crown lands remain in these four parishes. The first-class land is in small lots

of from 25 to 100 acres. Some thousands of acres of second and third class lands exist in areas of from 200 to 600 acres. The largest area of this country is along the coast, from St. Helens to the Scamander River, and which is traversed by the main-road. This land, although it appears to be poor and gravelly, has a good clay sub-soil, and is believed to be well suited to the growing of fruit. A mild climate prevails, and the geological formation consists of granite and slate. Water-carriage by means of a small coastal steamer trading between Hobart and Launceston, which calls at St. Helens, is within easy distance.

Several selections were taken up in the vicinity of Diana's Basin, and portions have been cleared and planted with fruit trees, which are showing good growth.

Parishes of Blessington, Brentwood, Panubra, Mountjoy, and Ben Nevis.—In these localities there remain a few small patches of first-class land in small lots. Most of the land, however, is either second or third class, and makes good grazing land.

County of Glamorgan, Parishes of St. Cuthberts, St. Andrews, Stieglitz, Cooktown, Douglas, Bichenor, Tenah, Glastonbury, Eastbourne, Roonah, Eleebana, Riversdale, Apslawn, St. Albans, Meredith, Rawlinna, and Riawenna.—Very little land of first-class quality remains in these localities. Most of the land is only of third-class quality, and is only suitable for grazing purposes.

County of Dorset, Parishes of Alberton, Gould, Lotta, Monna, and Weld.—Patches of first-class land, in lots ranging from 25 to 200 acres, are to be found in these parishes. The geological formations are basalt, granite, greenstone, and slate. Larger areas of second and third class lands also exist.

Parishes of Evershot, Hartlepool, and Marana.—Small patches of land of a first-class quality, in lots up to 50 acres, having a geological formation of granite, are to be found in these localities; while for grazing purposes, larger areas of second and third class land are available.

Progress of Settlement.—Taken on the whole, the district for the period under review has steadily advanced. Generally speaking, the season has been good. The majority of the old selections, together with the new ones, continue to be steadily improved—principally at Tower Hill, Upper South Esk River, St. Marys, Upper Scamander, and Upper Blessington settlements. In the vicinity of Diana's Basin and St. Helens a deal of the land on the various selections has been cleared and fruit trees planted. These are making good growth, and the venture gives every promise of being a success. Cheese and butter factories are in operation at St. Marys, Goulds' Country, Pyengana, and Ringarooma. With an extension of dairying that is taking place in the surroundings, the establishment of a butter factory at Fingal will probably take place at no distant date. Sawmills at St. Marys, Mathinna, and Gould's Country supply local requirements. At Fingal a flourmill deals with all the grain produced in this and the surrounding districts. Fingal, the centre of an extensive pastoral area and grain and fruit producing in a lesser degree, steadily improves. A large portion of the land that is now devoted to pastoral purposes is capable of the production of cereals and root crops; orcharding is also an industry that could be undertaken on this ground. The few young orchards in this vicinity demonstrate the capabilities of this locality for fruit-growing. Locally-grown apples have been shipped to England, where, from results obtained, they were quite equal to those produced in the recognised orcharding districts of the State.

Roads.—Generally speaking, the main roads throughout the district are in fair order. The following roads, viz., Mathinna to Ringarooma, Mathinna to Pyengana, Mathinna to Upper South Esk, and branch road from lastnamed up the Tyne River, all require a deal of improvement. The cart-track from the present cutting near Fingal to Tower Hill should be constructed. This is the direct route to the Fingal railway-station for the Tower Hill settlement, and with a large increase in dairying at this settlement and a probable establishment of a butter factory at Fingal, this track will be much more used; in any case, the cream will have to be conveyed to the railway at Fingal as it now is in smaller quantities by this track, in preference to making a detour *via* Mangana, which is much longer. The following roads should be acquired:—One from the Fingal-Mathinna-road to the selections of Ward and others, in the Parish of Woodford; also one to give access to the selections of Davey and Small, in the Parish of Panubra, from the main-road from Evandale to Blessington. The present cart-track from Norcott's Bridge over the South Esk to the old Constant Gold Mine, in the vicinity of the upper waters of the Scamander River, could be considerably improved at little expense, and would eventually bring selections in that vicinity into communication with the railway at Fingal. A road is required from the St. Pauls-road, to give access to the selections

of Pratt, Alford, and Rubenach, through private property. This would follow in the main an old cart-track which has been in use for a number of years.

Tracks.—The track from Tyne River to Blessington over Rose's Tier should be cleared of fallen timber; also the track from the Upper South Esk to Blessington should be improved by widening the cuttings another 4 feet and otherwise improving the track on the tableland, and so make this a cart-road. The tourist track to Ben Lomond should be improved. The present cleared track leading from Fingal to the selections of Abrahams through 1500 acres granted to James Grant should be acquired. I would strongly recommend that the track known as "Lattin's" track on the eastern side of Ossian's Throne (Bare Rock) leading from Fingal should be graded and cleared suitable for horse and cattle traffic. The clearing of this track would considerably assist present selectors, and would probably be the means of a deal of second and third class land being selected, and would also serve as a track to enable tourists to reach this perpendicular wall of rock.

Mining.—*Tin:* The continued high price of tin causes a good deal of attention to be paid to this class of mining in the tin-bearing portions of this district. Most of the tin obtained is alluvial, which for the most part is being won by individual miners or parties of a few working on small sections ranging from 1 to 5 acres. These men make large amounts with comparative ease, the only drawback being at certain periods of the year a shortage of water. At Ben Lomond, the St. Paul's River Valley, St. Helens, Weldborough, Cascade River, Braxholm, and Ringarooma large quantities of tin of this nature are being won. From the old South Esk Mine near Avoca large quantities of good alluvial tin are monthly being obtained. In tin-mining the greatest activity is noticeable in the vicinity of Avoca, where at the present time a large number of men are finding employment.

In lode tin, the New Roy's Hill Tin Mining Company, in the St. Paul's Valley, near Avoca, is working, and crushing has continued throughout the year whenever the supply of water was sufficient. The Royal George Tin Mining Company, in the same vicinity, have, it is said, an excellent property. Prospecting has been carried out, and a plant is now being erected for the treatment of the stone. Another company, the Royal George Extended, is also commencing operations. In the vicinity of Aberfoyle, on Story's Creek, the Desire Tin Mining Company is engaged cutting a race and making a road to the company's property, which has been prospected, and gives every promise of being a profitable proposition.

Coal.—The Cornwall and Mt. Nicholas Collieries have again maintained their large output of coal for the past 12 months. For this period the tonnage has been 52,491, of which 29,624 tons have been obtained by the Mt. Nicholas Company, while the balance of 22,867 tons is that which has been won by the Cornwall Company.

First-class coal in very large quantities is available on Crown land within 2 miles of the town of Fingal and the railway. This coal was, so I am told, tested by the Admiralty some years ago, with excellent results. This property is well worth attention. Coal also exists and is available on the western end of the Mt. Nicholas Range, where there is also a large deposit, in the St. Paul's Valley and in the Parish of Break o'Day. Coal also exists at Thompson's Marshes and in the vicinity of St. Marys, at the old Cardiff Mine; but these are, however, not being worked.

Gold: Gold-mining in this district is now in a very depressed state, in fact is practically dead, and the area applied for during the year shows a decrease. At Mathinna the New Golden Gate has closed down, and the machinery has been dismantled and taken away; the Golden Horseshoe has also closed down. At South Mt. Victoria the New Golden Gate has also abandoned the sections it held there. During the year several sections were applied for at Mathinna, the intention being to work the alluvial gold there. Boring results were not, however, satisfactory, and the ground was abandoned. At Fingal and Mangana no prospecting is being done. During the year a fresh discovery was made on private property at Tower Hill, but matters have not yet gone beyond the prospecting stage. At Upper Scamander prospecting is being carried out.

Copper: During the year the Oreico Copper Company ceased work on the old Eastern Proprietary Company's ground at Scamander. Copper also exists in the vicinity of Ben Lomond, but is not being worked.

Wolfram: A large quantity of this metal has been, and continues to be, mined at Gipp's and Story's Creeks in the vicinity of Ben Lomond by individual miners at considerable profit, notwithstanding that the method of treating the metal is crude.

Timber.—*Eucalyptus sieberiana* (ironbark) extends from the seaboard at St. Helens right through to St. Marys, Mathinna, Fingal, Mangana, Ben Lomond, and Avoca. *Eucalyptus globulus* (blue-gum) is found along the coast from the south of St. Marys to St. Helens, and extending inland for a few miles. *Eucalyptus obliqua* (stringy-bark) covers the ranges extending from St. Helens through St. Marys to Mathinna, Mangana, and Ben Lomond; also on the tableland to the south of Fingal and on Rose's Tier. *Eucalyptus amygdalina* (peppermint) is in evidence on the ranges stretching from St. Helens to Ben Lomond. *Eucalyptus regnans* (swamp-gum): The largest extent of this class of timber is in the vicinity of Dan's Rivulet, near Mathinna.

Demand for Land.—During the past year the demand for land has not been so pronounced as in former years, nevertheless numerous enquiries have been received from people in the other States of the Commonwealth and in other parts of the world. I would beg to suggest for your consideration the advisability of the appointment of competent Government guides to assist immigrants, in locating the available Crown lands.

"Crown Lands Act."—A strong feeling exists throughout the district in connection with that clause of the "Crown Lands Act" which provides for land which is held under pastoral lease only being available at second-class rates, notwithstanding that the land is only of a third-class nature. The amendment of the Act by the deletion of this clause, and provision being made for the payment in instalments (as in the case of first-class land) of the survey fees on second and third class lands, would meet with general approval in this district. This would cause a deal more second and third class land to be selected.

Instructions.—I now hold instructions for 8 surveys that I can proceed with; these are very much scattered, and some are very small (as low as 1 acre), and will be carried into effect immediately. The balance of uncompleted instructions that have been issued to me are held by Mr. G. C. Smith, my assistant.

Mr. Authorised Surveyor G. C. Smith reports as follows on portion of the Fingal District:—

I have the honour to furnish the following return showing the number of lots and area surveyed for the year ending June 30, 1912, together with the annual report for that period:—

Surveys.—Lands Department: First-class land, 21 lots, area 1216 acres; second-class land, 8 lots, area 1138 acres; third-class land, 8 lots, area 2428 acres; town lots and residence areas, 6 lots, area 4 acres; timber leases, 5 lots, area 7822 acres. Totals, 48 lots, area 12,608 acres. Also 1 gravel reserve and 8 Public Works roads. Mines Department: Surveys for lease, 64 lots, area 848 acres; inspections under plan and report, 23 lots, area 270 acres; dredging claims, 5 lots, area 39 acres; dam-sites, 6 lots, area 14 acres; resurvey, 1 lot, area 20 acres. Totals, 99 lots, area 1191 acres. Also 37 water-right surveys.

Land Suitable for Selection.—Under the above heading little can be added to last year's report.

Vicinity of Ringarooma.—With the exception of small isolated lots, practically all first-class land has been selected in this district. A considerable area of second and third class land, however, is still available, consisting of broken, hilly country, suitable for grazing when roughly cleared of the thick scrub which covers most of it.

Vicinity of Weldborough.—Some first-class basaltic land is to be found near Weldborough, but the best of this is reserved for mining purposes. There are also large areas of second and third class land of granitic formation, much of which is already partially covered with grass which has spread from old mining camps. Practically all such land is held under occupation licence for grazing purposes.

Vicinity of George River.—Small lots of first-class land are to be obtained in the Parishes of Lunta and Lowelly; and also large areas of good second-class land in these parishes and in Urana and Goshen. In the Parish of Urana a large area has recently been withdrawn from selection, having been recommended as being suitable for closer settlement. I have as yet had no opportunity of exploring this area, so cannot at present report upon its suitability.

Vicinity of St. Helens.—There is a large area of Crown land, extending both north and south of George's Bay, well adapted for fruit-growing. This land was formerly looked upon as almost worthless, and only used as a winter run of dairy cattle from St. Marys to Pyengani. The country is moderately timbered, with very little undergrowth, and is served by good roads. The climate is mild and early, and fruit colours extremely well.

Moorina Survey District.—Large areas of second and third class land are obtainable in this district, and possibly patches of first-class, but as yet I have not sufficient knowledge of the district to report fully. The whole of the north-eastern portion of County of Dorset, principally third-class grazing land, was last year withdrawn from selection, for reasons that I do not know.

Progress of Settlement.—Fair progress is being made on selected land, and each year sees a larger area brought into profitable use. The past season has been a good one, and high prices have ruled for dairy produce, which is the chief output of the farming portion of the district. Very little cultivation has been done, except on the older holdings. The land selected for fruit-growing in the vicinity of St. Helens is being turned to good use, and there are now some 70 acres planted with fruit trees. The young orchards are looking very well, and the land would appear to be well suited for the purpose.

Roads and Tracks.—Generally speaking, the roads throughout the district are in good order, and construction work is keeping pace with the requirements of the district. The main-road between St. Helens and Bransholm is in fair order, but can never be considered a first-class road until it is in many places reggraded. It is considered that steps should be taken to cut down or avoid many of the unnecessarily steep gradients before large sums are spent upon renewal. Each year makes the question of relocation more difficult, on account of increasing selection.

Timber Beds.—Leases comprising about 2000 acres have recently been surveyed in the Parishes of Ranga and Wurrawa. There is a very good bed of string-gum timber here, on which it is proposed to erect mills to cut boards to be shipped from George's Bay. At present the mills in the vicinity of St. Helens are idle, the demand for the iron-bark timber obtained there not proving as great as was expected. No new beds of timber have been met with during the year.

Mining.—Owing to the high price of tin, the number of leases applied for during the last 12 months has been greater than usual. The majority of these, however, are for small scattered lots, applied for by individual miners and small working parties, and in most cases highly profitable returns are obtained, at least during the winter months, when water is available.

Several companies, including the Briseis, Pioneer, and Arba Tin Mining Companies, at work on the deep leads in the Ringarooma Valley, are returning good profits, and it is believed that there is work for many years to come on these ancient drifts, of the extent of which very little is at present known.

General.—It may not be out of place to bring to notice the great destruction of game which takes place upon Crown land every winter. Thousands of kangaroo and opossum are slaughtered every season, and to my certain knowledge as much hunting takes place upon Crown land as was ever the case before the close season. So long as the killing of game is allowed on private property, little or nothing can be done to remedy this. To my mind, the only remedy is to have an absolutely close season for both private property and Crown land, and to make the possession of skins illegal. Failing this, a stiff game licence should be imposed upon hunters on Crown land, which would at least give the Crown some little return of the many hundreds of pounds' worth of skins obtained each year.

SURVEY DISTRICT OF DORSET.

Mr. District Surveyor G. T. Eddie reports as follows:—

I have the honour to report for the past year as follows:—

Lands Suitable for Selection.—First-class: Very little of this class is now selected. In a few cases it is done to avoid paying the whole of the survey fee down. Second-class: Mr. O. L. Adams has been receiving instructions for surveys in Burrow, Gurnu, Northallerton, and Milson. As these parishes contain land of this class, his report will no doubt give the necessary information. Third-class: A fair area has been selected and surveyed during the year. I do not see much improvement generally in the way of settlement due to selection of this class of land. I still recommend that the coastal country adjacent to Forester Settlement be withheld from selection as third-class.

As regards orcharding, this industry is now fairly established in the north. A considerable area has been planted, and is being planted at an increasing rate. Syndicates and private persons of means are buying up all the land they can on the banks of the Tamar and elsewhere near, and are cutting up into small areas,

which find ready sale. Enquiries come not only from other parts of Tasmania, but from India and other places. When direct steamers come into the river and a deep-water port is established, a further stimulus will be given this fruit industry. In view of the above I would suggest that the Government might, with a very favourable prospect of assisting immigration, buy up some of this land before others step in, and plant a portion every year, to be sold or leased to men who are at present debarred from starting orcharding owing to cost of land, cost of clearing, and the time waiting for returns. From my personal knowledge of the industry, I think you would be quite safe in recommending the Agricultural Department to consider this matter. It might prove both a progressive movement and a profitable undertaking.

Summary of work done during the year to 30th June, 1912:—224 acres, in 7 lots, first-class land; 1363 acres, in 7 lots, second-class land; 14,947 acres, in 42 lots, third-class land; 108 acres, in 11 lots, town lands. Total, 16,642 acres, in 67 lots. Sixteen Public Works roads; 1 lease at quarantine station.

SURVEY DISTRICT OF MERSEY.

Mr. Authorised Surveyor Joseph Wilks reports as follows:—I have the honour to report that during the year ending 30th June I have effected the following surveys in the Counties of Devon, Lincoln, and Westmorland:—Two hundred and forty acres, in 6 lots, first-class land; 240 acres, in 6 lots, second-class land; 652 acres, in 3 lots, third-class land; 1 acre, in 1 lot, town lot; 637 acres, in 9 lots, mineral leases. Total, 1770 acres, in 25 lots. Also 20½ miles of excess area roads; 2½ miles of Public Works roads; 1½ miles of water-race. In the County of Dorset the following has been done:—Seven hundred and ninety-five acres, in 14 lots, first-class land; 240 acres, in 5 lots, second-class land; 408 acres, in 1 lot, third-class land; 87 acres, in 23 lots, mineral leases; 3 acres, in 1 lot, town lot. Total, 1533 acres, in 44 lots. Also 142 chains, Public Works roads; 548 chains, water-races; and 14 plan and report surveys.

Lands Suitable for Selection.—Selection has fallen off greatly during the year, and this is due to the scarcity of available land within a reasonable distance of road accommodation and marketing opportunities.

The lands available now are well back, principally up the valleys of the Forth and Mersey Rivers; although isolated pieces of second and third class ground are scattered throughout the district which are available to the selector. The Mersey River valley, particularly, should receive more attention from the selector. It is well watered and sheltered, and the land is of good quality, although stony. With suitable access provided, this locality would no doubt furnish scope for quite a number of settlers.

Roads and Tracks Required.—A track is urgently wanted up the Mersey Valley, starting from the town of Liena, to the Arm River, so as to obviate the necessity of climbing over Gad's Hill, as by the present route, which is also several miles longer than the new one would be. It is understood that enough waste land money is available for this work. There are a few constructional difficulties on the route, but they are immaterial as compared with the benefits which would accrue.

For many years the Messrs. Field have been producing fat stock on the well-known Howell's run, and all this stock has had to be driven over the present track, which, as before stated, is several miles longer than is necessary, and over a hill 1300 feet in altitude.

The road connecting Sheffield and Mole Creek is now practically constructed, with a good bridge over the Mersey River. This is proving a great convenience to both districts, and is bound to stimulate settlement on the northern bank of the Mersey River.

There is a very obvious need for a road from Middlesex to the Cradle Mountain Valley, for the benefit of graziers and tourists. Anyone who has taken the opportunity of viewing the beauties of this wild and intensely interesting highland country would have no hesitation in asserting that it will become a splendid asset in the future if it is exploited and made a little easier of access than it is at present.

Progress of Settlement.—In all the back country, where settlement only started some six or seven years ago, the effect of good road accommodation is evidenced on all sides by the improvement of homesteads, building of schools, &c. The progress, of course, is slow, and must always be so, considering the difficulties of clearing the heavy bush land which the settlers have to contend with.

No doubt the proposed railway from Railton to West Kentish will have a beneficial effect on the whole back settlement in some years' time, but at present the only

products being butter, cheese, and fat stock, will not contribute much freight to a railway-line. In the settled and practically cleared parts around Kentish the principal product is potatoes, which, from the point of view of a railway, will not furnish a very bulky or constant freight; and it would appear as if the profit on cost and running of a railway is to be a most indirect one.

SURVEY DISTRICTS OF FRANKLIN AND THE LAKE DISTRICT.

Mr. Authorised Surveyor C. E. Radcliff reports as follows:—

I have the honour to forward my annual report for the year ending 30th June, 1912.

Surveys.—The following surveys have been effected:—Country lands, mostly second and third class land, 8730 acres, in 53 lots; town and auction lots, 958 acres, in 20 lots; 1 timber lease, 190 acres; mining leases (gold), 1 lot, 40 acres; coal and limestone, 720 acres, in 3 lots; 1 mining tramway easement; 1 mining timber lease, 160 acres; 4 mining plans and reports; 27 Public Works road surveys; 4 excess area road surveys; 1 school-site, city of Hobart; 1 lighthouse reserve; 4 resurveys and inspection surveys. Total, 121 surveys.

My work was extremely scattered, and included surveys in the southern portions of the Counties of Buckingham and Kent; also portions of the Counties of Cumberland, Somerset, Westmorland, Monmouth, and Buckingham (north).

Lands Suitable for Selection.—County of Kent, Parish of Garrett: Land between Strathblane and Southport Village Settlement is the best and largest area of country available. Parts of it are good first-class land, suitable for any purpose, and the balance would make good grazing land.

Bruni Island: Large areas of third-class land, containing small patches of good orchard soil, with water frontage, can be secured in the vicinity of Cloudy Bay, Taylor's Bay, Adventure Bay, town of Lutregala, Great Bay, and Ford's Bay. There is also good orchard land available in the town of Lennon, on North Bruni.

In the New Norfolk district there are considerable areas of second and third class land available, suitable chiefly for grazing purposes; but areas can be picked out that would make good small-fruit farms, principally in the vicinity of Mt. Lloyd, Uxbridge, Glen Fern, and Tyenna. Most of the land at Mt. Lloyd and Uxbridge is at an elevation of between 1000 and 2000 feet, and will grow splendid grass when cleared.

Roads.—I do not know of any new roads urgently required. The existing roads are, as a rule, in a satisfactory condition.

Progress of Settlement.—Selection has decreased in the Huon district during the last three years, owing principally to the fact that the large areas held under timber lease have not yet been thrown open in any appreciable quantities. However, the selections surveyed during the last 10 years have, as a rule, been improved in a satisfactory manner. Orchards are still being planted out, and ringing, scrubbing, and grassing done. The extremely heavy nature of the timber and scrub prevents large areas of orchard, such as are being planted out in other parts of the State, but the number of small orchards is increasing.

In the New Norfolk district scarcely time enough has elapsed to report improvements on selections I have surveyed; but improvements can be noticed on fairly recent selections, and the district as a whole is in a flourishing state.

In the Lake district the land is not capable of much improvement, except fencing and ringing, and this appears to be done to recent selections in a satisfactory manner.

Timber and Mining.—No further developments have taken place since my last report.

SURVEY DISTRICT OF PEMBROKE, INCLUDING MARIA ISLAND AND TASMAN PENINSULA.

Mr. District Surveyor J. H. Hinsby reports as follows:—

I hereby have the honour to report on surveys executed by me in the Survey District of Pembroke and Maria Island for the year ending 30th June, 1912, in accordance with instructions issued from your Department. The list of executed instructions is as follows:—Eight lots of first-class land, comprising 540 acres; 7 lots of second-class land, comprising 350 acres; 19 lots of third-class land, comprising 4106 acres; 4 timber leases,

comprising 3337 acres; 3 lots under the "Homestead Area Act," comprising 125 acres; 10 lots at auction, comprising 78 acres, 5 Public Works roads; 3 reserves (one for sand and two for quarry), comprising 8 acres. Totalling 54 lots, comprising 8544 acres.

Land Available for Selection.—The only lands suitable for selection in this district are lands suitable for orcharding purposes. The good land has been all selected, excepting a small patch here and there of about 10 or 15 acres; such are to be found along the Mount Raoul ridge, extending toward Safety Cove. There are plenty of good orchard lands to be had within reasonable distance of the water frontages, but the expense of clearing and planting the same debars most of the selectors from taking on the industry.

Re timber areas for milling: Most of the available timber patches are already secured, any patch that will cut even box-timber being eagerly sought after; but when all the young fruit-trees come into bearing, I do not know where the timber will come from. There are thousands of fine healthy young saplings being destroyed, both by the selectors and millers, that will be required later on, by the former in clearing his land, and by the latter for laying trams, &c.

Re the sawmilling industry: There are mills going up in almost any corner available. The Taranna and Oakwood mills are still working steadily. At Long Bay the Gathercole Bros. are erecting a new mill at Stewart's Bay to tap their recent lease of 1500 acres; while the Good Bros. have just shifted their plant on to the Wedge Bay-Carnarvon-road. F. Robinson is about to erect his mill on Knight's block, also in the same locality. The mill at the Blowhole is in charge of Ball Bros.; and one on Regatta Point, near Taranna, is in charge of H. Quarrell. On Forestier Peninsula there are two small mills under way, and one on Flinders Creek being erected. Several of these mills are cutting box-timber, and have orders booked ahead over next season.

The plant at the sandspits (East Coast Timber Company) is now putting a fair amount of timber through, and, I should think, had a good future before it. The new jetty has just been completed, and will enable it to ship its timber. This mill has quite colonised this locality, and should benefit the settlers there. The timber in this locality is all controlled by this plant.

Progress of Settlement.—This does not appear to be very vigorous, the orcharding industry making the best strides, and the crop this year has quite doubled that of last year. There are a good many lots held on which nothing has been done, thus keeping other selectors off the best plots. The orchards along the northern portion of the Peninsula, i.e., from Koonya to Black Jack, are improving very fast, and will test the capacity of the present steam service next season.

The orchards round Wedge Bay are also keeping up their prestige, and are doubling their area this year. Other agricultural industries seem to be at a standstill, and those following dairying, or a good many of them, have to leave their holdings and go to work on the roads or at the mills to carry on, while their holdings get overrun with scrub, which, even on land that has been cultivated, comes up very quickly, and unless checked becomes worse than ever owing, I suppose, to the excessive moisture.

Roads, Tracks, &c.—There is an all-round improvement in the roads throughout the district, especially on the Peninsula. The motors through the tourist season tear up the main lines of traffic, but there are good by-roads now to most of the outlying localities, and tourists are making trips by motor that 10 years ago were packed over. The favourite excursion seems to be Port Arthur, and during the summer months it is visited bi-weekly by motor-bus, as well as by steamer. Good accommodation is available along the route. Nubeena is another locality that should be more sought after if better known. It has good accommodation, a tri-weekly steam service, good beach, and good fishing, and during the past season was visited by motors from Carnarvon.

The road from Nugent to the Sandspits is being improved; also that from Kelleve to Sandspits. Both routes should warrant still further expenditure, as they will open up the country and be useful for those who have to come through to Sorell sales or travelling on to the Peninsula or Bream Creek from the East Coast, as well as affording access to the East Coast timber mills overland.

Minerals.—I have not heard of any minerals of importance being discovered. On Maria Island settlement seems to have gone back considerably. The only improvement seemed to be on Long Point, where Fox has done some cultivation. The north end of the island seems to be given over to sheep. There is little more land worth selection.

SURVEY DISTRICT OF WEST DEVON AND EAST WELLINGTON.

Mr. District Surveyor H. F. Miles reports as follows:—

During the past year the instructions to survey received numbered 33, consisting of agricultural land 13, for an area of 1325½ acres; mineral land 1, for an area of 40 acres; 12 Public Works roads; 2 school sites; 1 timber lease of 1500 acres; and 4 town lots. These, with a balance from the previous year of 7 instructions, made a total of 40 instructions. Of this number, 31 have been disposed of during the year, comprising 15 agricultural lots, area 1786 acres; 9 road surveys; 1 mineral lease of 40 acres; 2 school sites; and 4 town lots; leaving a balance in hand of 9 surveys, 3 of an area of 325 acres for agricultural land, 1 timber lease of 1500 acres, and 5 Public Works roads.

As will be noticed from this, the progress of selection of Crown land has been very small, being mainly confined to scattered lots, mostly selected as additions to previous holdings. Nor does any large area of unalienated Crown land of good quality exist in the district.

I do not consider it probable that there will be any further large selection, although some areas may be taken, mostly as second and third class land. In every part of the district a large area has been added to the land in production, and as roads progress more and more families settle on their blocks, and, as a rule, at first engage in dairying.

Roads.—The road that is now most urgently required is that from Wynyard to Waratah. The land on each side of this road has been selected and cleared from the sea to within 8 miles of Waratah, but owing to the bad condition of the road after the first 20 miles from Wynyard, is only used for grazing. The completion of the metalling of this road would certainly add a considerable number to the families already living on the land, and I cannot too strongly urge the work. During the past year about 6 miles have been metalled, and contracts are now in hand for the formation of practically all that remains unformed. The Takone-road has been largely improved, and is now metalled for 4 miles, and passable for wheeled traffic for four more. Metalling has also been advancing on the Burnie-Waratah-road and on the Oonah-road as far as St. Marys Plain.

It is necessary that a connection be made from the Natone-road to the Kara-road, to provide the Natone settlers with an access to the Emu Bay Railway at Hampshire Hills. This road must pass partly through the property of the V.D.L. Company.

I would beg to again bring under your notice the question of providing light tramways for the back country, as being less costly and more speedily constructed than metalled roads.

Timber.—The only timber bed of any consequence is that situated in the Parish of Natone. This is to be exploited, as a sawmill is being erected, and should soon be in operation. Timber is also taken from this locality to a mill at Burnie, and the V.D.L. Company's mill at the same place receives most of its timber by rail from that company's property. Large shipments of blackwood in the log have been made, mostly to South Australia, and many thousands of palings have also been shipped.

Mining.—The only mining in the district has been a little prospecting for tin in the Parish of Natone. The large iron deposit at the Blrthe River is idle.

General.—While there is no prospect of any large new area being selected, it is pleasing to observe that the prosperity of the district is increasing. More land is being constantly cleared, and new homesteads built.

The year has been a successful one for farmers, as good prices have ruled for all classes of produce and there has been little trouble with potato blight. More attention is, however, being paid to the dairying industry, and this is now the staple occupation of our farmers.

The railway from Burnie to Flowerdale is approaching completion, and will prove useful to the farmers within reach. The construction of the new breakwater at Burnie is in hand, and will greatly improve that already good harbour. The towns of Burnie and Somerset are growing steadily, and the buildings being constructed are of a substantial nature. The Burnie Timber, Brick, and Tile Company's brickworks are in full operation.

SURVEY DISTRICT OF EAST TAMAR.

Mr. District Surveyor H. F. Miles reports as follows:—

In the East Tamar district I received 44 instructions to survey, consisting of agricultural land, 22 lots, of an area of 1295 acres; mineral land, 5 lots, area 85 acres; 4 timber leases, area 1300 acres; 1 town lot, 6 acres; and 12 Public Works roads. These were all disposed of, and do not call for any special comment.

The estates of Hillhouse and Eldergrove, at York Plains, purchased by the Closer Settlement Board, were divided into 13 lots of varying areas, and 11 town lots were surveyed at the York Plains railway-station. A special report was furnished of this work.

Other instructions received were 31, in the midlands and Huon districts. These consisted of 20 for agricultural land, area 972 acres; timber leases 3, area 3200 acres; 1 town lot of 4 acres; and 7 Public Works roads. Of these, 1 Public Works road and 1 agricultural lot of 32 acres have been surveyed, leaving a balance in hand of 29 instructions—19 agricultural, area 940 acres; 3 timber leases, 3200 acres; 1 town lot; and 6 Public Works roads.

These surveys are now being effected.

SURVEY DISTRICT OF CENTRAL WELLINGTON.

Mr. District Surveyor F. E. Windsor reports as follows:—

During the past year ending 30th June, 1912, the following surveys have been completed:—Seventeen selections of first-class land, and 2 reserves comprising an area of 768 acres; 38 Public Works roads, 12½ miles; 11 connection lines, 2¼ miles. Total, 78 surveys.

Lands Available for Selection.—Parish of Dallas: Some 3000 acres of third-class land, including a few small patches of second-class land, still remains unselected, suitable only for a rough winter run for cattle. Settlement has not increased of late years; but improvements have continued at a slow rate on those selections that are likely to give some return in a reasonable time.

Parish of Myalla: About 1000 acres of second-class land is still available, and will be selected later on as settlement advances. The older-selected lots have been improved, principally grassing and fencing; but only one or two residences have been erected. Settlement appears to be almost at a standstill on the back blocks, which cannot be wondered at considering the state of the roads, which are now almost knee-deep in mud, owing to a large extent, to the timber-carting, which has been continued too late into the season, thereby isolating the back country for the time being. Greater facilities must be provided if settlement is to progress, and tramways seem to be the only remedy, as road progression is too slow to be of much value, and contractors has a great difficulty in obtaining labour in the back country when plenty of employment is to be obtained in the settled parts.

Parish of Meunna: The selections in this parish are being improved. Some few are under grass, and one holding is settled upon. The roads have not yet reached these lots, and the present tracks are impassable. Some 2000 acres of second-class land is still available; but until roads or tramways are introduced into this country it is likely to remain unselected. A tramway through Myalla and this parish into the lands in the vicinity of the Arthur River would materially assist in opening up and settling this part. There are still some 4000 acres from fair to medium land available for selection.

A track is urgently required from Barker's selections, running through Holton's 200-acre section, direction south-easterly towards Nicholson's selection, to join up with the Victory Mine track.

Parish of Preolenna: A few small selections have recently been applied for in this parish, and surveyed. The land remaining, with the exception of the coal reserve, is of second-class quality, and will, I think, find purchasers as settlement advances. In reference to the large area reserved, with the probability of its being coal-bearing, this, I think, should be utilised for agricultural and grass-growing purposes, reserving the right to mine where the prospects warrant the expenditure of capital. Mining would not materially interfere with stock-raising and grass-growing, but would rather be an advantage and help to open the country. I feel confident that if this area could be thrown open for selection numerous applications would follow. A track or road is required from the Preolenna-road at the 31-acre W. Reeve, purchaser, to cross the Inglis River, thence through Smith's selection, to join up with the West Calder-road in the vicinity of P. Goudas' 50-acre lot. This short cut is constantly in use by those on foot, and by a small expenditure a good road could be obtained which would be of very great value to the settlers and stockmen.

Parish of Flowerdale: Most of the recent selections in this parish have been improved, but some of the older selections appear to be very much neglected. The fireweed seems to reign supreme, and some of the holdings in several of the parishes are in a much worse condition

than when they were in a state of nature, leading one to presume that the areas are greater than the purchasers can manage. A considerable area of medium and second-class land still remains unselected.

The cross-road from the Flowerdale-road to the Calder-road requires some substantial improvements, for owing to the timber-carting this road is now almost impassable.

Some few small selections have been made fronting the Flowerdale River, which will be marked off before the scrubbing season commences.

Parish of Calder: Improvements are still progressing, but at a very slow rate, like the roads—all seem to be waiting for better times. A few small areas of second-class land still remain. Some of the settlers have erected substantial homesteads, and have turned their attention to dairying and cheese-making.

The cross-road from the Upper Calder-road, near Gaffneys, via Johnson's-road, and thence to the Waratah-road via C. B. Smart's, would be of immense benefit if opened, and would save miles of travelling. Attention was drawn to the need for this road in 1905. Also, the cross-road from Mt. Hicks to Seabrook, through R. Green's selection, should be opened if it is considered desirable to study the wants of the residents in that locality.

Parish of Yolla:—A considerable area of second-class land still remains unselected, and unless roads are constructed more rapidly, is likely to remain so, although the selected lands have been improved to a large extent this last season. No new sections have been applied for up to the present. A road or track from the Oonah town reserve, continuing through 93 acres, W. Cross purchaser, to cross the Cam River and connect with the road reserved through Lancaster on the west side of the river is required. This is an important track, and would enable the graziers and settlers to attend the Yolla stock sales, which are held periodically.

Dairying and stock-raising may still be said to be the principal sources of revenue, although some fortunate few have done remarkably well with their potatoes this season.

Mining.—Some £600 has been expended this last year in developing the Preolenna coal and shale deposits, a tunnel driven and a shaft sunk; and the results, I am informed, are considered very encouraging, but owing to the want of means of transit either by road or tramway no return can be looked for for some considerable time. We have every reason to believe that this coal deposit extends from Preolenna to Wynyard. It is stated that the geological formation tends to prove this, apart from the fact that specimens of coal large and small have been found at various places from time to time in the vicinity of Wynyard. A public meeting was held quite recently, with the object of forming a company to purchase a diamond-drill to test the surrounding country.

Orcharding is now engaging the attention of several settlers, and those already planted have given very satisfactory results.

Sawmilling.—There are five sawmilling plants in active operation for both hardwood and blackwood; but the latter timber appears to be the most favoured.

Butter Factory.—A very commodious brick building has been erected, with all the latest improvements, and the output has considerably increased. The Yolla Butter Factory is also doing a good business. The bacon and flourmills are still in active operation, and well up to date.

The town of Wynyard can now boast of possessing one of the finest buildings on the coast, namely, the new Catholic church, with its imposing clock and belfry tower, a brick building with tiled roof. The new Commercial Bank, two stories, also of brick, and a small brick building which is to be used as a post-office when completed. There are also fully 20 new residences completed and occupied; and lands distant a quarter of a mile from the business centre, that could have been bought last year for a comparatively low price, are now offering at £1 per foot.

Schools under the Board of Education have extended fairly well all over the district; but more are needed to meet requirements. The principal streets are lighted with acetylene gas, and two large halls, also well lighted, have been added to the conveniences of the town. Water, that was spoken of as being imperative this last summer, has not yet made its appearance, and the deep-drainage system is still to come. These necessary works seem to be quite lost sight of after the weather breaks.

Taking the district as a whole, less improvement and progress has been made this season than last, owing to the local works absorbing all available labour and the high rate of wages ruling in the cleared parts. While this continues, our roads must necessarily suffer. Most of the contractors have been short-handed, although some have been paying as high as 9s. per day, on account of the difficulty in inducing men to go back. Many of the

road contracts were started too late in the season, and had to be abandoned when the weather broke; consequently the Preolenna, Takone, Flowerdale, and Myalla roads are in a much worse condition than they were last year, being practically a sea of mud for miles. The railway works seem to be progressing fairly well,

SURVEY DISTRICT OF CIRCULAR HEAD AND KING ISLAND.

Mr. District Surveyor K. M. Harrison reports as follows:—

During the past 12 months I have effected the following surveys in Wellington:—26 lots, comprising 1537a. 0r. 31p., first-class; 2 lots, comprising 65a. 0r. 23p., first-class homestead areas; 5 lots, comprising 329a. 2r., "Crown Lands Reinstatement Act"; 3 lots, comprising 219a. 3r. 18p., second-class; 1 lot, comprising 50a. 0r. 3p., waterfall reserve; 5 lots, comprising 21a. 1r. 4p., town lots; 8 lots, comprising 5700 acres, timber leases; also 4 Public Works roads and 7½ miles of excess roads. I have also surveyed or reported upon 15 lots at Balfour for the Mines Department, covering 250 acres of mineral lease and 3 water-races.

Progress of Settlement.—Selection has been very dull during the past year, although there is a considerable area of land applied for in Peegea and Trowutta at the present time. Most of the land surveyed for first-class selection was in the former parish, where nearly 1000 acres were marked off, the settlers being no doubt influenced by the construction of the Flowerdale railway, which is even now a considerable inducement to selection in this end of my district, without the certainty of further extension westward before the expiration of many years.

The Balfour Copper Mines Company has formed this railway-line from Stanley as far as the Back Line at Forest, and have cleared a considerable portion of the route from there to Irish Town, and thence to Smithton, but have not yet started operations on an extensive scale.

The Marrawah Tramway Company has not yet completed its line, but it is anticipated that it will be finished in the course of another few months, and it is already providing an outlet for some of the timber beds hitherto untouched by the sawmills. These lines should all do much towards opening up the back country, and the Flowerdale line and its ultimate extension will eventually remove the isolation that has been such a handicap to the district in former days.

The exceptionally favourable autumn experienced this year has been invaluable for road work in the back country, and full advantage has been taken of the fine weather in order to expend both present votes and those which could not be carried out during the former year.

Another couple of years should see a good gravel or metal road from Smithton for fully 15 miles toward South Trowutta and Balfour, but the country is taken up for 5 or 6 miles further, and some of the married settlers who selected their land five or six years ago have still many years of muddy roads before them. This compact area of 12,000 or 13,000 acres should certainly command more consideration than it has had in the past, and a good road pushed on past the town reserve to the selectors at the back. The road into Brickmakers' Settlement, assisted by the fine deposits of gravel on the route, has also made good progress, but here, likewise, there is ample scope for road expenditure before the back settlers are satisfactorily provided for, and it is hopeless to expect satisfactory development from the settlers until such is the case.

The high rates ruling for produce, especially dairy produce, potatoes, and hay, has been of great assistance to the farmers and older settlers during the past season. The dairying industry is also proving the backbone of the newer settlers who have not yet cleared their land sufficiently for cropping, and in evidence of its success it may be mentioned that the Co-operative Company has shown an increase of 50 per cent. for several years, and is now turning out over 40 tons of butter for the season. It is a matter of regret, however, that no steps have yet been taken to establish the quarantine-station on Perkins Island, although a vote has been passed, for the want of really good dairy cows is a serious handicap, especially on the new settlers, who already have so much to contend with. The dry summer has proved very useful to the new settlers in clearing their ground, by giving good burns, and on the whole those who are living on their ground are making satisfactory progress themselves, and also improving the conditions for the absent ones. I trust when another "Crown Lands Act" is passed, some steps will be taken to let off the *bona fide* resident settler instead of making him pay the same

instalment as the selector who is not a resident, and who is therefore making the lot of the *bona fide* settler so much harder than it should be.

Timber Beds, &c.—About 2500 acres of hardwood timber has been surveyed between Rocky Cape and Black River for the Tasma Sawmilling Company and others. This company has erected and equipped a large up-to-date mill near Rocky Cape, which will add very much to the prosperity of that rather isolated portion of the district, and is already giving employment to the settlers and making a market for any of the timber remaining on their land. About 3000 acres of blackwood timber has been taken up under lease between the Arthur and Roger Rivers, where some magnificent trees are to be found; but so far I have not heard of any steps having been taken to develop the areas. The four or five mills in the Duck River district are turning out large quantities of timber, and there are still some very large areas to be exploited. There are some fine beds of timber yet untouched on Bond's Tier, near Marrawah, about Christmas Hills, and in other places. There is probably a large quantity of pine in the poor country behind Forest and also south of the Arthur River. The Marrawah tram-line, now nearly completed, will provide an easy outlet for the very large tract of stringy-bark country towards Marrawah.

Roads, Tracks, &c.—A really good road should be carefully located from near Sly's or Tregear's sections at Peegea towards Hogarth's sections on the Detention River, and gradually cleared and improved, in order to give an outlet towards the Flowerdale line, as the settlers in Peegea are anxious for an outlet that way, which would thus bring them within reasonable distance of this extension. A good 6 or 8 feet track, made suitable for horse traffic, should be cut from the present track near Brownell's south-eastern corner in a south-westerly direction to the Dip River Falls, thence in the same direction for another 2 or 3 miles, and then southerly to the Arthur River, passing a couple of miles to the west of Emmett's hut. This should open up a large extent of country, including some areas of good land reported as existing in that vicinity.

The main Brickmakers' Bay-road should be pushed on, and the old portions gravelled and metalled, in order to develop this back country. The road from Upper Duck Bridge past the Trowutta reserve should also be gravelled and metalled on towards the Crown land to the south, as there is 5 or 6 miles of selections here that are more or less improved, and a fair scope of land to the south which would then be selected, but is too far from market and from good roads to receive attention at present. A road should be opened from the tram terminus at Marrawah southward to Thompson's-road and King's-road, to enable the settlers from the southern and central portions of the district to get to the line.

There is little to add on the subject of land for selection. A large area of good land is reported to exist a few miles from the Dip Falls on Gardiner's-track, and 3000 acres of land has been applied for there, and although some of the land is said to be exceptionally good, I have no reliable information of its extent. There is some very good land near Brownell's, near the Dip Falls, and in other parts of Peegea. A large quantity of good land exists on the Balfour-road, both north and south of the Arthur, but this is reserved at present. There are some very good selections of chocolate soil available in the Parish of Meryanna. Small selections of agricultural land and large lots of grazing land are to be found near Christmas Hills, Montagn-road, and Marrawah.

Mining has been very quiet during the year. The Balfour field is still dormant, with the exception of Murray's Reward and one or two small prospecting shows. The former is still maintaining its usual output of high-grade copper ore, and recent developments at the lowest level are said to be very satisfactory. It is a great pity more development has not taken place on the field, as it embraces one of the largest areas of mineral lands in Tasmania, and it has had very little prospecting done on it, although the country on the whole is fairly easy to get through. The high price of tin has kept a fair number of hands employed on the alluvial ground at Balfour, but so far no fresh developments have taken place in connection with it.

KING ISLAND.

During the past year I effected 24 surveys, chiefly town allotments in the town of Currie, consisting of 10a. 1r. 24p.; also 1 Public Works road, and about 17 miles of excess roads with their necessary connections.

A large number of settlers have carried out improvements on their holdings, some having done exceptionally well in this respect; but on the other hand, there are quite a large number of lots that have never been touched since the survey was made, and in a good many cases they are being offered for sale at an advance of

anything from 10 per cent. to 200 per cent. on the purchase price. Here again, as on the North-West Coast, the *bona fide* man is clearing his block, surrounded by absentee owners, who in many cases are not endeavouring to clear their ground, much less helping to the prosperity of the district as only a resident can.

One of the most urgent needs of the island is, in my opinion, the establishment of the quarantine station at Yellow Rock, and facilities for importing dairy cattle, as dairying must become a very big thing on the island, as it has everything in its favour, more especially winter dairying, when feed is scarce elsewhere.

The establishment of at least three other jetties on north, east, and south of the island, even though on a modest scale at first, should be undertaken in the near future, as the island is far too large to depend upon the one port at Currie, which makes such distances for cartage as are simply prohibitive, especially when water-carriage could be obtained. By having more than one port steamers could often prevent the vexatious delays which occur when the weather is unfavourable. These ports or jetties, if practicable, could be at Yellow Rock, Fraser or Sea Elephant River, and at Grassy River, and if started in a modest way suitable for barges or small steamers could then be developed and improved as the trade and the improvements in the surrounding districts warranted better facilities, for judging from the opinions expressed on many sides, a great deal of the land selected on King Island has never yet been properly proved, and the extent of the development of which it is capable still remains an open question.

SURVEY DISTRICT OF WARATAH.

Mr. District Surveyor David Jones reports as follows:—

I have the honour of again furnishing you with a report upon my district for the year ending 30th June, 1912.

Lands Suitable for Selection.—On the track that was cut some years back by the Public Works Department, from the Weir's Bischoff Surprise Mine, following the Arthur River down on its east bank to its confluence with the Hellyer River, some very good land was passed through. It is of first rate quality, and well adapted for either pastoral or agricultural purposes. If used for pastures the present track would require clearing out, and if required for agriculture then a road to the foot of Mt. Bischoff on its north side would become an absolute necessity. It is about 5 or 6 miles north of Waratah, and near Lynch's Creek, which takes its source from near the west boundary of the V.D.L. Company's Surrey Hills block. Its elevation is about 1000 feet above sea-level, or 1000 feet lower than the town of Waratah or the extensive plateau upon which it forms a part. The natural soil is very much enriched by the denudation of the higher country that has been going on for years. One man designates it as the best land in Tasmania. The Lands Department will no doubt have applications soon for the purchase of some of this land. The extent of this land is from 1000 to 1500 acres, so far as can be judged. It seems to be a continuation of the good land in the vicinity of the Parish of Parrawe, but at a much lower elevation above sea-level. There is still some fair land available south of the Wandle River and on the west boundary of the V.D.L. Company's Surrey Hills block. Some 400 acres were surveyed there during the year. The land is just the same as the V.D.L. Company is selling at £1 10s. per acre. A great adjunct to opening up this land would be the purchase of the strip of land between the Waratah-Wynyard-road and the west boundary of the V.D.L. Company's Surrey Hills block. The distance between the two in one place is only about 10 chains; the greatest distance would not exceed one mile, so that if acquired by the Crown the lots applied for could be surveyed fronting on this road. Its advantages are quite apparent.

The land available on the Waratah-Heazlewood-road has been applied for and surveyed fronting on that road for about 2 miles from Waratah; but it should be recognised that the land at the back of the lots surveyed towards Knole Plain is just as good as the front lots. There should be from 2000 to 3000 acres of this good basaltic soil available. Some 300 acres are now under application by the Mt. Bischoff T.M. Company Registered for water conservation. Knole Plain has an area of basaltic country of about 3000 acres, and Netherby Plain over 2000 acres. These plains are covered with the fine grass indigenous to this part of Tasmania, and if burnt off now and then secures excellent rough feed for cattle. Some 500 acres of Knole Plain are held by the Mt. Bischoff T.M. Company Registered, and about 200 acres by others. To the south of the south boundary of

the V.D.L. Company's Surrey Hills block there is some excellent land running down to Que River flats, a fall of over 500 feet from the high tableland at the Surrey Hills. On the southerly slopes of this land it is chiefly basaltic soil, and the flats are good second-rate land. Being in proximity to the V.D.L. Company, this land in the near future should become worth settling upon. At the Huskisson River, on the north side of the Pieman River, some good land exists, and a large area that will grow good grass. In fact, it has been proved that country cleared of Bauera and horizontal will grow capital cocksfoot grass—the slopes of Mt. Bischoff are excellent evidence of this. Patches of fair land can be got on the west side of the Wilson River, and also on the east. The remarks about grass will also apply to this part. Small areas of capital land can be found on the banks of the Pieman and some of its tributaries, especially on the banks of the Donaldson and Savage Rivers. On the top of the Magnet Range, some 3 miles from Waratah, westerly, some good basaltic soil is available. Its height above sea-level, about 2200 feet, is against it somewhat, but it would be an ideal place for summer feed for cattle. The grass would be green for nine months out of the 12.

Progress of the District.—At Parrawe Parish the progress is very marked, some 6000 acres of land having been applied for and taken up, in 40 separate lots of from 200 acres down to less than 50 acres. A great deal of scrubbing has been done on some of these lots. Some 1000 acres or more have been felled, and during last summer the grass on some of these lots had a most luxuriant growth, and in a few years will no doubt become excellent dairy farms. Considering the quantity of land taken up from the Crown in this parish of Parrawe—about 6000 acres—it seems that, under the "Crown Lands Act," the applicants are, after a certain time, entitled to have half the cost of the purchase-money expended in making roads and improving the means of communication. This means that shortly £3000 will be available for that purpose. Part of this amount has been already spent; but as this land, or a great portion of it, fronts on the Waratah-Wynyard-road, it would be wise for the Government to advance the whole of it, and have this main road improved as far as this amount will go as soon as possible. The need of the completion of this road is becoming more apparent every day, and no work undertaken by the Government of Tasmania could possibly help the mining industry as well as the agriculture as much as this will. Freights would be lowered, and mines in the district that cannot now pay the present high rates would certainly be soon on the dividend-paying list. On the road from Waratah to Rouse's Camp, Messrs. North and Hanson have made, and are still making, substantial improvements to their respective holdings. They are within a radius of 2 miles of the town of Waratah, and most of their land fronts on a macadamised road, so the cost of getting their produce to a market is very low indeed. The improvements on the Waratah-Heazlewood-road are also noticeable—new houses are being put up on some of the holdings and the land cleared. There are some applications to deal with in this vicinity, showing that there is still some good land available.

The progress made by the Mt. Bischoff T.M. Company Registered during the last 12 months under review has been very great. The new "aerial ropeway" is, and has been, working well for several months. It is capable of delivering 100 trucks per hour, and the trucks are recorded as the largest—carrying 15 hundredweight each—and the service the fastest yet attempted in connection with any "ropeway system" by this firm at present in existence. The whole system is worked by a small 10-horsepower electric motor. The total cost was £15,000. Besides this, new fitting-shops, blacksmith's shop, carpenter's shop, and engine-sheds have been built, all of a most strong and substantial character. The new and first unit, 10 heads, of the proposed 50-head battery has been completed, and works most satisfactorily. All this progressive work points to this fact, that the Mt. Bischoff Mine is practically only in its infancy, and that it has a long and prosperous cassiterite-producing life to look forward to, which should be, and no doubt is, most gratifying to its shareholders. During the last year, since the 30th June, 1911, to 30th June, 1912, some 1200 tons of tin-ore, dressed to over 70 per cent., has been won. The dividends during that period have increased from 7s. 6d. per share per month to 10s. per share per month. This has been so since last Christmas, when the dividend was 12s. 6d. per share. These dividends carry with them over £3000 per year income tax, besides heavy rents amounting to more than the income tax.

The Mt. Bischoff Extended Tin Mining Company, No Liability, continues to put out from 15 to 20 tons of tin-ore per month. This company has a reserve fund of £3000, but so far it has not paid any dividends. The plant is only small—10 heads—driven by steam, and the

wood for firing is becoming a heavy cost—some £2000 per annum. It is under contemplation to instal a hydro-electrical plant where the old plant was put originally, near the junction of Tin Creek with the Arthur River, as this position will command the greatest water-power, and then connect the mill and mine by aerial ropeway, which will very materially reduce the working expenses of the mine, and more than likely make it a dividend-paying one. At the Weir's Bischoff Surprise Mine, north of the Bischoff Company's mine, Mr. A. Roberts, who has the mine on tribute, is doing remarkably well, and turned out 24 tons for the last year. He has a battery of 27 heads and the necessary dressing-tables and buddles, the whole being driven by water power. As the wash contains a great deal of specimen tin-ore, the whole is treated by being put through the battery. The whole of the work is done by three or four men, Mr. Roberts being his own manager.

At the Whyte River, 10 miles south-west of Waratah, the Cleveland T.M. Company is situated. They have some good tin-ore in sight, but the most of it being associated with pyrites, has to be roasted before being dressed. This, of course, adds to the cost of treatment. For a company it has only a small plant, a 10-head battery and tables, &c., which are kept at this time of the year constantly going, the output of dressed tin-ore being from 8 to 10 tons per month. The Magnet (Victoria) T.M. Company is busy prospecting, and having made a connection with their north shaft, are repairing same with the object of sinking to a much deeper level. The Mt. Jasper Mining Company has struck a good formation, carrying copper glance and black oxide of copper. They are also developing their mine at Mt. Stewart acquired from the Tasmanian Smelting Company with good results. May they continue to be successful. At the Savage River most of the men engaged in obtaining osmiridium have given up during the winter months, as they have too much water to contend with.

The output from the Magnet (Tasmania) T.M. Company's mine at Magnet is well maintained. It runs to about 300 tons weekly, averaging 37 oz. of silver to the ton and 15 per cent. of lead. At this time of the year the mine and mill are run by water-power; in the fine summer weather a steam auxiliary plant is used. This entails a very much heavier working cost. There are several small mines in this district held by men of small capital that if State-aid to mining could be introduced might, in fact some would, become profitable mines.

At the North Farrell Mine at Tullah the output of silver-lead is well maintained, a good deal of the work being done on tribute. Sinking is also being carried on from the lower tunnel, and judging from the quantity of first-class ore obtained from the upper levels they should certainly meet with success at lower levels. In other respects mining seems very quiet in this locality. The increased price in silver and lead should, one would think, rather help to alter this state of affairs.

There is one prospecting party at the Heazlewood that has been overlooked by me in this report. It is Mr. H. L. Thorne's, of which S. H. Stenhouse, of Burnie, is the legal manager. They hold two 80-acre sections, and are systematically prospecting them, with the result that they have some excellent yellow copper and bornite. They are now engaged in testing this promising formation by sinking and driving.

The Rosebery Prospecting Company, No Liability, has a noteworthy discovery between the Huskisson River and the Wilson River, and about 5 miles to the north of the Pieman River, and about 7 miles north of the Renison Bell Mine in a direct line. This find contains tin-ore of a light-grey colour chiefly, some specimens of which have gone as high as 35 per cent. of tin-oxide; but, on the whole, so far as it has been tested, it is undoubtedly a low-grade proposition. The formation in which the tin-ore is found seems to be a decomposed porphyry, very friable, and consequently easily treated. It is near the contact of the slate and serpentine rock in this part, the latter having yielded some very rich patches of osmiridium, one party of two having obtained from one creek three pounds weight, the price obtained for it being £7 5s. per ounce. The Rosebery Prospecting Company has secured a reward claim of 40 acres, on which a lot of trenching and about 1000 feet of driving has been done to prove the formation. Besides the reward section, they have four others, equalling about 280 acres altogether. A pack-horse track is now being made from the Renison Bell track to Stanley River, north of the Pieman, and crossing the Wilson River on a newly-constructed bridge, thence easterly to Mt. Merton, where the new find is situated. The completion of this track will aid the development of this part of the district to a very material extent.

Roads and Tracks.—Under this heading attention should be drawn to the need of a road from the town of Magnet to Waratah. Magnet has a population of about 600. There are 200 men working at the mine there, and

the only way provisions and goods can be got out there is by the Magnet Company's tramway. This being a mining easement only, the rates charged are fixed by the company. They are actually isolated from Waratah for want of a road, the same as Waratah is from the coast. There is a foot track from the Magnet to Waratah, but it is very rough, and quite unfit for women and children. There is no difficulty from the Magnet to the Arthur River, but from this river to Waratah there is from 800 to 900 feet rise, and this could be done with a gradient or inclination of from 1 in 14 to 1 in 20, the distance being about 4 miles on this grade. If this was first graded fit for a road, and for a beginning made into a horse-track, and then as funds came in gradually converted into a road, it would be a great boon to the residents of Magnet.

The track to recommend is one to start from Mt. Merton, the new tin-ore find north of the Pieman River, at the termination of the Wilson River track now being made, and go north between the Huskisson and Wilson Rivers to join the track from Mt. Ramsay to Waratah. This track would not be more than 15 miles, and would follow the trend of the mineral-bearing country the whole way. This could be done by keeping on the divide between the two rivers mentioned. If this were done prospectors could use Mt. Merton as a base for their prospecting operations. A track that has been referred to before is one to start from the S.E. angle of the V.D.L. Company's Surrey Hills block, keeping on the high ground west of Barn Bluff, and joining Innes' track north of Mt. Pelion. There would be a large extent of granite to prospect west of this track, besides the mineral country in the vicinity of Barn Bluff. There are several tracks in this district that require clearing out. The track to Mt. Balfour from Waratah is very bad; also the track from Waratah through to the Stanley River. The track from Mt. Stewart is encumbered with logs and trees right round the Parson's Hood to where it joins the track to Stanley River and Mt. Lindsay from Renison Bell. The track from Weir's Bischoff Surprise Mine down to the Arthur River is very much blocked with trees in many places. This track should be cleared out, as land is to be applied for fronting on this track, and prospectors are anxious to get into that country also.

Timber Beds.—A very fair bed of timber, chiefly gums, exists on the banks of the Donaldson River not far from where it joins the Pieman River. The Savage River has some good timber along its banks above its junction with the Pieman. Above where the Whyte River issues into the Pieman, on its east side especially, there are some good beds of blackwood, and also gums; Huon pine can also be found along the banks of the Whyte River. The same can be said of the Stanley River and its tributaries. There are beds of gums on the Magnet Range, at the Whyte River, and down the track from the Weir's Bischoff Surprise Mine to the Arthur River. Some of these beds are not very accessible. In the neighbourhood of Knole Plain beds of timber exist, chiefly gums, which will ere long be required for the mines near Waratah.

Surveys.—During the year 29 sections have been surveyed and dealt with under "The Mineral Lands Act, 1905," the acreage amounting to 1579 acres. Under the "Crown Lands Act" 3 sections have been surveyed, the area being 101 acres; 5 water-rights have been traversed and plans sent in, total length of races equalling 7 miles 15 chains 27 links. There have also been two important connections surveyed, the distance being 4 miles 66 chains 32 links. The two consolidated leases of the Magnet (Tasmania) S.M. Company, No Liability, have been completed so far as the survey work in the field goes, but the whole of the work in the office has to be done in co-ordinating the traverses and calculating bearings, &c. The plans of this work will be sent in shortly. The total area is 280 acres.

In drawing this report to a close it may not be out of place to again emphasise the necessity of having fixed points to tie or connect our survey work to, especially in the face of the recent action between the Mt. Bischoff T.M. Company Registered and the Mt. Bischoff Extended T.M. Company, No Liability, wherein an effort was made to ignore the marks on the ground and substitute lines based on an unknown theory or on the imagination. From the N.E. angle of verification on Knole Plain, when first seen by me, Valentine's Peak, Mt. Pearce, and Mt. Bischoff could be plainly seen, and they are all trigonometrical stations. The trees, mostly gum, growing on the east and north of Knole Plain are every year making the sight of these stations more difficult. The trigonometrical stations on Valentine's Peak and Mt. Pearce are gradually crumbling to an almost unrecognisable heap of stones, and will soon be hard to distinguish as old trigonometrical points. The laying down of standard traverses so often advocated would be of incalculable benefit to the Survey Department, especially if well and permanently marked.

SURVEY DISTRICT OF FLINDERS ISLAND AND GLAMORGAN.

Mr. Authorised Surveyor R. B. Montgomery reports as follows:—

Lands Suitable for Selection.—There is still a large area about the eastern side of Flinders open for selection. This land is mostly flat, lightly-timbered country, with occasional lagoons, tussock flats, and a good deal of grass-tree land. The soil is sandy, with a clay sub-soil from 1 to 2 feet below the surface. There are patches of apparently good soil in most of the tussock flats, but these appear to be in poor condition owing to their water-sodden condition during several months of the year. With draining for the flats, cultivation, and suitable manures, I think it probable that most of this land would give a good return for the outlay. One or two patches of the poorer land are now being experimented with, and I hope to be able to furnish some definite returns before the end of the year; meanwhile it is encouraging to notice that small patches of rape, peas, and melilot, which were accidentally sown, have flourished on the sandy soil.

Roads and Tracks.—The Public Works Department has been engaged during the past year in clearing and forming the main roads connecting White Mark with the town reserves of Lady Barron in the south and Emita at Marshall Bay. Considerable improvement has also been effected upon the roads about White Mark, and more work is projected in the direction of improving the existing road from Tanner's Bay to Pratt's River, draining and road-forming at Bootjack Flat, and also at Nelson's Lagoon. The various landing-places at Emita, White Mark, and Lady Barron are being improved by jetties in two cases, and an extension of the existing jetty at White Mark.

I would recommend that the Nelson's Lagoon group be connected by road with the White Mark to Lady Barron-road; also that a connection be made between the coastal road at Sapphire River with the White Mark-Lady Barron-road at a point near the timber reserve on that road. It is also, I think, desirable to make a road connection from the Marshall Flat-road through Peggy's Plain to the Five-mile Lagoon group of selections.

The progress of road-making has been very satisfactory, and the island is remarkably free from the devious and ill-graded roads which retarded the progress of settlement in former times.

Progress of Settlement.—During the past year the process of selection has suffered a check owing to the land available being of poorer quality than that previously selected.

Of actual settlement by new selectors, there has been very little, but a number of lots have been improved by burning off, seed-sowing, and fencing, the work being effected under the supervision of local agents. Most of this improvement has taken place along the western coastal lands, where the soil is proved to be of good quality for growing melilot, spear-grass, lucerne, &c., and there is a strong local demand for melilot seed. It is, I think, worth noting that a few acres of melilot at Pratt's River gave a net return of approximately £33 per acre for seed. The lucerne patches in various places continue to flourish, in one case on apparently poor soil.

At the Five-mile Lagoons a vigorous policy is being pursued. The draining of these lagoons is in progress, and a good deal of clearing, burning-off, and grassing has been done.

Of the agricultural products at Flinders, potatoes appear to take first place in the list of exports. The crops tried on new land have generally been light, but of remarkably good quality, the low return per acre (from 2 to 3 tons) being probably due to deficient preparation of the soil and subsequent neglect of the crop. Onions and garden crops have generally been of fine quality, with a good yield.

While some good progressive work has been done, it is regrettable that there are many selections, particularly on the lightly-timbered plain country, which remain in a state of nature. This I believe to be due to the selection being of a speculative character, and also in some measure to the necessity for clearing and cultivation before the land can become productive.

Timber Beds.—There is nothing fresh to report.

Land Surveyed during the Past Year.—First-class land, 2 lots, area 30 acres; second-class land, 15 lots, area 2212 acres; third-class land, 14 lots, area 5014 acres. Total, 31 lots, area 7256 acres. Town lots: About 40 were surveyed, totalling about 40 acres.

COUNTY OF GLAMORGAN.

Land Suitable for Selection.—The land open for selection is in most cases unsuitable for new selectors, owing to scarcity of suitable homestead areas and the extreme

dryness of much of the back country. There are large areas of hilly, broken country timbered with gum, oak, and scrub which are gradually being acquired by the established selectors for use as sheep-runs. In a few cases there are areas fit for cultivation which attract the selector of modest wants, but most of the land available can only be used for grazing for a few months in the year.

Roads and Tracks.—There is nothing fresh to report.

Progress of Settlement.—Only a few new selectors have acquired land during the past year. Most of the land selected is merely an extension of existing holdings.

Timber Beds.—There is nothing fresh to report.

Counties of Monmouth and Buckingham.—A few lots have been surveyed in these counties for settlers who are extending their holdings.

Total Surveys of Rural Lands in Counties of Glamorgan, Monmouth, and Buckingham.—Town lots, quarry and school reserves, 5 lots, area 30 acres; first-class land, 8 lots, area 243 acres; second-class land, 3 lots, area 118 acres; third-class land, 21 lots, area 6608 acres. Total, 37 lots, area 6999 acres.

SURVEY DISTRICT OF MONTAGU.

Mr. District Surveyor C. S. Wilson reports as follows:—

I have the honour to hand you my annual report as District Surveyor for the Mining District of Montagu for the year ended 30th June, 1912.

Surveys.—The surveys effected under the "Crown Lands Act" during the period under review are:—Three thousand six hundred and seventy-three acres, in 14 lots (inclusive of the Strahan Marine Board's reserve of 3030 acres); 98 town lots at Renison Bell, under the "Mining Act"; 56 sections, embracing 2688 acres; and 7 water-rights. The applications for mining leases have been generally distributed throughout the district, and there has been very little effective demand for agricultural areas during the year. The applications for which I now hold instructions are mainly water-rights and other mining easements which cannot readily be disposed of as regards the official surveys until the applicants have definitely decided upon their future requirements. In other respects the current surveys are well in hand.

Lands Suitable for Selection.—The agricultural and pastoral possibilities of the West Coast merit infinitely more consideration than has hitherto been devoted to them. It is too much the fashion to regard the soil as too poor and the climate as too rigorous for the successful operation of the oldest of primary industries. As a matter of easily ascertainable fact, there are, as has been indicated in my previous reports, not inconsiderable areas of really good arable land scattered over the coastal country, some of them in locations more readily accessible than similar areas in what are regarded as the settled districts of the State. The soil is the result of the degradation and denudation of igneous rocks of the basic group, and therefore contains the plant foods requisite for fertility. The climate, which is chiefly maligned in consequence of the heavy rainfall, which is not an unmixed evil, is far more equable than in many countries which sustain dense rural populations, and is quite adaptable for at least root and fodder crops and nutritive herbage. To induce settlement on such land, a fair acreage of which is within easy distance of the mining centres, very reasonable terms might advantageously be offered, and proper representations be made to land-seekers resident in the State and from over-sea. The vigorous growth of nutrient grasses upon portions that have been cleared of timber, and the condition of stock at all seasons depasturing upon the clearings in several localities, testify to the potential pastoral capacity of country that is too generally defamed and despised through lack of knowledge and experience. The recent visits of the Director of Agriculture, who was astonished to find that the common opinion about the quality of coastal lands was most unwarranted, will probably result in the removal of the prevailing erroneous impressions. An interesting experiment under his supervision is now being made by the Strahan Marine Board on a tract near the seashore in the vicinity of Macquarie Heads, in the cultivation of grasses, root crops, and small fruits, and if successful, as is reasonably hoped, although the soil is not comparable with that to which reference is made above, it should be of educational value and have far-reaching results in this region.

No areas suitable for selection other than those already reported upon have come under my notice. The several areas outlined in previous reports may, with some advantage, be again referred to for the information of intending selectors.

The land in the vicinity of Granville Harbour is well worth inspection, both north and south of the surveyed blocks. Between the selections at Rocky Creek and Harrison's and Nicholas' farms to the north there is about 1000 acres of good land, the prevailing scrub being musk and dogwood, while the number of trees to the acre is not excessive. South of the Pieman River, in the Parishes of Lebra and Rotali, there is a large area ranging from first to third class land. Still further south, along the coastline, at Pyke's Creek, and fronting on the Little Henty River, some good land is to be met with; and along the banks of the Henty River there are patches of fairly good land accessible by the Strahan-Zeehan railway.

In the Parish of Mallana, north-west of the 16-mile post of the Strahan-Zeehan railway, the land is of fair quality, the extent of which is, say, 1500 acres, and accessible by the railway. Both north and south of the Henty River there is a very large coastal area that might be converted into pastoral land.

Immediately north of the Pieman River, and both east and west of the Wilson River, there appears to be a considerable area of first to third class land. The examination of this country is well worth considering. East of the Wilson River prospecting parties report still further areas of fair land, extending from near its junction with the Pieman north-easterly, much of which is suitable for agriculture as well as for grazing.

Situate between the Pieman and Huskisson Rivers, and on the east side of the latter river, is an area of about 1200 acres of good land, 600 acres of which could be enclosed by about 70 chains of fencing, the rivers mentioned forming the north-western and southern boundaries. The position is convenient, being accessible by the Emu Bay railway if a suspension-bridge were thrown across the Pieman River. This block is worth the inspection of intending settlers. The raising of cattle could not doubt be engaged in profitably, and the necessary quality of fodder and root crops grown for that purpose. This area is well sheltered, and the climate, comparatively speaking, mild.

In the neighbourhood of the Colebrook Mine, at North Dundas, there is a moderate extent of good land, the position of which is particularly convenient, being situate in the centre of the mining settlements of Williamsford, Rosebery, and the X Creek tin area, and convenient to the Emu Bay railway.

About $4\frac{1}{2}$ miles north-west of the town of Zeehan, and close to the old Success pack-track, there is a small area of first-class land; and from the head of the Success Creek and extending to the railway tunnel at Argent River the land is of fair quality.

In the valley of the Queen River, also north and west of Howard's Plains, there is a very considerable extent of second and third class land, which is cleared of scrub (and, for the greater part, burnt off) by the operations of the Mt. Lyell Mining and Railway Company. The possibilities of this denuded country for cattle-raising should not be lost sight of. In the vicinity of Lynchford there are small areas which are well adapted for farming on a limited scale, especially for the growing of vegetables and root crops; and being within easy reach of Queenstown, there are no difficulties of marketing the produce.

In the North and South Dundas and Zeehan mining districts there are at least 50,000 acres which, if scrubbed and burnt off, are capable of holding artificial grasses. It is surprising how prolific is the growth of English grasses on West Coast lands that have been sparingly sown with seed after burning off the native vegetation. Cattle-raising is an industry that is, as yet, in an early stage of development, but the number of cattle in the Zeehan and Dundas districts is steadily increasing, and consequently there is an increased demand for accessible grazing areas. Here and there throughout this large area there is some really good agricultural land to be met with, which may, in time, attract settlers. There is already a large acreage of what might be classed as partially-cleared land, due to the operations of the firewood and timber cutters, chiefly in the localities of Zeehan and South Dundas; and at Ringville and Renison Bell, too, good feed has sprung up and a number of cattle benefit by it. It would be a wise policy to sow these areas with suitable grass seed immediately following the bush fires.

Roads and Tracks.—The question of further improving the means of access to outlying parts of the district is still an urgent one, and it is also important to note that some better provision than now obtaining should be made for the maintenance of the existing lines of communication. The subject generally has been fully dealt with previously, and in order to avoid unnecessary repetition, attention is respectfully directed to my annual reports of 1907-11 under the above heading. Reference to timber beds will also be found in the reports indicated.

Progress of Settlement.—It is understood that the Hon. the Minister for Mines is organising a representative conference of mining men, with the object of ascertaining the best and most practical means of systematically aiding and promoting the mining industry. It need scarcely be said that the importance of this forward step cannot fail to meet with general appreciation, the movement being, in some sort, a recognition that mining and as such deserves to be fostered and assisted equally in future is to be acknowledged as a primary industry, as much as farming, the prosperity of which, be it said, is very largely dependent upon the promotion of mining. It is reasonable to hope that, under associated and collective action of State and mineowners, some partial arrest of the rapid local decadence of silver-lead mining will result from the allocation of a moderate sum of, say, £20,000, judiciously spent in testing the known lodes at shallow depths on the Zeehan-Dundas areas. A large population is entirely dependent on the general and continuous development of the mining industry, and it is therefore well to emphasise that in order to retain this population to the State it is specially essential that public confidence in these fields should be restored.

The excellent work that has during recent years been accomplished by the Geological Survey in elucidating the general and economic geology of several disconnected portions of the extensive metalliferous country dominated by the West Coast range has already produced valuable utilitarian results, and will assuredly continue to do so, more particularly if the admirable survey bulletins issued by the Mines Department for gratuitous distribution are judiciously circulated among the right class of mining capitalists, not only in the Commonwealth, but in other countries, for it is becoming increasingly apparent that the effective exploitation of the bulk of the Coast's mineral resources is impracticable without the aid of considerable capital. It is gratifying to learn that it is the policy of the Mines Department to have this work continued until the whole of this great belt of metal-bearing country, extending from Mt. Farrell on the north to Mt. Darwin on the south, has been geologically surveyed.

With the object of enlisting the interest of capitalists in the development of the already known mineral resources, it might be deemed advisable to authorise a special commissioner, possessing the essential qualifications for the important mission, to visit Great Britain, Germany, and the United States, to deliver a series of lectures upon such resources, detailing precise information of both a scientific and practical nature. That the result would be of immense benefit to the State need not be doubted when it is considered what has been done by Canada through the thorough advertising in the Old World centres of the Dominion's capacity for profitable production in several of the primary industries. The investors in the rich and populous centres should be made acquainted with our mineral wealth by first-hand intelligence if it be really desired to properly stimulate mining enterprise in Tasmania. The survey bulletins have had the effect of encouraging a good deal of systematic prospecting in the areas favourably commented upon, and many properties have been located which offer considerable inducements for the investment of the necessary money for rigorous development.

Whilst it is true that large capital is requisite for the profitable exploitation of most of the comparatively low-grade and often complex ore-bodies which abound on the Coast, much more useful exploratory work might very well be undertaken through the co-operative efforts of local business men and miners, with the purpose of preparing properties for the examination of engineers representing capitalists. The era has passed for the flotation of mere prospects; partially-developed mines are now required by investors. Methodical local enterprise within the sphere indicated might be reasonably subsidised by the State upon the recommendation of the Government geologists. Even if a condition were imposed that the amount of any subsidy would become a first charge upon subsequent profits, the stimulus for preliminary exploration would undoubtedly be effective.

The utilisation of the considerable available water-power in the lake and river system of the highlands cannot be too strongly recommended, as when transformed into electrical energy it means economical power, which is unquestionably an indispensable condition for the thorough utilisation of the mineral resources of this region. The hydro-electric power scheme now in process of installation by the Mt. Lyell Mining and Railway Co. Limited is expected to materially modify prevalent operating costs at the company's mines and reduction works, and it will be a potent object-lesson for other mining corporations. With the rapid denudation of the accessible forests, whence the fuel for steam-driven plants has hitherto been mainly derived, power costs have commenced to increase, and will continue to mount up to a point that will eventually be determined by the

Some of the leading exporters of blackwood timber to Victoria from this State have drawn the attention of the Government to the hardship under which they now suffer, owing to the effect of the amended wharfage rates charged by the Melbourne Harbour Trust. It is understood that the Melbourne Harbour Trust has lately reviewed its scale of wharfage charges on timber, with the view of bringing the oversea and interstate charges into line. No copy of the amended wharfage scale is available, but it appears that blackwood has been brought under the same heading as pine and other soft-woods, upon which wharfage is charged at the rate of 2s. 6d. per ton, whereas blackwood is a hardwood, and should come under the rate of 1s. per ton, or 480 superficial feet, with other hardwoods. Flooring-boards shipped to Melbourne under the name of Tasmanian oak are placed on the higher scale, but Tasmanian oak is really one of the eucalypts, and comes strictly under the definition "hardwood."

Beech or myrtle has also been erroneously classed amongst the softwoods. The wharfage rate charged by the Hobart Marine Board is 1s. 6d. per ton, 50 cubic feet, or 600 super. feet, on all timbers. This compares very favourably with the rates imposed by the Melbourne Harbour Trust. It is proposed that these anomalies in the scale of charges shall be brought under the notice of the Melbourne Harbour Trust authorities, and that they be urged in the interest of Tasmanian exporters to adjust the existing tariff in respect of the items named. As the request is an equitable and just one, it is confidently hoped that it will be favourably considered by the Melbourne Harbour Trust.

Timber Leases.—The total area of land held from the Crown for the purpose of obtaining timber on payment of royalty is 131,952 acres, as follows:—Sawmilling leases 127,608 acres; logging leases, 1978 acres; splitting leases, 300 acres; and firewood leases, 2066 acres. These the year numbered 52, consisting of an aggregate area of 25,459 acres. The number of applications received during the year for timber leases of various descriptions was 173, embracing an aggregate area of 131,674 acres.

There has been a great demand for timber land during the past year, and the applications that have been lodged with the Department have been much in excess of those of any former period. Some of these areas have been acquired pending the raising of the necessary funds to meet the outlay required for the preliminary work of development. The applications for these areas may therefore be looked upon as being of a speculative character, and their subsequent development will depend upon the success attending the negotiations for raising the required capital incidental to the establishment of a sawmilling business.

Inspection of Timber for Export.—The number of vessels that have carried shipments of timber from Tasmania during the 12 months ending 30th June last that received Government inspection was 17, for which 23 certificates were issued. These shipments comprised 162,383 pieces of timber, containing 5,316,087 superficial feet. The work of timber-inspection has been satisfactorily carried out by the officers appointed by the Department for that purpose. I may say here that the cost of these inspections is not borne by the State, as is very commonly supposed. A levy is made on all timber that is inspected, and for which a certificate is given, on a scale, per 100 superficial feet, from which inspectors are paid for their services while actually engaged in the work of inspection.

From the press it is learned that the British Consul at Vera Cruz, writing on the merits of hardwood from Australia, states that a cargo of 5000 tons of Tasmanian railway sleepers were discharged at Vera Cruz, and proved to be of a surprisingly good quality. A speciality that met with general approval was the fact

that every sleeper was passed by a Government inspector, with the result that out of this large cargo there was absolutely no piece of wood with the slightest blemish. It is pleasing to note such an instance of the appreciation of Government inspection, and in view of the fact that no complaints have been made by the consignees of timber passed by the inspecting staff for a considerable time past, it may be taken for granted that their work has given general satisfaction.

Wood-pulp.—The production of wood-pulp for paper-making has been receiving consideration by some of the local enterprising business people for some time past, and it is probable that the project will assume a definite shape in the near future. The first step to be taken will be to ascertain the suitability of our various timbers for this purpose. The eucalypts form the predominating trees of our forests, and it would be necessary to make tests of the several different species to determine the suitability of these hardwoods for this purpose. Should the experiments show a satisfactory result, it would appear that a lucrative business could be worked in conjunction with the larger sawmills. With tramways already running into the bush workings, all the butts and limbs of the logs that are sent to the mills, together with all the faulty trees that are now passed by, could be utilised for making wood-pulp.

Forestry Conference.—An interstate forestry conference was held in Sydney in November last year, at which all the States of the Commonwealth, with the exception of Western Australia, were represented. Mr. R. Dalrymple Hay, Director of Forests, New South Wales was President of the conference, and Tasmania was represented by Mr. L. Rodway, Honorary Government Botanist. The report of the proceedings is to hand. The subjects on which resolutions were passed were as follows:—

1. Forest policy and forest legislation.
2. Education and training of forest officers.
3. Afforestation of waste lands.
4. Establishment of an Australian Forestry League.
5. Concerted action in connection with the establishment of plantations of coniferous trees, and the maintenance of the existing coniferous forests.
6. Fire protection and fire legislation.
7. The preservation of forest vegetation on mountain watersheds in its relation to the continuance of steam-flow and the conservation of storage-power.

The papers read and the subjects discussed are embodied in the report, and form most interesting and instructive reading.

It is proposed that the next meeting of the conference shall be held in Melbourne in November of the current year.

Supervision.—Mr. Thomas I. Stubbs has been appointed Chief Inspector of Timber, from 1st July, a position formerly held by Mr. W. A. Andrewartha prior to his resigning a few years ago to fill another position outside of the public service. Mr. Stubbs, who was chosen from amongst a large number of applicants for the position of Chief Inspector of Timber, comes with very good credentials. He has a thorough knowledge of the Tasmanian timbers, and has had considerable practical experience in all branches of the sawmilling business, including the bush workings and the management of the forests. Mr. Stubbs entered on his duties on 1st July.

I have, &c.,

J. COMPTON PENNY,
Chief Forest Officer

APPENDIX D.

No. 1.

GENERAL RETURN, Crown Lands Branch.

	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
Receipts from all sources £	66,140	73,086	57,407	61,248	70,585	78,314	83,151	85,483	95,619	82,975
Receipts from Deposits and Instalments (Selection £	25,273	26,537	28,775	27,559	31,118	36,885	46,773	47,617	47,375	44,600
Receipts from other Sales of Crown Lands £	16,094	15,078	11,784	14,838	13,800	16,110	11,366	11,761	12,376	12,880
Rent of Crown Land for Pastoral purposes..... £	8328	8325	7514	6861	6118	6964	6820	6884	7138	7520
Rent of Government property £	...	1170	1028	1100	1019	1232	1908	1884	1493	1640
Fees for Licences, Grant Deeds, &c £	4882	4664	4674	4568	5607	5257	6092	5839	6306	7039
Surveys Fees..... £	11,563	17,312	3632	6322	12,923	11,866	10,192	11,567	18,093	5296
Area of Country Lands sold..... acres	64,474	87,073	132,629	163,749	142,732	124,905	125,197	189,196	150,380	214,158
Area of Town and Sub-urban Lots sold... acres	663	1577	1225	1384	1853	2093	1632	...	2380	1493
Area of Land leased for Pastoral purposes acres	182,339	177,347	124,020	135,791	197,686	112,723	112,100	185,630	218,418	189,190
Area of Land leased under "The Closer Settlement Act" .....	...	...	...	...	...	10,365	18,756	10,594	3247	5040
Number of Applications for Selection and Purchase	2579	2973	3981	3129	2670	2833	3225	2929	3171	2136
Number of Grant Deeds issued	783	627	541	459	575	686	767	654	656	660

No. 2.

RETURN showing the Number of Lots and Area of Land purchased under "The Crown Lands Acts, 1903, 1905, and 1907," during the Twelve Months ending 30th June, 1911, and 30th June, 1912, respectively.

	Twelve Months ending 30th June, 1911.		Twelve Months ending 30th June, 1912.	
	No. of Lots.	Area.	No. of Lots.	Area.
		ACRES.		ACRES.
"Crown Lands Acts, 1903, 1905, and 1907," (Selection) first-class land	301	18,222	199	13,065
Homestead Areas	8	374	6	274
Second-class	361	61,969	233	43,694
Third-class	371	127,510	187	83,550
TOTALS	1041	208,075	625	140,583

No. 3.

RETURN showing the Number of Lots and Area of Land for which new Leases have been issued during the Twelve Months ending 30th June, 1911, and 30th June, 1912, respectively, with Rental of same.

	Twelve Months ending 30th June, 1911.			Twelve Months ending 30th June, 1912.		
	No. of Lots.	Area (Acres).	Rental.	No. of Lots.	Area (Acres).	Rental.
			£ s. d.			£ s. d.
Islands.....	5	2225	32 15 0	4	1200	14 0 0
Pastoral Leases	172	134,520	685 1 0	145	187,990	890 2 0
TOTALS.....	177	136,745	717 16 0	149	189,190	904 2 0

No. 4.

RETURN showing the Area of Crown Lands held under Lease in Tasmania, and Amount of Annual Rental of same at 31st December, 1911.

	Area in Acres.	Rental.		
		£	s.	d.
Leases and Occupation Licences of Pastoral Lands	1,242,400	6982	0	0
Ditto, Islands	62,000	640	0	0
Land Leased for Timber	134,516	1345	0	0
Land leased for Closer Settlement	34,841	4520	0	0
Total	1,473,757	£13,487	0	0

No. 5.

RETURN showing the Area and Number of Farms allotted under "The Closer Settlement Act, 1906," for the Twelve Months ending 30th June, 1912.

Name of Estate.	No. of Farms Estate subdivided into.	No. of Farms allotted during year ending 30.6.11.	Total Area of Farms allotted during year ending 30.6.12.			Total Rental of Farms allotted during year ending 30.6.12.	Total Area of Land purchased.
			A.	R.	P.	£ s. d.	Acres.
Cheshunt	62	3	221	0	10	53 0 0	13,397
Forester, No. 1	28	2	1971	3	0	45 4 6	4581
Mt. Pleasant	30	1	Nil			Nil	11,780
Isandula	11	4	Nil			Nil	794
Brinktop	7	Nil	Nil			Nil	2532
Frogmore	9	1	39	3	0	12 13 0	1369
Woolmers	11	7	3911	2	32	563 10 5	6147
Forester No. 2	37	36	4965	1	1	167 16 9	5143

Total number of Lots, and their area, in force as Closer Settlement leases on 30th June, 1912 :—

No. of Farms.	No. of Farms allotted.	Total Area of Farms.	Total Rent of Farms.	Total Area of Land purchased.	Total Purchase Money.
		Acres.	£ s. d.	Acres.	£
195	180	38,972	5009 18 11	45,731	118,511

No. 6.

RETURN of Land Sales from 1902 to 1911 inclusive.

YEAR.	NUMBER OF LOTS.			AREA OF LAND SOLD.			AMOUNT FOR WHICH SOLD.			AVERAGE PRICE PER ACRE.	
	Country.	Town and Suburban	TOTAL.	Country Lots.	Town and Suburban Lots.	TOTAL.	Country Lots.	Town and Suburban Lots.	TOTAL.	Of Country Lots.	Of Town and Suburban Lots.
1902.....	774	180	954	acres. 64,474	acres. 663	acres. 65,137	£ 73,619	£ 3793	£ 77,412	£ s. d. 1 2 10	£ s. d. 5 14 1
1903.....	1169	219	1388	87,073	1577	88,650	102,071	6219	108,290	1 3 5½	3 18 10½
1904.....	1175	241	1416	132,629	1225	133,854	111,069	9846	120,915	0 16 9	8 0 9
1905.....	1273	200	1473	168,749	1384	170,134	99,932	5951	105,883	0 11 10	4 9 10½
1906.....	1014	272	1286	142,732	1853	144,585	75,471	8996	84,467	0 10 7	4 17 1½
1907.....	946	254	1200	124,905	2093	126,998	81,041	7619	88,660	0 13 0	3 12 9
1908.....	1027	222	1249	125,197	1632	126,829	81,972	8083	90,055	0 13 1	4 19 1½
1909.....	1275	226	1501	189,196	2400	191,596	117,429	6689	124,118	0 12 5	2 15 2
1910.....	877	303	1180	150,380	2380	152,760	88,948	11,202	100,150	0 11 9	4 14 2
1911.....	1027	214	1241	214,158	1493	215,651	136,500	5245	141,745	0 12 9	3 10 3

No. 7.

RETURN showing Area of Country Lands in the various Counties sold from 1902 to 1911 inclusive.

COUNTY.	1902.			1903.			1904.			1905.			1906.			1907.			1908.			1909.			1910.			1911.		
	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.	A.	R.	P.
Buckingham	2648	1	3	3188	2	18	11,423	2	11	14,204	0	27	14,165	0	0	11,406	0	0	11,150	3	24	11,893			7015			5680		
Cornwall	546	0	36	1540	3	10	3374	3	22	3943	1	0	3258	0	0	4798	0	0	5543	2	37	5871			4195			3442		
Cumberland	840	1	32	1577	0	1	9284	0	38	15,707	0	32	8452	0	6	8129	0	0	5193	2	24	4281			3518			4634		
Devon	13,580	0	30	15,005	0	33	9022	2	11	19,645	1	23	14,647	0	0	16,433	0	0	16,701	0	20	16,945			9155			5232		
Dorset	9010	1	12	11,154	5	33	29,591	1	3	28,524	0	16	38,865	0	0	15,385	0	0	11,252	2	21	30,097			14,616			30,071		
Flinders Island..	..	..	..	1098	2	15	274	2	0	552	3	5	434	0	0	2165	0	0	619	0	10	2026			14,345			105,171
Franklin	35	3	38	
Glamorgan	2415	1	36	2240	1	1	664	2	0	4618	3	1	7461	0	0	9750	0	0	4773	0	10	3538			1032			2896		
Kent	1022	0	14	1059	2	13	1535	1	29	3130	3	12	1473	0	0	7230	0	0	6181	0	31	3756			3224			1996		
King Island	17,388	1	14	13,523	0	14	6074	1	19	277	11		913	0	0	7019	0	0	17,886	2	16	69,425			65,997			31,512		
Lincoln	278	1	19	1124	3	25	299	2	33	3966	3	6	2926	0	0	1601	0	0	4220	0	38	3216			3,85			6459		
Monmouth	1152	1	10	2489	3	39	3410	3	22	3200	1	15	4387	0	0	4880	0	0	7290	3	25	3643			830			1558		
Montagu	145	2	26	265	0	8	184	3	11	602	3	21	170	0	0	626	0	0	475	2	30	282			1004			60		
Pembroke	5647	2	23	4886	2	17	17,190	3	39	35,248	0	34	21,357	0	0	15,053	0	0	10,217	0	14	10,295			4033			4026		
Russell	75	3	7	1127	0	7	55	0	6	1117	0	21	175	0	0	231	0	0	771	3	37	686			600			198		
Somerset	184	3	29	1365	1	5	3649	1	34	4559	1	31	5428	0	0	1198	0	0	631	2	15	963			597			200		
Wellington	7901	2	33	23,661	1	33	35,697	0	0	23,006	1	10	13,302	0	0	16,254	0	0	19,919	3	32	16,755			11,224			6608		
Westmorland	1570	0	13	1764	3	9	896	0	0	6583	2	33	5019	0	0	2717	0	0	2367	2	11	3524			5713			4385		
TOTAL	64,473	3	15	87,073	1	1	132,629	1	8	168,749	0	18	142,732	0	0	124,905	0	0	125,196	3	35	189,196			150,180			214,158		

The area of First-class land held on credit on 31st December, 1911, was 316,360 acres ; this includes Homestead Areas.
The area of Second-class land held on credit on 31st December, 1911, was..... 238,862 acres
The area of Third-class land held on credit on 31st December, 1911, was..... 684,482 acres
The area of Town lands held on credit on 31st December, 1911, was 12,083 acres
The area of Rural lands bought at auction on 31st December, 1911, was 23,160 acres

Total 1,274,947 acres

No. 8.

RETURN of Town Allotments sold during the Year 1911.

TOWN.	No. of Lots.	Area.			Purchase-money.			TOWN.	No. of Lots.	Area.			Purchase-money.		
		A.	R.	P.	£	s.	d.			A.	R.	P.	£	s.	d.
Allison	1	24	1	21	37	0	0	Moina	1	6	2	20	10	0	0
Alberton	1	2	2	25	26	13	4	Moorina	1	1	0	15	15	0	0
Adelaide	3	15	1	0	65	0	0	Magnet	1	0	0	19	20	0	0
Balfour	12	3	0	0	255	0	0	Nietta	1	10	0	1	26	13	4
Bridgenorth	1	43	3	11	58	13	4	Nubeena	2	30	0	33	40	0	0
Braxholm	11	3	1	0	193	6	8	Pagunita	2	10	0	31	45	0	0
Crofty	1	0	1	0	13	6	8	Paimena	1	0	1	10	20	0	0
Camden	1	17	0	19	24	0	0	Pioneer	4	2	2	8	60	0	0
Cornwall	1	0	0	35	10	0	0	Pyengana	1	96	3	17	65	6	8
Crawford	1	3	3	24	20	0	0	Ramsgate	3	21	1	32	35	0	0
Currie	15	6	3	19	438	0	0	Renison Bell	17	4	0	5	469	0	0
Derby	6	9	1	10	125	0	0	Rhyndaston	1	4	0	36	20	0	0
Devonport	1	3	0	25	54	13	4	Riana	5	30	1	31	99	13	4
Dorchester	10	324	3	2	665	0	0	Rosebery	6	1	1	24	153	6	8
Emita	14	15	0	27	114	6	8	Sidmouth	2	10	0	0	53	6	8
Gordon	1	6	2	27	20	0	0	Somerset	1	1	0	3	20	0	0
Gormanston	2	0	1	0	23	6	8	Swanston	3	211	1	1	110	0	0
Havelock	1	0	2	1	7	0	0	Swansea	3	54	1	31	104	0	0
Heybridge	3	5	3	10	64	0	0	Tallah	2	0	2	0	35	0	0
Hamilton	1	9	2	6	80	0	0	Tarleton	1	34	0	0	113	6	8
Hythe	6	179	0	18	154	13	4	Welsh	2	21	2	20	45	6	8
Kingston	2	23	2	19	86	13	4	Warrentinna	1	44	0	37	60	0	0
Latrobe	2	15	0	6	70	13	4	Walpole	1	44	0	23	46	0	0
Lymington	1	5	0	10	42	0	0	Waratah	3	11	1	4	111	13	4
Lennon	2	32	3	29	60	0	0	Weldborough	2	55	0	0	20	0	0
Liverpool	2	22	0	6	33	6	8	White Mark	2	1	0	0	8	0	0
Lunawanna	2	2	3	28	15	0	0	Williamsford	4	1	0	10	86	13	4
Lutregala	1	10	0	31	20	0	0	Wynyard	8	7	3	6	249	6	8
Lottah	1	19	1	27	26	13	4	Wivenhoe	1	0	1	14	34	13	4
Lady Barron	22	15	2	9	199	6	8								
Mathinna	2	0	1	20	26	13	4								
Mengha	2	3	2	14	40	0	0								
								TOTALS	214	1492	3	24	5245	13	4

APPENDIX E.

CONFERENCE OF SURVEYORS-GENERAL.

Melbourne, 25th May, 1912.

SIR,

IN response to your invitation, the Surveyors-General of all the States, the Surveyor-General, and the Government Astronomer of New Zealand, met in conference with the Director of the Commonwealth Lands and Surveys at the Federal Parliament House on Monday, the 20th May, 1912.

After the election of the Surveyor-General of Victoria as Chairman, the members of the conference having been cordially welcomed by the Minister for Home Affairs, entered upon their duties.

Each subject submitted has received our earnest consideration, and we hope and believe that the resolutions, all unanimously adopted (a copy of which accompanies this report), will, if carried into effect, prove of distinct benefit both to the Commonwealth as a whole and to the States individually.

Regarding the Geodetic Survey, though this will entail expenditure by the Commonwealth, experience extending over the last 20 years shows that the cost of the primary work is about one-fifteenth of a penny per acre, and we are convinced that any outlay involved in the carrying out of this survey is amply justified.

The proposed contribution by the Commonwealth towards the preparation of an international map of the

world is a recognition of Australia's obligation to take part in a matter of world-wide interest.

The cordial relations that have existed between the members of this conference, and the results attained, are evidence of the advantages that accrue from the association of representatives of the Commonwealth, the Dominion, and the States; and the interchange of views between those whose experience covers so wide a range must be advantageous and in the interests of all concerned.

We respectfully recommend for your favourable consideration these resolutions, with the assurance that they have been exhaustively discussed, and that in framing them this conference desires only to do what they can for the advancement of Australia.

We have, &c.,

J. M. REED.
JAMES MACKENZIE.
FRED. POATE.
ALLAN A. SPOWERS.
E. A. COUNSEL.
E. M. SMITH.
C. E. ADAMS.
CHARLES ROBT. SCRIVENER.

To the Honourable the Minister of State for Home Affairs.

APPENDIX F.

REPORT OF A CONFERENCE ON THE QUESTION OF RECIPROCITY THROUGHOUT THE EMPIRE IN THE EXAMINATION AND AUTHORISATION OF SURVEYORS.

12 Great George-street,
London, S.W., July, 1911.

SIR,

THE delegates attending the Conference of surveyors summoned by the despatch of the Secretary of State, dated 4th March, 1909, and opened by the Parliamentary Secretary at the Surveyors' Institution, Westminster, on the 31st May, 1911, have the honour to submit the following report of their proceedings.

Those parts of the Empire which nominated representatives, with the names of the representatives, are given below:—

Australia and New Zealand:—

The Right Honourable Sir George Reid, P.C., K.C.M.G., K.C., High Commissioner of the Commonwealth of Australia.

Mr. A. A. Spowers, Surveyor-General, Queensland.

Mr. E. A. Counsel, Surveyor-General, Tasmania.

Mr. R. P. Sellors, Chief Computer to the Trigonometrical Survey of New South Wales and Secretary to the Surveyors' Board, also attended, at the request of his Government, to assist the delegates in a non-official capacity.

Canada:—

Dr. E. G. D. Deville, Dominion Surveyor-General.

The United Kingdom:—

The Ordnance Survey: The Director-General, Colonel S. C. N. Grant, C.M.G., R.E.

The Institution of Civil Engineers: Mr. A. Siemens, President, Mr. C. W. Darley, I.S.O., Mr. R. Elliott-Cooper, Dr. W. C. Unwin, Sir J. Wolfe Barry, K.C.B., Past President, and Dr. Tudsbury, Secretary.

The Surveyors' Institute: Mr. W. Edgar Horne, M.P., President; Mr. Leslie R. Vigers, Past President; Col. Sir Duncan Johnston, K.C.M.G., C.B., R.E., late Director-General, Ordnance Survey; Mr. R. E. Middleton, and Mr. A. T. Walmisley. Mr. A. Goddard, Secretary to the Surveyors' Institution, himself undertook the duties of Secretary to the Conference at your request.

The Government of the Union of South Africa, while fully recognising the importance of being represented at the Conference, expressed their regret that, in view of the reorganisation of the public service and of other important problems consequent on the establishment of the Union, they did not consider it desirable to authorise the absence from South Africa of responsible permanent officials.

In the first place it may be convenient to recapitulate shortly the circumstances which led up to the present conference.

The following resolution was submitted by the Government of New Zealand for consideration at the Colonial Conference of 1907, viz.:—

"That reciprocity should be established between the respective Governments and examining bodies throughout the Empire with regard to the examination and authorisation of land surveyors, so that any surveyor who has properly complied with the tests and conditions prescribed by the Imperial Government or the Governments of any self-governing dependency, and has duly received the requisite authority to enable him to act as a surveyor, should be enabled to practise his profession in any other part of the Empire, subject only to his satisfying the Government or examining authority of the country in which he desires to practise of his knowledge of the necessary local Acts or regulations which may be in force therein relating to the survey of land therein."

The Secretary of State for the Colonies having expressed a wish to obtain an authoritative opinion on the desirability and practicability of the proposals embodied in that Resolution, the Council of the Surveyors' Institution drew up a memorandum (Appendix No. 1) which formed the subject of discussion at the Colonial Conference of 1907, the following Resolution being adopted:—

"That it is desirable that reciprocity should be established between the respective Governments and examining authorities throughout the Empire with regard to the examination and authorisation of land surveyors, and that the memorandum of the Surveyors' Institution on this subject be recommended to the favourable consideration of the several Governments."

The several dominions were thereupon requested to furnish the Colonial Office with particulars of their examinations and other requirements with regard to the authorisation of land surveyors. These were co-ordinated and compared in a second memorandum by the Council of the Surveyors' Institution (Appendix No. 2), which concluded with a reference to the necessity for a conference between those concerned as a first step towards securing reciprocity.

The Colonial Office despatch of 4th March, 1909, contained an invitation to the Dominion, Commonwealth, and Provincial Governments that they should send representatives to such a conference, an invitation which resulted in the conference of which this is the report.

The proceedings were opened by Lord Lucas, the Under-Secretary of State for the Colonies, who, in welcoming the delegates from overseas and wishing a successful issue to the Conference, referred to the work done by surveyors in opening up new countries, and of the need of greater and greater numbers of qualified men for such pioneer work if the development of the Empire were to continue the rate of progress

which had of late been its distinguishing feature. He reminded those present of the unexampled rapidity with which the great Dominions were being opened up, railways being flung across continents, roads and bridges constructed, and other works carried through, all of which were dependent at their initiation upon the surveyor.

The advantage to be anticipated from some system of reciprocal admission, if that could be arrived at as the result of the discussion, would be two-fold: the Empire would benefit in that by that means the shortage of surveyors, of which complaint was made in some parts, would be lessened, and development stimulated; and the profession itself would benefit by being organised on a wide Imperial basis, thus offering greater openings to the individual.

Mr. A. A. Spowers, Surveyor-General, Queensland, on behalf of the overseas delegates, thanked his Lordship for the welcome he had given them, and sketched briefly the progressive steps which had led from entire separation in this matter between the different State of Australia only a few years ago to the reciprocity which now existed between them and New Zealand. They were now anxious to push on to a wider reciprocity, for they felt convinced that there were not enough qualified surveyors in the Colonies, and they hoped that the Conference would open the doors of all Dominions beyond the seas.

On the proposal of Captain R. Muirhead Collins, C.M.G., R.N., representing the Chief Commissioner of Australia, Colonel Sir Duncan Johnston, K.C.M.G., C.B., R.E., was unanimously elected Chairman of the Conference.

The scheme outlined in your despatch of March, 1911 (Appendix No. 3), to the Governments who had intimated their intention of sending representatives, provided a basis for discussion, in the course of which Dr. E. G. D. Deville referred at some length to the difficulty presented to any agreement for reciprocity by the position in Canada. A synopsis of the conditions relating to land surveyors in that country prepared by Dr. Deville is included in the Appendix (No. 4). From this it will be seen that he must not necessarily be looked upon as representing officially the opinions of the provincial surveyors of Canada.

After two meetings at which the broad principles underlying the proposals for reciprocity were discussed and the main lines upon which an agreement in the future might be arrived at were laid down, the drafting of the necessary details was left to a sub-committee composed of Sir Duncan Johnston, as Chairman, with Dr. Deville, representing Canada, Mr. Spowers, Queensland, Mr. Counsel, Tasmania, Mr. Sellors, New South Wales, representing the Commonwealth of Australia and the Dominion of Canada, Mr. Middleton, the Surveyors' Institution, and Mr. Darley, the Institution of Civil Engineers. Four meetings of the sub-committee were held and questions relating to the syllabus of the examinations, the standard of knowledge required, and the course of training which might be looked upon as essential, were considered at length.

A third meeting of the delegates was then held, and, after the suggestions of the sub-committee had been discussed, it was decided to submit the following proposals as offering some basis for an agreement between the bodies interested.

The delegates consider that a first essential must be the formation of a Central Board, which would use its influence to keep up a uniform standard of examination for surveyors under any arrangement for reciprocity which may be agreed to by the different Governments of the Empire, and which would consider any proposals which might be brought before it for improving the working of any such agreement.

It is suggested that this Board should consist of a representative of each State, Province, or Dominion in the Empire which has the power of licensing land surveyors, together with a representative of the Institution of Civil Engineers, of the Surveyors' Institution, and of the Colonial Office respectively.

All printed examination papers should be forwarded to this Board immediately after the holding of an examination, and published by the Board annually, or more frequently if found desirable. It is considered that this would help to ensure that the standard of qualification agreed upon was maintained by each examining body. The existence of the Board, and the knowledge that the papers set would be submitted to criticism, would in itself have the effect of inducing each examination authority to endeavour to keep up to the standard agreed upon, but should it appear that it had been lowered in any particular case, the Board might call attention to it, and it is to be expected that the Government in question would be anxious to put the matter right.

The Conference does not believe that a Board such as is recommended would have much work, or that it would require any staff. Its duties would be:—

- (1) To peruse the examination papers set in any part of the Empire under any scheme of reciprocity which may be decided on, and to call the attention of the Government in question to any which appear to fall below the standard.
- (2) To consider appeals (see p. 29). These would rarely occur.
- (3) To consider any proposals which may be laid before it for improving the working arrangements for reciprocity.

The composition of this Board must necessarily preclude its meeting frequently, but the delegates are of opinion that the bulk of its work, especially that referred to in paragraphs (1) and (2) above, might be carried out by correspondence, and that very occasional meetings, say, as a rule, once in four years, should suffice. It is hoped that the Colonial Office would kindly undertake to receive communications for the Board, to circulate papers to its members, and to summon meetings of the Board when necessary.

The following is the syllabus suggested for the Preliminary Examination:—

SUBJECT I.—ARITHMETIC.

(One paper—3 hours.)

The principles and processes of arithmetic applied to whole numbers and vulgar and decimal fractions. Greatest common measure and least common multiple. Measures of length, capacity, area, weight, time, and currency. The metric system. Square root and cube root. Approximations to a specified degree of accuracy; contracted methods of multiplication and division of decimals. Ratio and proportion, percentage, averages, interest, and discount. Practical applications of arithmetic. Use of logarithmic tables.

SUBJECT II.—ALGEBRA.

(One paper—3 hours.)

Symbolical expressions of general results in arithmetic, algebraic laws and their applications. Factors of binomial or quadratic expressions. Highest common divisor and lowest common multiple; simplification of expressions. Equations of the first or second degree and problems leading thereto. Equations solved like quadratics. Square root. Graphs of simple rational integral algebraic functions. Arithmetic, geometric, and harmonic progressions. Theory of indices; logarithms. Binomial theorem for a positive integral index.

SUBJECT III.—PLANE AND SOLID GEOMETRY.

(One paper—3 hours.)

The first four books of Euclid, the sixth book, and the definitions of the fifth. Proofs of the propositions and deduced propositions. Arithmetical or algebraic propositions corresponding to those propositions which relate to lengths of lines or areas. Application of geometry to surveying without angular instruments.

Eleventh book of Euclid: definitions, proofs, and applications of the propositions and deductions therefrom.

Euclid's proofs not insisted upon, geometry of an equal standard being accepted in place of Euclid's Demonstrations.

SUBJECT IV.—PLANE TRIGONOMETRY.

(One paper—3 hours.)

Measures of angles and arcs, the trigonometric ratios. Fundamental formulæ. Signs of trigonometric ratios. Solution of plane triangles, right-angled and oblique. Numerical problems involving the use of logarithmic and other tables.

SUBJECT V.—MENSURATION.

(One paper—3 hours.)

Areas of rectilinear figures and of figures bounded by arcs of circles. Surfaces of solids having either plane or spherical, conical, or cylindrical boundaries. Volume of solid bodies bounded by plane, spherical, conical, or cylindrical surfaces.

Note.—Candidates should be required to obtain 50 per cent. of the maximum marks allotted to any subject in order to pass the preliminary examination.

Candidates who have passed an examination of the standard laid down in the above syllabus in any of these subjects should be exempted from further examination in that particular subject or subjects.

The decision whether the examination of any institution or authority is of the standard laid down should rest in Australia and the Dominion of New Zealand with the Federated Surveyors' Boards; in Canada and South Africa with such authorities as the respective Dominion, Commonwealth, or Provincial Governments may determine; and in the United Kingdom with a Committee to be established by the Secretary of State for the Colonies on which the Surveyors' Institution, the Institution of Civil Engineers, and the Ordnance Survey should be represented.

These authorities should be required to report to the Central Board the institutions or authorities whose examinations in any subject are thus accepted, and an appeal should be permitted to that Board against the acceptance of the examination of any such institution or authority.

Further Examination, &c.

In addition to passing the Preliminary Examination or one of its accepted equivalents, candidates, in order to qualify for licences to practise as surveyors, should have had not less than two years' field service in land surveying with a licensed surveyor in a Dominion or Commonwealth or one of its Provinces, or with a member of the Surveyors' Institution or the Institution of Civil Engineers in the United Kingdom, and should also have passed an examination in the following subjects:—

SUBJECT I.—ELEMENTARY PHYSICS, GEOLOGY, AND FORESTRY.

Physics.—Gravitation. Laws governing gravitation. Variation of gravity. Matter and energy, velocity proportional to time. Resemblance of gas and liquid to each other. Difference between gases and vapours. Absorption of gases by solids and liquids.

Measurement of temperature by thermometers; mercurial thermometer. Fahrenheit and centigrade degrees. Expansion of solids and liquids by heat. Coefficients of expansion and variation of expansion. Apparent and real expansion of liquids. Conversion of mechanical energy into heat. Standards of length. Direction in which light travels and velocity of light. Optical terms. Reflection, refraction, convex refraction, axis and foci of lenses, aberrations, formation of images by lens, visual angle and magnifying power, optical arrangements of telescope, terrestrial telescopes, eye pieces, the optics of telescope lenses, magnetic needle, magnetic needle forming part of surveying instruments. The declination of the needle. Atmospheric pressure and the barometer.

Note.—The scope of the examination in Elementary Physics is covered by Stewart's "Elementary Physics," Fourth Edition, omitting chapters 8, 10, and 11.

Geology.—The scope of the Examination in Elementary Geology is covered by Watt's "Geology for Beginners," omitting chapters 16-21.

Forestry.—A knowledge of the main commercial timbers of the country in which the examination takes place.

SUBJECT II.—SPHERICAL TRIGONOMETRY.

Great and small circles in a sphere, spherical angles, and spherical triangles.

Relations between the trigonometrical functions of the sides and angles of a spherical triangle, including proofs and numerical solution of right-angles, quadrantal, and oblique-angled spherical triangles.

The polar triangle.

Definition of the spherical excess of a spherical triangle.

Numerical computation of the spherical excess and area of a spherical triangle.

SUBJECT III.—SURVEYING AND OTHER INSTRUMENTS.

A. Their description and construction.

B. Their adjustment and manipulation.

Station pointer, optical square, cross staff, line ranger, box sextant, nautical sextant, prismatic and other compasses, pendulum, reflecting level, and clinometers.

Eye piece, object glass, anallatic lens, subtense wires, and points and glass diaphragms.

The chain, steel tape, invar band.

The theodolite, the mining dial, the alidade and plane table, the level.

Instruments used for making surveys by stadia measurements.

Drawing instruments, pantograph, edigraph, planimeter, protractors.

SUBJECT IV.—SURVEYING

A. With chain, tape, poles, offset staff, optical square, and cross staff.

Direction of lines, arrangement of triangles and polygons.

Methods of measuring across or round inaccessible places and surveying irregular lines.

Permissible error.

Field book.

B. *Surveying with theodolite and apparatus already referred to.*

Arrangement of figures.

Permissible error.

Field book.

Azimuth and bearing.

C. *Base lines and minor triangulation.*

Measurement of a base line suitable for secondary and topographical surveys and extension of a network of triangulation therefrom. Various methods employed and corrections required.

Principles and methods of minor triangulation, including computation.

The observations of angles, horizontal and vertical; the application of simple corrections; satellite stations; reciprocal observations.

Calculation of vertical heights.

D. *Traverse surveying.*

Traverse surveying with chain, tape, poles, sextant, optical square, or cross staff.

Traverse surveying with compass or theodolite.

Routine in measurement of angles and reduction of bearing, field book, computation of latitudes and departures. Adjustment of final errors. Changes in magnetic variation.

E. *Tacheometric surveying.*

Degree of accuracy obtainable at various distances.

Advantages obtainable by using the tacheometer or other instrument of the same class.

Errors due to mis-held staff.

Field work and field book.

Direct conversion scales.

Computation tables.

Limit of length of sights.

F. *The plane table.*

Description of the plane table and its adjuncts.

Advantages of the plane table as a surveying instrument.

General principles. The three points problem. Errors due to defective centring. Accuracy obtainable.

SUBJECT V.—LEVELLING AND CONTOURING.

Systems of levelling; general principles. Curvature and refraction. Level book, section and checks thereon. Permissible error. Length of sight. Contouring, including use of subtense level and compass. Possible errors. Use of barometer in levelling; checks on barometrical observations. Bubble tubes, radii, and accuracy.

Measurement of capacity from contours.

SUBJECT VI.—DRAWING AND CALCULATION OF AREAS.

(A) Plan drawing; drawing of sections and contours; compilation of plans.

Convergence of meridians; projection of maps and charts.

(B) Field areas calculated from the field book.

Field areas calculated by scale from the plan.

Areas calculated with the computing scale or with one or other planimeter.

SUBJECT VII.—COMPUTATION.

Setting out curves, laying out roads, and making cross sections.

Computations connected with simple and compound circular curves and of areas bounded by such curves.

Calculation of road secants and of the sides of roads of irregular width.

Calculations connected with the levelling, grading, and measurement of earth works.

SUBJECT VIII.—FIELD ASTRONOMY.

The celestial sphere. Spherical co-ordinates, altitude and azimuth, declination and hour angle, declination and right ascension, celestial latitude and longitude.

Practical observations for time, latitude, and azimuth.

Computations of solar and stellar observations for true meridian, by elongation, meridian, and circum meridian, prime vertical and altitude observations.

Computation of latitude from altitude and "zenith pairs" (north and south stars) observations.

Computation of time and reduction of mean solar and sidereal time one to another.

Transformation from one system of co-ordinates to another.

Candidates should be required to obtain 50 per cent. of the maximum marks allotted to each subject in order to pass the examination. Such candidates as fail in not more than two subjects should be permitted to sit again, in those subjects only, within twelve months.

Interchange of Surveyors.

Surveyors, who have passed the above tests and who have been authorised to practise in one part of the Empire, should, after six months in the field in another part of the Empire, be privileged to claim a licence to practise in the latter on satisfying the examination authority as to their knowledge of local survey practice and of the laws and regulations appertaining to the survey registration, and transfer of lands in that country.

Conclusion.

The unanimous feeling of the delegates attending the Conference was that reciprocity on proper lines would prove advantageous to the Empire, and they venture to hope that the result of their work may prove at any rate the first step to that end. The free discussion which has taken place at the Conference does not permit them to overlook the difficulties which undoubtedly exist in the way of a general agreement; but they feel that these difficulties are not insurmountable, and, although they are conscious that the scheme they have formulated will not provide a complete answer to every objection which can be raised, they venture to submit it as offering a groundwork for a future agreement. They desire also to express a sincere hope that if at the present moment each Government should not find it practicable to accept this scheme in its entirety, they will regard it favourably and proceed as far in the direction indicated as their circumstances permit. Even if part only of the examinations for qualifying as surveyors were accepted throughout the Empire, so that a candidate who had passed that part of the examination in any portion of the Empire would be excused having to undergo it again, in order to qualify as a surveyor in another portion of the Empire, a step forward would be made. In particular, the delegates wish to emphasise the importance they attach to the formation of the Central Board.

The delegates cannot close their report without recording their cordial thanks to Mr. Goddard, who kindly undertook to act as secretary to the Conference, and whose unfailing courtesy, promptness, and ability greatly furthered the work of the Conference.

This report has been approved by all the delegates attending the Conference and is signed on their behalf by the Chairman and Secretary.

The Right Honourable

The Secretary of State for the Colonies, &c.

APPENDIX No. 1.

MEMORANDUM BY THE COUNCIL OF THE SURVEYORS' INSTITUTION, ON THE PROPOSAL THAT RECIPROCITY BETWEEN THE SEVERAL PARTS OF THE BRITISH EMPIRE IN CONNECTION WITH THE EXAMINATION AND AUTHORISATION OF SURVEYORS SHOULD BE ESTABLISHED.

In two important particulars Great Britain stands in a somewhat different position from the Colonies with regard to the practice of Surveying, viz.:—

(a) In Great Britain the business of a surveyor covers a much wider field than is usually the case in the Colonies. The by-laws of the Institution define the profession of a surveyor as the art of determining the value of all descriptions of landed and house property, and of the various interests therein; the practice of managing and developing estates; the science of measuring and delineating the physical features of the earth, and of measuring and estimating artificers' work. The following tables showing the subjects comprised in the Intermediate and Final Examinations of the Institution are instructive as indicating the wide range of knowledge looked upon as necessary for the proper equipment of a surveyor in one or other of the three main sub-divisions of the profession as practised in this country:—

TABLE A.
INTERMEDIATE EXAMINATION.

SUB-DIVISION I.—Chiefly Land Agency.	SUB-DIVISION II.—Chiefly Valuation.	SUB-DIVISION III.—Chiefly Building or Chiefly Quantities.
1. Surveying and Levelling, and Elements of Trigonometry. 2. Book-keeping. 3. Law of Landlord and Tenant { Elements of ; bearing on the Practice of the and Agent. 4. *AGRICULTURE. (Typical.) 5. Construction and Arrangement of Farm Homesteads. 6. Land Drainage. { Alternative Forestry, Elements of. } Subjects. 7. Geology and Composition of Soils. 8. Agricultural Chemistry (Parts 1, 2, and 3 of Syllabus).	1. Surveying and Levelling, and Elements of Trigonometry. 2. Book-keeping. 3. Law of Landlord and Tenant (Elements of). 4. Mensuration. 5. Law of Fixtures, Law of Dilapidations, Law of Easements and Riparian Rights. { Elements of. 6. *APPLICATION AND USE OF VALUATION TABLES. (Typical.) 7. Copyholds (Elements of). 8. Drainage and Sanitation. (Lower Paper.)	1. Surveying and Levelling, and Elements of Trigonometry. 2. *BILLS OF QUANTITIES. (Typical.) 2A. Bills of Quantities. (Lower Paper.) 3 *CONSTRUCTIVE AND WORKING DRAWINGS. (Typical.) 3A. Constructive and Working Drawings (Lower Paper.) 4. House Drainage and Plumbers' Work. 5. Mensuration. 6. Law of Dilapidations (Elements of). 7. Composition and Properties of Stones and Cements.

TABLE B.
FINAL EXAMINATION.

SUB-DIVISION I.—Chiefly Land Agency.	SUB-DIVISION II.—Chiefly Valuation.	SUB-DIVISION III.—Chiefly Building or Chiefly Quantities.
1. Forestry, Timber Valuing and Measuring. (Outdoor.) Do. do. (Indoor.) 2. Local Taxation. 3. Imperial Taxation. 4. Botany of Grasses. 5. Agricultural Chemistry (Parts 1, 2, 3, 4, and 5 of Syllabus). 6. *AGRICULTURAL VALUATIONS. (Typical.) 7. Law of Arbitration. 8. Agricultural Law. 9. †Ré, ort.	1. Forestry, Timber Valuing and Measuring. (Outdoor.) 2. Local Taxation. 3. Imperial Taxation. 4. *PRINCIPLES AND PRACTICE OF VALUATION. (Typical.) 5. Laws of Arbitration. 6. Emfranchisement of Copyholds. (Practice.) 7. Acts for Compulsory Purchase of Property. 8. Law of Venders and Purchasers. 9. Drainage and Sanitation. 10. †Report.	1. QUANTITIES. (Typical.) 1A. Quantities. (Lower Paper.) 2. *CONSTRUCTIVE AND WORKING DRAWINGS. (Typical.) 2A. Constructive and Working Drawings. (Lower Paper.) 3. Drainage and Sanitation. 4. London Building { (for London Candidates). Acts, or { Public Health Acts { (for Country Candidates). 5. Law of Arbitration (Elements of). 6. Iron and Timber Roofs. 7. Specifications of Building. 8. †Report.

SCIENTIFIC AND SPECIAL SUBJECTS.

(TWO OF THE FOLLOWING SUBJECTS MUST BE TAKEN BY EACH CANDIDATE.)

Algebra. Animal Physiology (Sub-Division I. only). Development of Building Estates.	Emfranchisement of Copyholds (Sub-division I. only). Hydrostatics (Elements of). London Building Acts (Sub-Division II. only).	Road Making. Drainage and Sanitation (Sub-Division I only). Mechanics (Law of Forces). (Sub-Division III. only).
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In the Colonies on the other hand the Council are given to understand that the term surveying is usually limited to mean the science of admeasuring and delineating the physical features of the earth, and is therefore lacking in the wider significance attaching to it here.

(b) In Great Britain, anyone—subject to the general principle applicable to all skilled labour that a man who undertakes to perform certain work also impliedly undertakes to bring to the exercise of it a reasonable degree of care and skill—may practise as a surveyor.

In the Colonies this is not the case, surveyors usually being required to pass special examinations and to obtain Government licences permitting them to practise. In the particular subject of Land Surveying these examinations are very much more advanced than the Intermediate Examination of the Institution, doubtless for the reason that in this country the Ordnance Survey has been completed and is kept up to date by the Government, with the result that outside railway work little or no advanced surveying falls to the private practitioner.

The Institution, however, is prepared to grant Special Certificates in Surveying and Levelling to candidates presenting themselves for a more advanced examination on the following syllabus, which is understood to approximate to those adopted in the several Colonies:—

Syllabus of Surveying and Levelling Examination.

Surveying.—General principles. Surveying with chain alone. Construction of lines. Surveying across obstacles. Traversing with chain alone. Traversing with angular instruments. Plotting by latitude and departure. Plane table and telemeter surveying. Staking out centre lines of railways. Tunnels on curve or straight. Town surveying. General use and adjustment of surveying instruments. Trigonometrical surveying. Plotting, copying, enlarging, and reducing maps. Large scale surveys for special works (such as bridges, stations, &c.). Setting out side widths. Computing land quantities. Route and expeditionary surveying. Harbour, coast, river, and general marine surveying. Latitudes and longitudes. Practical surveying in the field.

Levelling.—General principles. Adjustment of instruments. Trial and check levelling and making of cross-sections. Levelling with angular instruments. Levelling with barometer, hypsometer, &c. Grading sections. Contouring and preparation of sections generally. Computing earthwork quantities. Practical work in the field.

In the opinion of the Council it is undesirable that professional men, who have already undergone the test of examination, should be required to duplicate these examinations if circumstances necessitate their practising in different parts of the British Empire.

Any arrangement by which this might be avoided would therefore meet with the approval of the Council, who, with regard to the special subject of land-surveying which forms the basis of the Colonial examinations, do not think that any real difficulty need be anticipated in formulating a syllabus which would be recognised and acceptable in all parts of the Empire. The principles upon which advanced and geodetic surveying are based are common to all countries, and the surveyor who has been able to satisfy one set of examiners should logically be exempted from further test at the hands of another body of examiners, provided that a standard of qualification had been agreed upon beforehand.

It would, of course, be necessary to insure that each body responsible for carrying out the examination should occupy such an authoritative position as to enjoy the confidence of all concerned, while arrangements should be made for a periodic exchange of views between the examining bodies.

Were such a system established, surveyors who had qualified in one country would merely need to satisfy the authorities of the country in which they desired to practise that they had acquired a knowledge of the necessary local Acts and regulations affecting their profession.

Before the question of a general reciprocity between different parts of the Empire was broached, the Council of the Institution had recognised the desirability of such a course, and, since 1892, have elected as Colonial Fellows candidates from the Colonies without their undergoing the Institution examinations on the strength of their local examinations.

Should the views of the Council, as indicated above, be supported at the Conference, they would be prepared, if desired, to give any assistance in their power to the Secretary of State or to the delegates in arranging details, and to so modify the conditions of their Special Certificate Examination as to bring it into line with the requirements of the syllabus which might be adopted.

21 March, 1907.

APPENDIX No. 2.

MEMORANDUM BY THE COUNCIL OF THE SURVEYORS' INSTITUTION. COMPARING RESPECTIVELY THE REQUIREMENTS OF SEVERAL COLONIAL GOVERNMENTS IN CONNECTION WITH THE AUTHORISATION OF SURVEYORS AND THOSE OF THE INSTITUTION IN CONNECTION WITH THE ISSUE OF THEIR SPECIAL CERTIFICATE.

1. In response to a communication from the Secretary of State for the Colonies the Council of the Surveyors' Institution, in March, 1907, supplied a memorandum on the proposal submitted by the Government of New Zealand on the subject of the reciprocal admission of Surveyors to practise their profession in the various parts of the British Empire.

2. This memorandum formed the basis of a discussion on the subject at the Colonial Conference held in April, 1907, at which the following resolution was adopted:—

"That it is desirable that reciprocity should be established between the respective Governments and examining authorities throughout the Empire with regard to the examination and authorisation of land surveyors, and that the Memorandum of the Surveyors' Institution on this subject be commended to the favourable consideration of the several Governments."

3. A copy of this resolution with requests for their co-operation and suggestions having been sent to all the Colonial Governments concerned, it is now possible to see in what manner the regulations affecting Surveyors differ throughout the Empire and at home, and the Council of the Surveyors' Institution have been desired by the Earl of Crewe to place before him such observations as occur to them on the information which has already been furnished them on the subject by his Department.

4. The authorities chiefly concerned in this matter are:—

The Surveyors' Institution, London.

The various Governments of Australasia, including those of New Zealand, Tasmania, Western Australia, Victoria, New South Wales, and Queensland.

The various Governments of South Africa, which include the Cape of Good Hope, Natal, Orange River Colony, Transvaal, and Rhodesia.

The Government of the Dominion of Canada, and the Governments of the Provinces of British Columbia, Manitoba, New Brunswick, Ontario, Prince Edward Island, and Quebec.

There are several other Colonies which require Surveyors practising to hold licences, but there is reason to hope that in the event of the above examining bodies coming to any reciprocal agreement, the rest of the Colonies will shortly co-operate with them.

5. A copy of the regulations affecting Surveyors, with Syllabus of Examinations, has been received from each of the abovenamed authorities, from which it is seen that before a Surveyor can obtain his licence he is called upon to observe a number of conditions and to pass several examinations. These differ, in some cases very greatly, but it cannot be doubted that, aided by free discussion, a uniform standard of qualification may be agreed upon.

A Surveyor would then, having taken his diploma in England or one of the Colonies, be eligible to practise in any part of the Empire, subject to an examination in the local land laws and conditions.

6. Existing Regulations.

Among the Australian Colonies there already exists a great degree of uniformity, and indeed reciprocity, concerning the conditions to be observed by a candidate for a Surveyor's licence, the regulations in these Colonies approximating so nearly that it has been found possible to deal with them collectively. A similar condition happily obtains throughout the South African Colonies, while in Canada, as will be seen later, the case is rather more complicated.

7. Conditions in England.

In the original memorandum of the Surveyors' Institution the existing conditions are clearly stated. The work of the ordinary English surveyor differs so widely from that of his Colonial *confrères* that he does not need to study the higher branches of scientific surveying; and for those whose practice is limited to the British Isles, no change is proposed to be made in the existing qualifying examinations.

The Institution is, however, prepared to grant Special Certificates in the subject of Land Surveying, and in order to place their members on an equal footing with the Government Surveyors in the Colonies, would probably agree to any change in their existing syllabus that would bring it up to the standard imposed elsewhere.

The present would be a peculiarly appropriate time to do this, as no candidates have yet presented themselves to be examined for this Special Certificate, although the examination has been established for some years. The reason for this appears to be that such a certificate would not be of great value in England, and would not be recognised in a Colony, the result being that a British Surveyor going abroad prefers to sit for the Colonial examinations direct rather than to waste time in taking a diploma at home which, after all, would be of little use to him.

The existing regulations state that the candidate for a Special Certificate must be a Professional Member of the Institution. In order to have reached this position he must at least have passed the Intermediate and the Final Examinations of the Institution qualifying him for membership.

At the time of election he must not be less than 21 years of age, and either in practice on his own account or employed as an assistant in a Surveyor's office. Although no minimum length of time is specified the conditions are such that in practice it would be impossible for the young Member to sit for a Special Certificate until he had at least three and a half years' experience in a Surveyor's office.

8. Australasian Regulations.

Before being admitted to final Examination the candidate is required to comply with the following preliminary regulations, stated briefly:—

- (a) He must not be less than 20 years of age at the time of examination, but cannot receive the licence until he is 21.
- (b) He must have passed an examination equivalent to matriculation at any University recognised by an Australasian University.
- (c) He shall have been professionally employed with a qualified Surveyor for not less than three years (four in some Colonies), two of which must have been in the field.

In place of conditions (b) and (c) he may have taken a degree in Civil Engineering at any University recognised by an Australasian University, and have been employed in the field for a period of two years with a qualified Surveyor.

- (d) In addition to evidence of service, a candidate must produce a certificate that he is competent from the Surveyor whom he has served.
- (e) He must submit his original plan, field notes, &c., of a survey of an area of not less than 40 acres.

9. South African Regulations.

These are somewhat different from those which obtain in Australasia, inasmuch as there are two distinct examinations to be taken in Surveying, the first being theoretical and the second practical. The candidate may not sit for the latter until he has passed the former, and has also acted as an assistant to a Surveyor for two years, 18 months of which must have been in the field.

In order to sit for the theoretical examination it is only necessary to have matriculated at any University recognised by the University of the Cape of Good Hope.

10. Canadian Regulations.

There are three classes of Surveyors in Canada, as follows:—

Provincial Surveyors who are authorised by each of the Provinces of British Columbia, Manitoba, New Brunswick, Ontario, Prince Edward Island, and Quebec, and may only practice within the Province in which they are licensed.

Dominion Surveyors who are authorised by the Government of the Dominion of Canada to make surveys of the Public Lands of the Dominion.

Dominion Topographical Surveyors who are qualified to conduct extensive governing or topographical surveys and geographic explorations.

The conditions under which a Surveyor may obtain his diploma to practise as a *Provincial Surveyor* differ considerably in the various Provinces, but are generally about the same as are required in Australasia.

In order to become a *Dominion Surveyor* direct, the candidate is required to comply with the following regulations:—

- (a) He must pass a preliminary examination of about the usual matriculation standard, which entitles him to become an articulated pupil.
- (b) He must then enter into articles with a Dominion Land Surveyor for three years, including 12 months in the field.
- (c) He may then sit for Final Examination. (Schedule C of the Rules and Regulations of the Board of Examiners for Dominion Land Surveyors.)

If a candidate be already a Provincial Surveyor, he may become a Dominion Surveyor by passing one examination (Schedule D), the subjects of which are exactly the same as are required in Schedule C, with the addition of Penmanship, Orthography, and Algebra.

There are also certain privileges granted to graduates in Surveying of the Royal Military College and others holding approved diplomas.

The Certificate as *Topographical Dominion Surveyor* can only be obtained by one who is already a Dominion Surveyor on passing a further and more advanced examination.

11. Final Examinations.

Having described the regulations to be observed by the Surveyor before he may sit for his final examination in the various parts of the Empire, it will be necessary to review briefly the range of subjects and the standard of qualification imposed at these examinations.

(A) *The Surveyors' Institution.*—The syllabus of the Special Certificate for Surveying and Levelling is at present as follows:—

Surveying.—General Principles. Surveying with chain alone. Construction of lines. Surveying across obstacles. Traversing with chain alone. Traversing with angular instruments. Plotting by latitude and departure. Plane table and telemeter surveying. Staking out centre line of railways. Tunnels on curve or straight. Town surveying. General use and adjustment of surveying instruments. Trigonometrical surveying. Plotting, copying, enlarging, and reducing maps. Large scale surveys for special works (such as bridges, stations, &c.). Setting out side widths. Computing land quantities. Route and expeditionary surveying. Harbour, coast, river, and general marine surveying. Latitudes and longitudes. Practical surveying in the field.

Levelling.—General Principles. Adjustment of instruments. Trial and check levelling and making of cross sections. Levelling with angular instruments. Levelling with barometer, hypsometer, &c. Grading sections. Contouring and preparation of sections generally. Computing earthwork quantities. Practical work in the field.

(b) *The Australasian Colonies.*—The syllabus of the examination presented by each Colony being very similar, that of New Zealand is given below to show the standard required in Australasia.

Mathematics.—Plane and spherical trigonometry, geometry and algebra, as far as these subjects are applicable to surveying.

Computations.—Triangulation, including quadrilateral, polygonal and raytrace computations. Reduction of traverses. Computations connected with the setting out of roads and curves. Adjustment of discrepancies in surveys. Computations of areas, including such as have irregular and curved boundaries.

Principles and Practice of Surveying.—Details of field practice, including the keeping of field notes. Topographical surveying. Cutting off given areas. Re-determination of boundaries. Laying out roads. Setting out curves. Plotting from field notes. Stadia surveying. Barometric and other measurements of heights. Surveys under "The Land Transfer Act, 1885."

Candidates may be required to make surveys under the supervision of the Board.

Engineering Surveys.—Levelling, grading, and measurement of earthworks, including practical tests.

Surveying Instruments.—Principles of construction, adjustment and use of the following instruments:—Theodolite, tachometer, telemeter, plane table, sextant, level, compass, clinometer, barometer, thermometer, steel measuring band, pantograph, edigraph, and planimeter.

Field Astronomy, Geodesy, &c.—Determination of latitude, azimuth, and time. Reduction of star places. Elementary geodesy, including spherical excess and convergence of meridians. Declination of the magnetic needle.

Drawing.—General plan drawing. Compilation of plans. Drawing of sections and contours. Projection of map and charts.

Miscellaneous.—Elementary physics, elementary geology, and elementary forestry.

Practical and vivâ voce Examinations.—Practical astronomy and levelling. Use and adjustment of surveying instruments. *Vivâ voce* examination in methods of field practice and in knowledge of the laws relating to surveys and of the Survey Regulations.

(c) *The South African Colonies.*—As noticed previously, the examination in these Colonies consists of two distinct parts. The purely theoretical portion may be taken as soon as the candidate likes after he has matriculated, while he may not sit for the latter until a considerable amount of actual practice has been obtained in the field.

Examination in the Theory of Land Surveying.

This consists of two parts, as follows:—

- Part I.*—(a) Algebra.
(b) Geometry.
(c) Plane Trigonometry and Mensuration.
- Part II.*—(a) Spherical Trigonometry and Astronomy.
(b) Co-ordinate Geometry and Differential Calculus.
(c) Theory of Surveying.
(d) Optics and Heat.

Examination in Practical Land Surveying.

This consists of three parts, as follows:—

Part I.

- (a)—(1) Methods for the determination of azimuth, latitude, time, and longitude.
(2) Computation of azimuths, latitudes, and longitudes from the data of astronomical observations or from the data of known points.
(3) Projection of maps.
- (b)—(1) Methods of base measurement and the application of corrections.
(2) Methods of overcoming difficulties in the field, and reduction of small errors of position.
(3) Computation of co-ordinates and of the areas of figures from the co-ordinates of their angular points, and of areas bounded by curves.
(4) Plotting co-ordinates and taking out areas by planimeter.
- (c)—(1) Method of observation of angles, horizontal and vertical, and the application of corrections.
(2) Computation of a geodetic triangulation (principal and secondary), and the computation and reduction of a traverse.
(3) Elements of Geology as found in Jas. Geikie's "Structural and Field Geology."
(4) Physics, Light and Heat, as found in D. E. Jones' class books.
- (d)—(1) Construction, manipulation, and adjustment of all surveying instruments.
(2) Computations of heights and reductions of level observations.
(3) Setting out curves, laying out roads, making cross sections, and calculation of quantities.

Part II.

The laws and regulations appertaining to the survey, registration, and transfer of lands within the Colony.

Part III.

Trial Survey.

(d) *Canada.*—The final examination for Dominion Land Surveyor (Schedule C) consists of the following subjects:—

- Plane Geometry.
Solid Geometry.
Spherical Trigonometry.
Measurements of Areas, and Sub-division of Land.
Description of Deeds.
Astronomy (including Observing).
Practical Surveying.
Manual of Surveys and Dominion Lands' Surveys Acts.

The Dominion Topographical Surveyors' examination (Schedule E) is a very severe one, the subjects being as follows:—

Part I.

- Algebra.
Plane and Spherical Trigonometry.
Analytical Geometry.
Descriptive Geometry and Projections.
Differential and Integral Calculus.
Probability and Least Squares.

Part II.

- Geodesy.
Astronomy.
System of Dominion Land Surveys: Topographical and Exploratory Surveys.

Theory, Construction, and Adjustment of Instruments.

Gravity and Terrestrial Magnetism.
Meteorology, Geology, and Mineralogy.

12. Comparison.

Having briefly outlined the regulations and standards of efficiency required by the examining bodies, a comparison is now possible, and it is obvious that the tests imposed by the South African Colonies are more stringent than those required by Australasia or by Canada (excluding the Topographical Certificate), which in turn are both of a higher standard than is at present required for the Special Certificate of the Surveyors' Institution.

Both Australasia and South Africa require that the candidate must first of all matriculate at a recognised University, while to become a Dominion Surveyor in Canada he must sit for a special examination of about the same standard.

In addition to this, South Africa imposes a very severe test in subjects, chiefly of course mathematical, which cover the purely theoretical side of surveying.

Having complied with the preliminary conditions referred to at length earlier in this memorandum, and having served the necessary time with an admitted Surveyor, a Colonial candidate is at liberty to sit for the final examination.

A comparison of the syllabi of the written examinations shows that, as already intimated, the standard set by South Africa for a licence to practise is considerably higher than is required by either Australasia or Canada, both in theory and practice. While in the latter States the mathematics specified are comparatively elementary, the former exact a much deeper knowledge. The Cape also lays very great stress on co-ordinate surveying, which subject is treated lightly in Australasia and Canada.

Each Colony requires an actual survey to be made as a part of the final examination, and here again the tests imposed are severer in the case of South Africa than elsewhere.

That the South African States are fully aware that theirs is a very high standard is shown by their Ministers' minute to Governors on this subject, in all of which they are emphatic that, although they have no objection to making the examination in the Theory of Land Surveying as uniform as possible throughout the Empire, the standard of such examination must not be lowered.

They regard the practical tests, moreover, as being very necessary owing to the considerable difference between the methods of surveying employed by them and the other Colonies; and they still require the minimum two years' practical experience with a South African admitted Surveyor.

The Australian Colonies also jealously safeguard the interests of their Surveyors, and this is evidenced by the resolutions carried at the Conference of representatives from the Surveyors' Boards of Australia and New Zealand, held in Sydney in April, 1908.

At this meeting, although the motion 1 (a) on the order paper "That this Conference endorses the Imperial Conference Resolution on Reciprocity" was carried unanimously, the motions 1 (b), 1 (c), and 1 (d), which aimed to give effect to the resolution, was unanimously withdrawn.

It is important that the terms of these unsupported motions should not be overlooked. They are as follows:—

- 1 (b) That it is desirable that a Conference be arranged between Canada, South Africa, and Australasia to consider the above resolution and devise means of giving effect thereto.
- 1 (c) That an Imperial Diploma issue on passing a special examination, the syllabus and papers to be drawn up by a Committee consisting of representatives from Canada, Australasia, and South Africa, and one from England.
- 1 (d) That this examination be open to all who hold local licences.

The various examining bodies in Canada appear to be particularly careful of the interests of their own admitted Surveyors, no Provincial Surveyor apparently even being allowed to practise in another Province until he has passed its final examination.

The clause of the Dominion Lands Act under which Surveyors from His Majesty's dominions, other than Canada, would come up for final examination after one year's service as pupil with a Dominion Land Surveyor, was repealed only last year. The views indicated by the revocation of that concession were corroborated at the meeting of the Corporation of Land Surveyors of the Province of Quebec, who at a special meeting in December last declared very definitely against any proposals of reciprocity.

It will thus be seen that, although some of the Colonies appear to welcome the idea of reciprocity, they are all very jealous of the present high status of their Surveyors, and therefore hesitate to risk any practical action in the matter.

13. Conclusion.

In view of the foregoing, it seems that no great progress can be possible until each Colony is satisfied—

- 1st. That the interests of its admitted Surveyors will not be jeopardised;
- 2nd. That the standard of its existing examinations, &c., will at least not be lowered; and
- 3rd. That the other Colonies and England will reciprocate equally.

It seems almost impossible that this result can be achieved unless a Conference of the Surveyors-General of the Colonies be held on the lines of the motions withdrawn at Sydney. At such a Conference, which might conveniently meet at the Surveyors' Institution in London, all the subjects might be discussed, and more done in a week to arrive at a settlement than could be accomplished by years of correspondence.

If such a meeting could be arranged, the chief points to strive for would probably be the following, which would apply reciprocally throughout the Empire:—

- (a) That a candidate must have matriculated at some recognised University, or passed an equivalent examination.
- (b) That an examination in the theory of Land surveying be then taken, the standard of this examination to be as high as that now in force in South Africa.
- (c) That the candidate be then required to pass an examination in Practical Surveying, and that he be ineligible to sit for this final examination until he has had at least two years' experience with a practising Surveyor.

These tests having been complied with, each Colony or Group of Colonies would be at liberty, before giving a licence to practise, to insist on the Surveyor passing an examination in the law and regulations appertaining to the survey, registration, and transfer of lands within the Colony, and to make a trial survey.

January, 1909.

APPENDIX No. 3.

CONFERENCE OF SURVEYORS, MAY, 1911.

The following communication from the Secretary of State for the Colonies to the Governments represented at the above Conference may offer some basis for discussion:—

Canada. No. .
Commonwealth of Australia. No. .
New South Wales. No. .
New Zealand. No. .

My LORD, Downing-street,
SIR, March, 1911.

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February, I have the honour to request Your Excellency you to inform your Ministers that I have had under my consideration, in conjunction with the Council of the Surveyors' Institute, the question of the matters to be considered at the Conference of Surveyors-General to be held in May next.

* * * * *

The following is suggested as a possible basis for discussion. It is divided into three parts:—

Preliminary.—Candidates should be required to pass, or to have passed, the matriculation examination of a recognised University, or an examination accepted by such University as equivalent to the matriculation examination.

Intermediate.—Candidates should be required to pass as assistants or as articulated pupils two years in the office of a Member of the Surveyors' Institution or the Institution of Civil Engineers in the United Kingdom, or of a licensed Surveyor in the Dominion, of which period not less than one year should be in outdoor work.

Final.—Candidates should be required to pass an examination in the following subjects, viz.:—

A. Theory—

- (1) Algebra.
- (2) Geometry.
- (3) Plane Trigonometry.
- (4) Mensuration.
- (5) Spherical Trigonometry.
- (6) Practical Astronomy.
- (7) Co-ordinate Geometry.
- (8) Theory of Surveying and Levelling.
- (9) Optics, Light and Heat.
- (10) Elements of Geology.
- (11) Elements of Physics.

B. Practical Land Surveying—

Part I.

(Written Examination.)

- (1) The determination and computation of azimuth, latitude, and time.
- (2) The projection of maps.
- (3) The construction, manipulation and adjustment of all surveying and levelling instruments.
- (4) Methods of base measurement and the application of corrections.
- (5) The observation of angles, horizontal and vertical, the application of corrections, and the reduction of small errors of position.
- (6) The computation of a geodetic triangulation (principal and secondary), the computation and reduction of a traverse, and the computation and plotting of co-ordinates.
- (7) The computation of areas.
- (8) Detailed surveying.
- (9) Contouring and representation of land forms, and measurement of capacity from contours.
- (10) Computations of heights and reductions of level observations.
- (11) Setting out curves, laying out roads, making cross sections, and calculation of quantities.

Part II.

(Practical Examination.)

Trial Survey (not less than 100 acres).

4. In the event of a standard being agreed upon, a land surveyor, authorised in one Dominion, State, or Province, and moving to another, would have to produce his certificate and satisfy the authority of his new country that he was conversant with the laws and regulations appertaining to the survey, registration, and transfer of lands in that country. Examinations for this purpose should be held twice yearly, and should be open to anyone who had passed the test proposed in paragraph 3, as finally amended and agreed upon by the parties.

5. Each Dominion, State, or Provincial Government which is now responsible for carrying out official examinations would remain the responsible authority under the scheme for reciprocity.

6. In the United Kingdom, there being no official examining body in land surveying in existence, it is suggested that the examination should be carried out by a Joint Committee of the Institution of Civil Engineers and the Surveyors' Institution, with, perhaps, a representative of the Ordnance Survey.

7. To insure that the standard of qualification agreed upon is maintained by each examining body, it is suggested that a Central Examination Board should be set up to whom copies of all official examination papers should be forwarded immediately after the holding of an examination. Representatives of each party to the agreement should have a seat on the Board, which should be required to publish annually all papers set at official examinations, other than those on local land laws referred to in paragraph 4, and issue an annual report to the Governments concerned.

8. I have to add that I have considered it desirable to extend an invitation to be represented at the Conference to the Institute of Civil Engineers and the Director of the Ordnance Survey.

9. *I enclose copies of this despatch for communication to the other Australian States, as I think it better to continue to correspond with your Government only as representing the other States for this purpose.

I have, &c.,

* (To New South Wales only).

APPENDIX No. 4.

SYNOPSIS OF CONDITIONS RELATING TO LAND SURVEYORS
IN CANADA.

When the Canadian Confederation was formed, in 1867, there were two Licensing Boards for Land Surveyors: one in Toronto, for the Province of Ontario, and one in Quebec, for the Province of Quebec. The requirements of the two Boards were very much alike, viz., a preliminary examination, three years' service as a pupil under articles, and a final examination. By the British North America Act, property and civil rights had been placed under the control of the Provinces: no one was allowed to make land surveys unless he was a Provincial Land Surveyor.

At that time, the North-West Territories were bought by the Dominion Government from the Hudson's Bay Company. These lands being the property of the Dominion and outside of the Provinces, were not under Provincial control, but Provincial Land Surveyors were at first employed for their subdivision because no others were available. In 1872, the need of better control over the Surveyors of Dominion lands led to legislation creating Dominion Land Surveyors and a Board of Examiners for their admission. All provincial Land Surveyors in 1872 were made Dominion Land Surveyors by the new Act. For some years there was reciprocity between the three Boards, but as each one was acting independently, grave abuses arose, and the arrangement was discontinued.

Meanwhile, the Province of Manitoba had been formed out of a part of the North-West Territories. The Ontario and Quebec Land Surveyors had each the exclusive right to make land surveys within their own provinces; likewise the Dominion Land Surveyors had similar rights within Manitoba and the North-West Territories. The other provinces had no licensed surveyors, and the practice of the profession was free.

After 1883, there was a period of dulness in the land business in Manitoba. In order to improve their prospects, the Dominion Land Surveyors of Manitoba

formed an association, were incorporated by their legislature as Provincial Land Surveyors, and given the exclusive right to make land surveys within the Province. This was later resented by the Dominion Land Surveyors of the adjoining Territories, who were turned away at the boundaries of Manitoba, while those Manitoba Land Surveyors, who were also Dominion Land Surveyors, could freely practise within the Territories. As soon as the Provinces of Saskatchewan and Alberta were formed, their Dominion Land Surveyors retaliated by obtaining drastic legislation incorporating Land Surveyors Associations in each Province and excluding all other Surveyors. This legislation practically abolished Dominion Land Surveyors as a profession, these two Provinces being the last ones where they could practice land surveying. At present, they can only act as employees of the Dominion Government. It follows that although the Surveyor-General of Canada is a delegate to the Conference, he does not actually represent any branch of the Surveying profession of Canada.

The first proposal of reciprocity was made to Canada at the time of the negotiations between New Zealand and Australia, by Mr. Marchand, then Surveyor-General of New Zealand. The Surveyor-General of Canada replied that personally he was in favour of the proposal, but it was not until 1908 that an opportunity was found of giving effect to this suggestion. In that year the law respecting Dominion Land Surveyors was recast, and an amendment was introduced authorizing the Board of Examiners to enter into reciprocal arrangements with other parts of the Empire. This amendment was strongly objected to by the Ontario and Quebec Surveyors: the opposition in Parliament was such that the Government withdrew not only the proposed amendment, but also a previously existing clause granting certain privileges to Surveyors from other parts of the Empire. In view of the strong objections of the Canadian Surveyors to any proposals of reciprocity, and of the fact that it does not even exist amongst themselves, it seems that there is little prospect of the immediate adoption by them of the wider scheme of reciprocity throughout the Empire.



19012



1912.

PARLIAMENT OF TASMANIA.

AGRICULTURAL BANK OF TASMANIA:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£1 7s. 6d.]

AGRICULTURAL BANK OF TASMANIA: REPORT FOR 1911-12.

30th July, 1912.

SIR,

In accordance with the provisions of Section 32 of "The State Advances Act, 1907" (7 Ed. VII. No. 20), we have the honour to forward for the information of Parliament the annual report of the Agricultural Bank of Tasmania for the year ended 30th June, 1912.

During the year 64 applications for loans, totalling £4496, were received. Of these, 52, amounting to £3241, were approved by the Trustees; eight were refused, as the applicants were not entitled to the minimum loan under the Act; leaving at the date named four awaiting payment of valuation fees and consideration of Trustees.

Three properties were taken possession of by the Trustees, the borrowers having failed to pay the interest on the loans and instalments due to the Crown. They were offered for sale by public auction, and one of them was sold. The other two were advertised for sale by private contract, and, as they were not sold, reverted to the Crown on the 30th June, 1912, in accordance with the provisions of Section 26 of the Act.

It is pointed out that the granting of loans under "The State Advances Act" is restricted to one-half the amount paid to the Crown on the purchase of any allotment, and to one-half the value of the improvements effected thereon; that no loan can be less than £25 nor greater than £500; and that loans can only be made on lands held on credit purchase from the Crown. These restrictions of the Act shut out a number of persons who would otherwise be glad to avail themselves of the advantages it offers to borrowers, and thus prevents its being as useful

to selectors as it might otherwise be made. But, as the stability of the institution must depend upon the soundness of the lines upon which the business is conducted, the question arises how far, if at all, safeguards provided for in the Act may be relaxed without undue risk to the State.

The common argument put forward in favour of allowing a loan to be made to a higher proportion than one-half the value of the improvements is that, inasmuch as the moneys advanced are required to be expended in making substantial improvements in the way of clearing, fencing, building, &c., which must add to the security, the investment is quite safe; and certainly the contention is to some extent a reasonable one. But it must be borne in mind that the Trustees have no staff of inspectors to furnish special reports and expert values upon loan expenditure, and in practice it may be taken for granted that the valuations obtained are generally on the liberal side or in favour of the applicant, thus enabling him to secure a larger sum than he may be strictly entitled to. Where a selector has spent the money borrowed from the Agricultural Bank on his holding, the Trustees have always favourably considered applications for additional loans, provided the margin required by the Act is in all cases provided.

It is frequently stated that the rate of interest charged on loans to settlers should be reduced, and the Trustees, who have given the matter earnest consideration, would like to be able to fall in with that view in the interests of the small landholders for whom the Bank was introduced. But in view of the fact that notification has been received from the Honourable the Treasurer that the rate of interest

to be paid by the Bank to the State has been raised from £3½ to £4 on advances; that the accounts of the Bank up to the year closed on the 30th June, 1911, have always shown a debit balance; and that the small credit of £31 for last year is due to the fact that the Trustees obtained free of cost the valuations of improvements made for assessment purposes through the co-operation of the Commissioner of Taxes (a saving of expenses which cannot be counted upon in future), it does not seem that the result of transactions up to the present time would justify the Trustees in recommending a reduction in the rate of interest charged to borrowers, much as they would desire to do so; and, in looking to the future operations of the Bank, we cannot see that the volume of business will expand to any great degree, as there are now no large areas of good virgin country within measurable distance of roads.

There are some amendments needed in "The State Advances Act," but as they (particularly in regard to the provisions which direct the procedure to be followed where the purchaser fails to meet his engagements with the Agricultural Bank) have already formed the subject of a memorandum to the Honourable the Treasurer, they need not therefore be detailed here.

Appended is a statement of receipts and expenditure, together with profit and loss account and balance-sheet, for the year.

E. A. COUNSEL, Chairman of Trustees.

H. E. DOWNIE, } Trustees.
JAMES WHYTE, }

FRANK LOVETT, Manager.

The Honourable the Treasurer.

AGRICULTURAL BANK OF TASMANIA.

Statement of Receipts and Expenditure for the Year ending 30th June, 1912.

RECEIPTS.			EXPENDITURE.		
	£	s. d.		£	s. d.
Valuation fees	114	13 6	Balance from 1910-11... ..	13,597	6 4
Repayment of loans	570	0 0	Loans	4026	0 0
Interest on loans	800	3 1	Valuation fees... ..	115	14 6
Balance	16,921	18 8	Salaries	78	0 0
			Interest charged by Treasury on advances	577	3 4
			Printing and sundries	12	11 1
	£18,406	15 3		£18,406	15 3

Profit and Loss Account.

DR.			CR.		
	£	s. d.		£	s. d.
Balance from 1910-11	49	19 4	Interest received from borrowers	800	3 1
Salaries	78	0 0	Interest outstanding	273	12 2
Interest on advances by Treasury	577	3 4			
Printing and sundries	12	11 1			
Loans on properties reverted to the Crown	325	0 0			
Balance	31	1 6			
	£1073	15 3		£1073	15 3

Balance-sheet, 30th June, 1911.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Advanced by Treasury	16,921	18 8	Mortgages	16,592	0 0
Outstanding accounts	12	12 0	Interest outstanding	272	12 2
Balance profit and loss	31	1 6	Due by Lands Department for principal sum advanced on foreclosed property sold by auction	100	0 0
	£16,965	12 2		£16,965	12 2

FRANK LOVETT, Manager.

Examined with the books of the Agricultural Bank of Tasmania and certified to be correct.

J. E. BENNISON, Auditor-General.

30th July, 1912.

E. A. COUNSEL, Chairman of Trustees.

H. E. DOWNIE, } Trustees.
JAMES WHYTE, }



1912.

PARLIAMENT OF TASMANIA.

PUBLIC SERVICE BOARD:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£15 17s. 6d.]

PUBLIC SERVICE BOARD: REPORT FOR 1911-12.

To His Excellency MAJOR-GENERAL SIR HARRY BARRON, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, C.V.O., Governor in and over the State of Tasmania and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY:

In accordance with the provisions of Section 15 of "The Public Service Act, 1905" (5 Edward VII. No. 9), the Public Service Board has the honour to submit this, its sixth annual report, for the 12 months from 1st July, 1911, to the 30th June, 1912.

Meetings of the Board.

1. The Board has held 64 meetings during the period covered by this report, several of which were special meetings in connection with the hearing of appeals, inspection of Departments, enquiries, &c., and has given careful consideration to the various matters which have come before it.

Visits of Inspection, &c.

2. The Board has paid visits of inspection to various Departments, for the purpose of viewing the work generally, or the duties of particular officers, in connection with proposed changes, appeals against classification, &c., and has, on the whole, found that the methods adopted are such as to tend to discharge public business as efficiently as possible.

New Town Infirmary and Consumptive Home, &c.

3. The Board deputed one of its members (Mr. R. J. Meagher) to inspect and report upon the staffing, &c., of the above institution, and has received suggestions, some of which have been given effect to. When the whole of the proposals have been brought into operation, it is confidently hoped that the institution will be found to work more smoothly, that anomalies will be removed, and that a redistribution of duties will result in more efficient service.

Regulations.

4. Your Excellency was pleased to approve of an alteration to Regulation No. 4 by the substitution of the hour of 12 noon as the time for public offices to close on Saturdays for that of 12.30 p.m., thus bringing this Service into line with that of the Com-

monwealth in this respect. Suggested amendments to certain regulations are now in the hands of the Government Printer, and the Board will, at an early date, submit these for Your Excellency's consideration.

Examinations.

5. There having been several vacancies for juniors, a special examination of candidates (male only) for admission to the Clerical Division of the Public Service was held on the 13th and 14th December, 1911, at which 14 presented themselves. Of this number eight passed; but three, who only failed in one subject, were allowed a supplementary paper at a later date, when they succeeded in passing, and were registered as qualified for appointment. Of this total of 11 eligible candidates, 10 have since been appointed to the Service. The highest number of marks obtained by those who passed was 1508, and the lowest 1201, out of 2000; as against 1738 and 1215 for the previous (June) examination. The new text-books prescribed for the Public Service Examination were used for the preparation of papers for the first time at this examination.

The usual June examination was held on the 12th and 13th of that month this year, when nine candidates sat, one being examined in Launceston. On this occasion four females were examined. Eight candidates obtained the required number of marks to secure a pass, including three females.

The usual facilities afforded by the Education Department were availed of by the Board in connection with these examinations.

The papers set at each of the above examinations will be found herein as Appendix M.

Practical Examination.

6. The annual practical examination provided for in Regulation 92 was held on the 30th January last, there being four candidates, all of whom passed, and are therefore eligible for advancement to the higher division, (a), of the Fourth Class.

Classification.

7. A list of classified officers is given in Appendix A, which shows also those Departments and officers exempt from the provisions of "The Public Service Act." An analysis of officers in the various divisions of the Service is shown in Appendix B.

Classification of Agricultural and Stock Department.

The classification of the offices, the occupants of which were formerly under the Council of Agriculture, referred to in the last report, has now been effected; and these appear under the Department of Agriculture and Stock, in which they are included.

Appeals.

8. A larger number than usual of appeals against their classification was received after the publication of the Classification List in February, 1912, the total being 53. A majority of these were from officers who have reached the maximum of their classes, and being unable to advance higher in salary in their present positions, apparently regard the fact of having obtained the full salary provided by regulation for their respective offices as sufficient grounds for asking for a reclassification, with its consequent increment, instead of waiting their chance of promotion to an office of a higher classification. In all these cases the appeals were disallowed.

Deaths.

9. The Board regretfully records the deaths of the following officers, after many years' long and faithful service:—John Blakney, late Truant Officer, Education Department; Thos. Grimsey, late Messenger, Audit Department; Jos. Fletcher Jones, late Warder, Launceston Gaol; Millist Vincent (Jun.), late Messenger, Statistical and Lands Department.

Overtime and Gratuities.

10. The payment of overtime to various Departments amounted, for the 12 months, to £845 9s., as against £694 12s. 6d., for the preceding year, particulars of which will be found in Appendix C.; a large proportion being, as usual, in connection with the Printing Department, at fixed rates. The Board has considered the advisableness of an alteration in the rates payable for overtime, and will shortly submit a proposed amendment of the Regulation in this respect.

Temporary Assistance.

11. The expenditure by Departments on temporary assistance amounted to £6385 0s. 10d., *vide* Appendix E; the cost of assistance authorised last year being £7875 6s. 5d.

A large proportion of the cost was incurred by the Department of Public Works (£1006 12s.), and the Agricultural and Stock Department (£1628 3s. 7d.); the former in connection with new railways in course of construction and other public works, and the latter in relation to inspections, &c. The amount of £2209 8s. 6d. was expended by the Printing Department in connection with assistance for Parliamentary and other printing.

In accordance with the provisions of Section 40 (7) of the Act, the Board recommended that the operations of Subsections (2), (3), and (4) of that section might be suspended in regard to the following officers, and Your Excellency was pleased to order accordingly:—F. G. Butler, Assistant Engineer, Burnie-Flowerdale Railway; F. McCormick, Railway Surveyor, Burnie-Flowerdale Railway; W. D. Reid, Temporary Clerk and Draftsman, Mines Department, Launceston; and W. J. Wilson, Temporary Clerk, Office of Taxes, Launceston.

Leave of Absence.

12. Particulars of leave of absence granted to officers, being leave through illness, annual holiday leave, and other causes, are given in Appendix F.

Twelve months' leave of absence, without pay, was granted to K. Stolzenberg, of the Printing Department, in accordance with the provisions of Section 62 of the Act; and six months to R. F. Richardson, Cashier, Department of Public Works.

Six months' leave on full pay was approved in respect of C. Green, Clerk, Mines Department, in accordance with Section 63.

Age Limit.

13. The Board has been able to give the certificate required by the Act that in the interests of the Public Service it is desirable that the undermentioned officers should continue in the performance of the duties of their offices for further periods, and Your Excellency was pleased to approve of such extensions:—Mr. T. A. Tabart, Chief Inspector of Stock; Mr. J. M. Clarke, Draftsman, Lands and Surveys Department; Mr. Wm. Welsh, Deputy-Superintendent, Gaol, &c., Launceston; and Mr. C. Coombs, Storekeeper, Stores Branch, Treasury.

Mr. A. B. Haden, late Clerk, Mines Department, retired from the Service, under Section 65 of the Act, at the 31st December, 1911.

Misconduct.

14. A few cases of minor breaches of the Regulations were reported to the Board, all of which were met by the infliction of small fines or reprimands.

The most serious case that came under the Board's notice during the year was that of an officer of the Office of Taxes, who was charged with the commission of an offence under "The Public Service Act," and he, having admitted it, Your Excellency approved of his dismissal from the Service, which took effect from the 11th August, 1911.

In the month of June last, a female official of the Charitable Department, Launceston, was suspended for misconduct, including insobriety. Prior to the necessary steps being taken, however, to deal with the case, the officer placed her resignation in the hands of the Hon. the Chief Secretary, which, after consideration, was accepted. A formal enquiry was therefore not held.

The only case calling for action on the part of the Board was that of a Warder at the Hobart Gaol, who was suspended for accepting a valuable present from an ex-prisoner. Upon enquiry the Warder admitted the circumstance, and the Board, after full consideration, exercised its right under Section 29 (1) of the Act, and dispensed with the officer's services, he not having completed his probationary period of employment.

New Town Charitable Institution and Boys' Training School.

15. In the year 1907, the Board recommended that the practice of issuing rations to certain officers of various Departments should be discontinued, and this was given effect to, with the exception of the above institution. In August, 1911, however, the matter was again considered, and it was recommended that a sum of money equivalent to the value of the rations should be added to the salaries of certain officers entitled to it at the New Town Charitable Institution and Boys' Training School. This was carried out in the Estimates for 1911-12, and the institution thus brought into line with others of a similar character.

Appendices.

The following tables, &c., accompany this report:—

- A. Classification List, 1912.
- B. Analysis of Classification.
- C. Return of Payments for Overtime, &c.
- D. List of Appellants.
- E. Schedule of Temporary employment.
- F. Particulars of Leave of Absence.
- G. Probationary Appointments.
- H. New Appointments.
- I. Retirements.
- J. New Offices Created.
- K. Transfers and Promotions.
- L. Offices Abolished.
- M. Examination Papers.

GEORGE RICHARDSON, Chairman.
E. D. DOBBIE, } Members,
R. J. MEAGHER, }

APPENDIX A.

TASMANIA.

PUBLIC SERVICE CLASSIFICATION LIST, 1912.

LIST of Officers in the Public Service on the 1st January, 1912, classified and graded, as recommended by the Board in accordance with the provisions of Section 15 of "The Public Service Act" (5 Ed. VII. No. 9).

GEO. RICHARDSON,
Chairman Public Service Board.

Hobart, 23rd February, 1912.

* In Length of Service Column denotes service not continuous.
q.f.l. denotes quarters, fuel, and light.
The names of officers on probation are printed in italics.

PREMIER.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division	Classification of Work.		Max. Salary of Classes, C-P.
											Class or Grade.	Sub-division.	
			£	£	£								£

HIS EXCELLENCY THE GOVERNOR'S ESTABLISHMENT.

1	Bentley, E.	Office Keeper, &c.	124	*26	150	48	19·3	5.10.92	1.8.02	G	ii.
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* Quarters and uniform.

PREMIER'S OFFICE.

2	Addison, D. W.	Secretary to Premier, & Clerk, Executive Council	315	...	315	39	24·1	1.12.87	1.1.02	C	1
3	Parkes, E.	Clerk	120	...	120	21	6·1	1.12.05	1.9.11	C	4a	...	160

CHIEF SECRETARY.

UNDER-SECRETARY.

4	Packer, H. E.	Under-Secretary & Chief Electoral Officer	400	...	400	50	29·7*	1.1.77	19.1.11	C	1	...	...
5	Daly, J. F.	Chief Clerk	210	...	210	32	21·4	1.9.90	1.4.99	C	3	4	225
6	Lipscombe, Gladys	Clerk	40	...	40	17	...	1.8.11	1.8.11	C	4b	...	110
7	Cooper, Roy	Ditto	40	...	40	19	...	1.1.12	1.1.12	C	4b	...	110
8	Westbrook, F.	Ditto	40	...	40	16	...	1.1.12	1.1.12	C	4b	...	110

AUDIT DEPARTMENT.

9	Miller, G. R.	Chief Clerk	360	...	360	62	31·5	4.8.80	1.9.96	C	2	6	360
10	Young, D. P.	Inspector	260	...	260	37	20·10	24.2.91	6.1.02	C	2	2	280
11	Hughes, J. W.	Ditto	260	...	260	44	20·11	1.2.91	1.1.95	C	2	2	280
12	Batt, F. J.	Ditto	225	...	225	38	21·4	1.9.90	1.9.90	C	3	5	240
13	Harrison, C. H. H.	Ditto	225	...	225	37	20·11	1.2.91	1.3.91	C	3	5	240
14	O'Brien, J. P.	Clerk	225	...	225	40	17·4*	22.8.91	1.5.10	C	3	5	240
15	Eltham, W. C.	Ditto	202 10	...	202 10	55	13	1.1.99	1.7.99	C	3	3	210
16	Vaughan, H. G.	Ditto	180	...	180	29	13	1.1.99	1.11.10	C	3	1	180
17	Wadsley, E. W.	Ditto	160	...	160	30	10·8	6.5.01	1.1.11	C	3	1	180
18	Keats, F. H.	Ditto	150	...	150	27	9·6	30.6.02	29.8.11	C	4a	...	160
19	Adams, S. R.	Ditto	40	...	40	17	...	1.1.12	1.1.12	C	4b	...	110

STATISTICAL AND REGISTRATION DEPARTMENT.

20	Johnston, R. M.	Statistician and Registrar-General	600	...	600	67	39·5	3.8.72	1.7.82	P	A	...	...
21	Laughton, J. P.	Assistant Statistician, Chief Clerk, and Registrar for Hobart	280	10*	290	51	20·7	1.6.91	1.9.10	C	2	3	300
22	Bond, Geo.	Clerk & Deputy-Registrar	195	...	195	28	11·3	8.10.00	1.1.11	C	3	3	210
23	Murphy, W. T.	Clerk	202 10	...	202 10	47	22·2	1.11.89	1.5.11	C	3	3	210
24	Stops, F. R.	Ditto	160	...	160	39	20·1	1.12.91	1.7.07	C	4a	...	160
25	Betts, J. R.	Ditto	160	...	160	68	10·5	1.8.01	1.7.11	C	4a	...	160
26	Pucker, Marie F.	Ditto	40	...	40	18	...	1.11.11	1.11.11	C	4b	...	110

* Returning Officer.

No.	Name.	Office.	Salary as per	Additional	Total salary and	Age last	Length of	Date of	Date ap	Division.	Classification			Max. Salary of
			Estimates,	Emoluments in							Class	Grade.	Sub-division.	
			£	£	£									£

INSPECTION OF MACHINERY.

27	Ross, E. S.	Chief Inspector, also of Explosives	335	12*	347	46	19.11	4.2.92	1.1.98	P	B	3		335
28	Smith, C. E.	1st Assistant	260	9*	269	50	14.10	1.3.97	1.1.98	P	C	5		260
29	Green, H.	2nd Assistant	260	50†	310	51	13.10	21.2.98	1.3.98	P	C	5		260
30	Reynolds, F. A.	3rd Assistant	260	12†	272	41	11.8	1.5.00	1.1.01	P	C	5		260
31	Saul, W. S.	4th Assistant	210	...	210	33	3	23.1.09	23.1.09	P	C	5		260

* Examiner in steam (fees). † Adviser Hobart Corporation. ‡ Consulting Engineer Leven Harbour Trust.

MAGAZINES AND EXPLOSIVES.

32	Pope, E. P.	Inspector Southern District	140	40*	170	43	21.6	25.7.90	1.3.08	G	ii.	...		
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* Quarters, fuel, and light.

PUBLIC SERVICE BOARD.

33	Rowland, E. O.	Secretary ; also Government Shorthand Writer	240	...	240	36	17.5	26.7.94	1.10.07	C	2	1		260
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PUBLIC BUILDINGS.

34	Tapsell, R.	Head Officekeeper and Inspector under "Public Health Act "	175	38	213	57	23.9	1.3.88	1.3.95	G	i.
35	Vincent, M., Sen.	Officekeeper	135	33*	168	68	29	1.1.83	31.3.90	G	ii.	...		...
36	Vincent, M., Jun.	Messenger, Statistical and Lands Departments	105	33*	138	40	23.11	1.2.88	22.8.02	G	ii.	...		...
37	McGrath, Jno.	Messenger, Attorney-General's Department	105	57§	142	58	18	1.1.94	1.4.04	G	ii.	...		...
38	Pratt, J. C.	Messenger, Chief Sec. and Health Departments	105	36¶	141	34	12.2	1.11.99	1.11.02	G	ii.	...		...
39	Fowler, A. M.	Messenger, Education Dept	100	53†	153	42	22.10	1.3.89	1.5.03	G	ii.	...		...
40	Cole, Wm. J.	Messenger, Treasury	105	33*	138	59	13.4	1.9.98	22.6.08	G	ii.	...		...
41	Miles, Jno. S.	Messenger, Lands Titles	110	3†	113	61	27.8	1.5.84	1.8.99	G	iii.	...		...
42	Grimsey, Thos. ††	Messenger, Audit and Stores Departments	110	3†	113	56	28.11	25.1.83	14.10.07	G	iii.	...		...
43	Mills, A. J.	Messenger, Public Works	110	3†	113	41	24.10	1.1.84	1.4.09	G	iii.	...		...
44	Hornsby, E. A.	Messenger, Solicitor-General and Supreme Court	110	3†	113	41	8.9	1.4.03	1.4.09	G	iii.	...		...
45	Day, D.	Messenger, Office of Taxes and State Savings Bank	110	3†	113	35	14.6	21.6.97	1.11.99	G	iii.	...		...
46	Emery, C. E. L.	Messenger, Judges	95	3†	98	41	2.6	1.7.09	1.7.69	G	iii.	...		...
47	Hutchinson, R. C.	Messenger, Chief Secretary's Department	110	3†	113	59	15.6	1.7.96	14.10.07	G	iii.	...		...
48	Woodward, W. H.	Messenger, Printing Dept.	105	13**	118	32	12.11	27.1.99	22.6.08	G	iii.	...		...
49	Street, H. E.	Junior Messenger, Chief Secretary's Office	40	...	40	15	...	6.11.11	6.11.11	G	iv.	...		...
49A	Bryan, P. F.	Officekeeper, Launceston	115	33*	148	40	15.10	16.2.96	16.2.96	G	ii.	...		...

* q.f.l. and uniform. † £33, quarters, fuel, light, and uniform, also £20 Book Depôt. ‡ Uniform. § £33, q.f.l. and uniform, also University, about £4 ¶ £33, q.f.l. and uniform, and Agricultural Department, £3. || £35, house allowance, and £3 uniform. ** £3 Uniform, also £10 firing time-gun. †† Deceased, 18.1.12.

CHARITABLE DEPARTMENT.

...	Packer, H. E.	Administrator Charitable Grants	...	(Vide No. 4.)	...	...	...	...	...	...	...	...	...	...
50	Seager, C. F.	Clerk	195	...	195	35	11.6	1.7.00	1.7.00	C	3	2		195
51	Crawford, K. M.	Inspecting Nurse	83	...	83	34	...	1.5.11	1.5.11	P	D	3		100

NEW TOWN INFIRMARY AND CONSUMPTIVE HOME.

52	Seager, F. R.	Superintendent	313	67*	380	64	42.9	5.3.69	1.1.99	C	1	...		...
53	Scully, J. F.	Overseer	113	27†	140	61	21.6	6.6.90	6.6.90	G	ii.	...		...
54	Pearce, Jas.	Head Warder and Store-keeper	150	27†	177	53	27.4	1.9.84	1.4.11	G	ii.	...		...
55	Marchant, H.	Warder	84	16†	100	47	17.6	25.6.94	25.6.94	G	iii.	...		...
56	Ellison, J.	Ditto	84	22‡	106	52	20.7	11.5.91	11.5.91	G	iii.	...		...
57	Lovett, M. S.	Matron	100	45§	145	55	7||	1.7.04	1.7.04	P	D	...		160
58	Baker, E.	Head Nurse	40	20¶	60	28	7	1.1.05	15.7.11	G	iv.	...		...
59	Burris, M.	Nurse	30	20¶	50	34	7.4	7.8.04	1.3.09	G	iv.	...		...
60	Sherwood, C. E.	Ditto	30	20¶	50	23	2.1	1.12.09	1.12.09	G	iv.	...		...
61	Haines, E. C. E.	Ditto	30	20¶	50	25	...	1.7.11	1.7.11	G	iv.	...		...
62	Geard, J. E.	Ditto	30	20¶	50	21	...	7.6.11	7.6.11	G	iv.	...		...
63	Rogers, M.	Ditto	30	20¶	50	29	...	1.9.11	1.9.11	G	iv.	...		...
64	Cooley, E.	Ditto	30	20¶	50	26	...	8.11.11	8.11.11	G	iv.	...		...
65	McIntosh, A.	Night Warder	74	16†	90	27	...	1.6.11	1.6.11	G	iii.	...		...
66	Davis, Elsie	Cook	52	20¶	72	36	7.5	14.7.04	27.10.07	G	iv.	...		...

* q.f. and light. † q.f.l. and uniform. ‡ q.f.l. and uniform ; also £6 for acting as barber. § q.f. light, uniform, and rvant. || Six months deducted under Section 62. ¶ q.f. light, uniform, and board.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division.	Classification of Work.			Max. Salary of Classes, &c.
											Class or Grade.	Sub-division.		
			£	£	£									£

BOYS' TRAINING SCHOOL.

67	Read, C. M.	Working Overseer	113	37†	150	50	26.11	1.2.85	1.10.09	G	ii.	...	...
68	Smyth, F. J.	Discipline Officer, &c.	103	27*	130	44	15.6	1.7.96	1.3.97	G	ii.	...	...
* Q.f.l. and uniform.			† Allowance in lieu of quarters, also fuel and light.											

LAUNCESTON INVALID DEPOT.

69	Welsh, W.	Deputy-Superintendent, &c.	...	...	...	...	(<i>Vide</i> No. 246)	...	...	...	...	...	...
70	Bourke, A.	Nurse	75	19*	94	42	1.8	11.4.10	11.4.10	G	iii.	...	...
* q.f.l., water, and uniform.														

HOSPITAL FOR INSANE, NEW NORFOLK.

71	Macfarlane, W. H.	Medical Superintendent	550	77*	627	61	37.8	7.5.74	1.10.80	P	A	...	...
72	Read, G. F.	Assistant Medical Officer	325	53*	378	47	15.5	1.8.96	1.8.96	P	B	4	360	
73	Elliott, B. A. C.	Clerk and Storekeeper	195	...	195	27	10.7	10.6.01	1.5.11	C	3	3	210	
74	Parker, P. J. W.	Clerk	120	...	120	23	7.11	30.1.04¶	1.7.11**	C	4a	...	160	
75	Schott, W. E.	Engineer	220	...	220	41	3	1.1.09	1.1.09	P	C	3	220	
76	Bennett, W. H.	Chief Attendant	170	55†	225	62	28.10	10.3.83	1.3.89	G	i.	...	...
77	Triffitt, B. J.	First Senior Attendant	135	50‡	185	54	30.3	1.7.81	1.7.05	G	ii.	...	...
78	Jones, J. F.	Second Senior Attendant	137	5‡	142	49	26.5	22.7.85	1.7.05	G	ii.	...	...
79	Anderson, John	Third Senior Attendant	110	20||	130	45	23.1	1.12.88	1.11.07	G	ii.	...	...
80	Power, J. B. P.	Matron	150	65§	215	47	21.9	11.4.90	30.11.95	P	C	2	200	
81	Davies, E. L.	Sub-matron	120	50§	170	55	23.2	17.10.88	1.12.95	G	ii.	...	...

* q.f.l. † q.f.l., ration, and uniform. ‡ Uniform. || Ration and uniform. § q.f.l., ration, and attendance.
¶ Date of appointment in Railway Department. ** Date of appointment to Public Service.

PUBLIC HEALTH DEPARTMENT.

82	Purdy, J. S.	Chief Health Officer	600	...	600	39	1.11	1.2.10	1.2.10	P	A	...	...
83	Dixon, B. H.	Clerk	180	...	180	28	11.7	1.6.00	1.3.11	C	3	1	180	
84	Crane, Percy R.	Clerk	50	...	50	18	...	1.7.11	1.7.11	C	4b	...	110	
85	Wadsworth, A. E.	Sanitary Inspector	240	...	240	45	4.11	2.2.07	2.2.07	P	C	4	240	

TREASURER.

TREASURY DEPARTMENT.

86	Reid, A.	Under-Treasurer	550	50†	600	68	53.9	1.4.58	1.1.95	C	1	...	...
87	Pretyman, E. H.	Accountant, &c.	380	...	380	46	30	1.1.82	17.1.10	C	1	...	...
88	Benson, Wm.	Receiver and Paymaster	360	...	360	59	38.7	19.5.73	23.7.94	C	2	6	360	
89	Windsor, T.	Cashier, Pay Branch	320	...	320	55	37.1	16.11.74	23.7.94	C	2	4	320	
90	Todd, W.	Cashier, Revenue Branch	320	...	320	64	35.9*	1.6.71	23.7.94	C	2	4	320	
91	Strutt, P. J.	Clerk	260	...	260	40	23	1.1.89	1.3.10	C	2	1	260	
92	Westbrook, P. N.	Ditto	240	...	240	39	21.8	1.5.90	1.5.10	C	3	5	240	
93	Kemp, E. D. F.	Ditto	210	...	210	31	15.1	26.11.96	14.1.08	C	3	3	210	
94	D'Emden, E. H.	Ditto	195	...	195	29	13	1.1.99	1.7.10	C	3	2	195	
95	Mason, A. H.	Ditto	180	...	180	35	15.4	1.9.96	1.1.11	C	3	1	180	
96	Johnson, C. E.	Ditto	140	...	140	30	10.4*	1.7.00	1.2.02	C	4a	...	160	
97	Thummler, W. H.	Ditto	140	...	140	24	8.1	15.12.03	1.10.11	C	4a	...	160	
98	Packer, Miss D.	Ditto	65	...	65	21	1.6	1.7.10	1.7.10	C	4b	...	110	
99	Hope, E. L.	Ditto	50	...	50	18	1.5	8.8.10	8.8.10	C	4b	...	110	
100	Parkes, R. H.	Ditto	50*	...	50	17	...	1.7.11	1.7.11	C	4b	...	110	

* From 1.1.12. † £50 as Secretary Public Debts Sinking Fund.

STORES BRANCH.

101	Hull, H.	Inspector of Stores & Secretary Board of Tenders	320	...	320	59	44.9	15.4.67	1.1.95	C	2	4	320	
102	Dawson, G. F.	Chief Clerk	260	8*	268	45	25	1.1.87	1.1.95	C	2	1	260	
103	Coombs, C.	Storekeeper	130	80†	160	76	25.10	8.3.86	1.7.01	C	4a	...	160	
104	Goldsmith, H. V.	Clerk	50	...	50	17	1.2	1.11.10	1.11.10	C	4b	...	110	
105	Coombs, C. H.	Storeman	140	...	140	47	19	1.1.93	1.7.01	G	ii.	...	...

* Assistant Returning Officer. † q.f.l.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division	Classification of Work.		Max. Salary of Classes, C.P.
											Class or Grade.	Sub-division.	
OFFICE OF TAXES.													
106	Downie, H. E.	Commissioner and Col- lector	500	26*	526*	44	30	1.1.82	1.1.02	C	1	...	...
107	Hogg, W.	District Deputy-Commis- sioner, Launceston	360	...	360	51	27.7	22.5.84	1.6.06	C	1	...	...
108	Harrison, M. W.	Chief Clerk	340	...	340	62	36.2	1.11.75	1.10.94	C	2	5	340
109	Maddox, E. A.	Clerk	260	...	260	53	15	1.1.97	1.1.97	C	2	1	260
110	Ryan, W.	Ditto	240	...	240	45	27.2	1.11.84	1.11.84	C	2	1	260
111	Pennecfather, G. S.	Ditto	210	...	210	46	6.9	1.4.05	1.4.05	C	3	5	240
112	Honey, W. M.	Ditto	215	...	215	53	28.11	7.2.83	14.3.97	C	3	3	210
113	Rule, T. E.	Ditto	225	5**	230	50	27.10	1.3.84	1.4.08	C	3	4	225
114	Russell, W. O.	Ditto	210	...	210	68	8	1.1.04	1.1.04	C	3	4	225
115	Simmons, G. K.	Ditto	210	...	210	46	22.10	13.3.89	1.10.10	C	3	3	210
116	Page, O. A.	Ditto	180	...	180	34	15.6	1.7.96	1.4.10	C	3	1	180
117	Steele, F. W.	Ditto	180	...	180	30	11.10	12.2.00	1.10.10	C	3	1	180
118	Simmons, K.	Ditto	180	...	180	50	30.4	1.9.81	1.9.81	C	4a	...	160
119	Hull, F. A.	Ditto	120	...	120	33	9.4†	22.8.02	21.11.10	C	4a	...	160
120	Dobbie, E. F.	Ditto	120	...	120	23	4.4	1.8.07	1.8.07	C	4a	...	160
121	Innes, Miss M. G.	Ditto	50	...	50	23	1.2	1.9.10	1.9.10	C	4b	...	110
122	Smith, Miss A. W.	Ditto	50	...	50	21	...	1.7.11	1.7.11	C	4b	...	110

* Including £26 Trustee Agricultural Bank.

** Assistant Returning Officer.

† Eight years as teacher, Education Department.

PRINTING DEPARTMENT.

123	Vail, J.	Government Printer	500	...	500	50	12.8	24.4.99	24.4.99	P	A	...	...
124	Hardinge, F. C.	Accountant	240	...	240	42	23.9	16.3.88	1.1.93	C	3	5	240
125	Crowther, E. M. P.	Clerk	110	...	110	31	12	8.1.00	8.1.00	C	4b	...	110
126	Tenisonwood, G. H.	Ditto	50	...	50	19	1	11.1.11	1.8.11	C	4b	...	110
127	Prior, T. G.	Overseer	280	...	280	51	9.1	1.12.02	1.12.02	G	i.	...	...
128	Shummins, W. E.	Foreman	210	...	210	43	29	9.1.83	1.7.03	G	i.	...	...
129	Clayton, H. R. H.	Lino. Mechanic	182	...	182	40	27.11	8.2.84	1.1.08	G	ii.	...	...
130	Backhouse, B. W. J.	Reader	171 12	...	171 12	32	17.4	10.9.94	...	G	ii.	...	...
131	Rayson, G.	Ditto	166 8	...	166 8	53	10.11	4.2.01	...	G	ii.	...	...
132	Tudor, O.	Compositor	166 8	...	166 8	55	28.6	30.6.83	...	G	ii.	...	...
133	Luckman, C. DeB.	Ditto	166 8	...	166 8	40	25.3	8.10.86	...	G	ii.	...	...
134	Brown, G.	Ditto	156	...	156	57	32.8	23.4.79	...	G	ii.	...	...
135	Doran, E.	Ditto	156	...	156	56	37.5	27.7.74	...	G	ii.	...	...
136	Davis, C.	Ditto	156	...	156	63	34.9	23.3.77	...	G	ii.	...	...
137	St. Leger, W. J.	Ditto	156	...	156	43	27.7	13.6.84	...	G	ii.	...	...
138	Turner, E. D.	Ditto	156	...	156	51	25.6	21.6.86	...	G	ii.	...	...
139	Luckman, V. H.	Ditto	156	...	156	39	23.7	1.6.88	...	G	ii.	...	...
140	Tinker, J. W.	Ditto	156	...	156	34	19.8	3.5.92	...	G	ii.	...	...
141	McIntosh, W. D.	Ditto	156	...	156	29	15.4	14.9.96	...	G	ii.	...	...
142	Davidson, E.	Ditto	156	...	156	64	25.10*	16.8.83	...	G	ii.	...	...
143	McConnon, H. J.	Ditto	156	...	156	24	11.6	30.6.00	...	G	ii.	...	...
144	Kay, A.	Ditto	156	...	156	35	16.3	5.10.95	...	G	ii.	...	...
145	Gifford, V. S.	Assistant Computer	156	...	156	26	13.3	26.9.98	...	G	ii.	...	...
146	Nimmo, John W.	Foreman Binder	189 16	...	189 16	47	34	2.1.78	...	G	ii.	...	...
147	Nimmo, James	Bookbinder	166 8	...	166 8	45	33.6	6.7.78	...	G	ii.	...	...
148	Abel, H. H.	Ditto	156	...	156	45	29.6	1.7.82	...	G	ii.	...	...
149	Hooper, R.	Ditto	156	...	156	37	20.8	17.4.91	...	G	ii.	...	...
150	Reynolds, D. T.	Ditto	156	...	156	30	15	1.1.97	...	G	ii.	...	...
151	Rose, Ada	Folder and Sewer	52	...	52	43	24.6	1.7.87	...	G	iv.	...	...
152	Needham, C. L.	Foreman Machinist	174	...	174	59	45.10	5.3.66	...	G	ii.	...	...
153	Vacant	Machinist	...	...	...	...	...	...	...	G	ii.	...	...
154	Newman, F.	Ditto	156	...	156	50	37.6	4.7.74	...	G	ii.	...	...
155	Creese, H.	Ditto	156	...	156	36	21.10	21.2.10	...	G	ii.	...	...
156	Stolzenberg, K. J. C.	Ditto	156	...	156	32	17.9	19.3.94	...	G	ii.	...	...
157	Hewitt, T. E.	Photo-Lithographer	192 8	...	192 8	41	27	1.1.85	...	G	ii.	...	...
158	Chalu, F. W.	Lithographic Printer	166 8	...	166 8	47	26.6	1.7.85	...	G	ii.	...	...
159	Abbott, J. W.	Lithographer	156	...	156	36	20.9	25.4.91	...	G	ii.	...	...
160	Grahame, J. C.	Warehouseman	174 4	...	174 4	46	30.11	28.1.81	...	G	ii.	...	...
161	Jeffreys, G.	Labourer	109 4	...	109 4	66	19.2	1.11.92	...	G	iii.	...	...
162	Luckhurst, N. A.	Lino. Operator	...	...	...	39	26.7	25.5.85	...	G	ii.	...	...
163	Abel, W. T.	Ditto	...	...	...	36	21.8	3.5.90	...	G	ii.	...	...

* Piecework.

STATE SAVINGS BANK.

164	Lovett, F.	Actuary and Secretary to Trustees	250	100†	350	54	36	1.1.76	1.11.06	C	2	6	360
165	Smith, E. H.	Chief Clerk & Accountant	225	...	225	33	19.2	14.11.92	1.1.03	C	2	1	260
166	Okines, E. J.	Teller	195	...	195	34	14	26.12.97	1.2.08	C	3	2	195
167	Wallace, E. A.	Clerk and Ledger Keeper	140	...	140	26	9.3	15.10.02	15.10.02	C	3	2	195
168	Hope, C. E.	Clerk	130	...	130	23	7.5	1.8.04	1.12.08	C	4a	...	160
169	Stanley, C. M.	Ditto	120	...	120	21	4.7	13.5.07	16.10.11	C	4a	...	160
170	Fletcher, R. W.	Ditto	95	...	95	19	2.6	1.7.09	1.3.11	C	4a	...	160
171	Pillinger, Miss C. M.	Ditto	95	...	95	21	3.11	1.2.08	1.2.08	C	4b	...	110
172	Sargison, Miss J. C.	Ditto	80	...	80	20	3.1	1.12.08	1.12.08	C	4b	...	110
173	Driscoll, H. R.	Ditto	40	...	40	18	...	1.11.11	1.11.11	C	4b	...	110

† £100 as Paymaster Imperial Pensions.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division.	Classification of Work.			Max. Salary of Classes, C-P.
											Class or Grade.	Sub-division.		
			£	£	£									£

ATTORNEY-GENERAL.

JUDICIAL DEPARTMENTS.

ATTORNEY-GENERAL.

174	Lord, C.	Secretary to Attorney-General †	195	2 2†	197 2 34	13		1.1.99	1.7.10	C	3	3	210
175	Smith, H. C.	Clerk	40	...	40	19	...	1.11.11	1.11.11	C	4	...	110

† Secretary Board Examiners Legal Practitioners Act, £2 2s.

PARLIAMENTARY DRAFTSMAN.

176	Birchall, W. A. B.	Parliamentary Draftsman	360	33 10*	393 10	54	10.6	11.7.01	1.5.04	P	A
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* £25, Member Mining Board, and £8 10s., Returning Officer.

SOLICITOR-GENERAL.

177	Dobbie, E. D.	Solicitor - General	600	75*	675	54	28.10	1.3.83	1.4.01	P	A
178	Hobkirk, L. J.	Crown Solicitor	385	5 5†	390 5	50	21	1.8.77	24.5.10	P	A	...	...
179	Dillon, J. C.	Clerk of the Peace; also Clerk in Charge	285	...	285	44	28	1.1.84	1.1.95	P	B	1	285
180	Boniwell, M. C.	Clerk to Solicitor-General	160	...	160	29	12.8	15.5.99	1.6.07	P	D	6	160

* £50, Chairman Mining Board; and £25, Public Service Board. † Fees as Registrar of Building Societies.

SUPREME COURT, REGISTRY OF DEEDS, PROBATE DUTIES, AND STAMP DUTIES.

181	Seager, P. S.	Registrar of Supreme Court and Deeds, &c.	550	75*	625	66	48.8	14.5.63	1.1.95	P	A	...	...
182	Brammall, A. G.	Chief Clerk	340	20†	360	44	23.10	1.3.88	1.12.91	C	2	5	340
183	Walker, A. E.	Clerk	210	6†	216	30	14	1.1.98	1.2.10	C	3	4	225
184	Tapnell, L. G. R.	Ditto	195	...	195	33	14.6	1.2.97	1.8.10	C	3	3	210
185	Croft, C. L. T.	Ditto	95	...	95	20	4	13.1.08	13.1.08	C	4a	...	160
186	Crane, G.	Stamper	50	...	50	21	...	1.7.11	1.7.11	C	4b	...	110

* Fees. † Returning Officer. ‡ Clerk to Returning Officer.

LANDS' TITLES.

PROFESSIONAL STAFF.

187	Whyte, J. W.	Recorder of Titles, &c.	600	...	600	59	28.7	23.5.83	1.8.85	P	A	...	...
188	Richardson, A. A.	Solicitor Lands' Titles Commissioners	310	...	310	37	14	1.1.98	1.1.01	P	B	3	335
189	Farnier, G. F.	Deputy-Recorder, Chief Clerk, and Draftsman	385	...	385	59	35.2	1.11.76	1.8.83	P	A	...	...
190	Reid, Albert Mowbray	Draftsman	285	...	285	45	29	1.1.83	10.6.91	P	B	1	285
191	Walshe, C. C.	Ditto	240	...	240	39	23.6	1.7.88	10.6.91	P	C	4	240
192	McPhee, Malcolm	Ditto	160	...	160	31	14	2.1.98	18.2.01	P	D	...	160
193	McDonald, L. W.	Ditto	140	...	140	24	7.8	9.5.04	1.7.09	P	D	...	160

CLERICAL STAFF.

194	Boyes, B. E.	Accountant, &c.	225	...	225	41	24.8	21.4.87	1.9.10	C	3	5	240
195	Atkins, C. R.	Engrossing Clerk	190	...	190	60	35.5	19.7.76	19.7.06	C	4a	...	160
196	Bingham, R. G.	Clerk, Indexing	160	...	160	28	9.10	1.3.02	1.8.10	C	3	2	195
197	Windsor, F. V.	Clerk	160	...	160	46	24.2	17.10.87	1.4.03	C	4a	...	160
198	O'Shea, T. J.	Ditto	160	...	160	30	13.11	31.1.98	1.9.10	C	4a	...	160
199	Parker, H. II.	Ditto	95	...	95*	20	3.5	1.8.08	1.8.08	C	4b	...	110
200	Lucas, R. H.	Ditto	65	...	65†	18	2.1	16.11.09	16.11.09	C	4b	...	110

* From 1.2.12. † £80 from 16.5.12.

SHERIFF, &c.

201	Ross, H.	Sheriff, &c.	425	35*	460	57	19.6	1.7.92	8.9.99	C	1	...	...
202	Simmons, C. S.	Clerk	240	...	240	45	22.9	1.4.89	1.2.10	C	3	5	210
203	Shirley, H.	Sheriff's Officer, also Bailiff, &c.	180	5†	185	62	20.5	20.7.91	1.1.04	C	3	1	180
204	Bradshaw, W. M.	Court-house Keeper and Crier of Court	180	...	180	46	27.8	1.5.84	1.1.90	G	ii.	...	...
205	Launceston. Barnett, N. V.	Deputy-Sheriff and Registrar Court of Requests	100	200‡	300	44	19.3*	1.3.91	1.7.06	C	2	3	300
206	Dore, J. W.	Sheriff's Officer and Clerk, Bailiff, &c.	160	...	160	49	24.9	19.3.87	1.1.00	C	4a	...	160
207	Duncan, A. E.	Court-house Keeper, &c.	100	33§	133	43	15.8	1.5.96	1.3.05	G	ii.	...	...

* £25 Member Mining Board, £10 Commissioner Supreme Court.

‡ £155 Registrar Court of Requests, £25 Commissioner Supreme Court.

† Collector of Land Tax.

§ q.f.l. and uniform.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division.	Classification of Work.		Max. Salary of Classes, C-P.
											Class or Grade.	Sub-division.	

COURTS OF REQUESTS AND COURT OF BANKRUPTCY, LAUNCESTON.

208	Hall, E. L.	Commissioner and Police Magistrate, &c.	400	150*	550	47	18.11	1.2.92	1.7.01	P	A
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£150 as Warden of Mines.

MAGISTRACY AND COURTS OF REQUESTS.

SOUTHERN DIVISION.

209	Wise, W. O.	Police Magistrate and Commissioner Court of Requests	450	...	450	49	24.7	1.6.87	1.1.04	P	A	..	..
210	Stops, F. N.	Bench Clerk	240	10*	250	37	13.9	1.4.98	1.3.06	C	3	5	240
211	Hawson, R. J.	Information Clerk	180	...	180	31	13	1.1.99	1.9.04	C	3	1	180
212	Edwards, A. C.	Registrar Court of Requests	225	...	225	54	23.9	1.4.88	1.1.04	C	3	4	225

* Electoral Registrar.

NORTHERN DIVISION.

...	Hall, E. L.	Police Magistrate	...	...	...	...	<i>Vide</i> No. 208	...	...	...	...	...	...
213	Madden, J. J.	Bench Clerk	240	3*	243	61	30.3	15.10.81	1.1.01	C	3	3	210

* Commissioner Supreme Court.

NORTH-WESTERN DIVISION.

214	Chambers, L. E.	Police Magistrate, and Commissioner Courts of Requests	400	5*	405	48	15.10*	1.7.78	7.10.07	P	A
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* Assistant Returning Officer.

WESTERN DIVISION.

215	Turner, E. W.	Police Magistrate, &c.	300	140*	440	35	4	5.12.07	5.12.07	P	A
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* £100 Warden of Mines, £40 Returning Officer.

POLICE DEPARTMENT.

216	Lord, J. E. C.	Commissioner	450	...	450	41	25.9	29.3.86	1.7.06	C	1
217	Andrewartha, E. P.	Chief Clerk and Accountant	260	...	260	37	22.3	8.10.89	1.7.10	C	2	1	260
218	Cuthbert, E. B.	Clerk	160	...	160	34	13.4	1.9.98	1.2.00	C	4a	...	160
219	Newton, A. W.	Ditto	140	...	140	23	7.11	15.2.04	1.11.10	C	4a	...	160
220	Vacant	Ditto	40	...	40	...	...	...	...	...	4b	...	40

† Also Secretary Police Provident Fund.

GAOLS.

GAOL, HOBART.

221	Dollery, E. M.	Superintendent	260	80*	340	49	24.8	1.5.87	1.4.09	C	2	6	360
222	McSherry, M.	Deputy-Superintendent	178	42*	220	45	21.1	21.11.90	12.6.04	G	i.	...	...
223	Honey, M. P.	Clerk	162	...	162	61	38.0	8.12.73	1.4.00	C	4a	...	160
224	Pridham, G.	Ditto	80	...	80	55	11.9	1.2.91	1.10.11	C	4b	3	80
225	Miller, W.	Overseer of Shoemakers	130	2†	132	45	...	1.10.11	1.10.11	G	ii.	...	...
226	Harrison, P. E.	Overseer of Mechanics	140	2†	142	45	18.5	1.10.90	1.7.04	G	ii.	...	...
227	Johnston, T. W.	Overseer of Bakers	140	...	140	54	30.0	3.1.82	11.12.82	G	ii.	...	...
228	Carpenter, F. E.	Chief Warder	127 15	32†	159 15	56	18.0	4.1.94	1.4.11	G	ii.	...	...
229	Newman, F. B.	Warder, 1st class	127 15	2†	129 15	59	19.4	1.9.92	1.3.98	G	ii.	...	...
230	Long, R. M.	Ditto	127 15	2†	129 15	49	25.9	3.4.86	1.4.99	G	ii.	...	...
231	Wilson, J. O.	Ditto	127 15	2†	129 15	48	25.11	8.2.86	1.4.02	G	ii.	...	...
232	Filby, A. H.	Ditto	127 15	2†	129 15	38	14.3	2.2.91	1.3.05	G	ii.	...	...
233	Moore, G. N. H.	Ditto	127 15	2†	129 15	56	12.3	1.10.99	15.8.07	G	ii.	...	...
234	Askey, S.	Ditto	127 15	2†	129 15	43	12.0	15.1.00	1.11.07	G	ii.	...	...
235	Owen, W.	Ditto	127 15	2†	129 15	42	20.5	3.8.91	1.11.09	G	ii.	...	...
236	Purkiss, J. S. P.	Ditto	127 15	2†	129 15	40	19.8	2.5.92	1.4.11	G	iii.	...	...
237	Gibson, J. E.	Warder, 2nd class	118.12.6	2†	120.12.6	63	22.1	1.11.87	1.6.07	G	iii.	...	...
238	Bates, T.	Ditto	118.12.6	2†	120.12.6	42	7.8	14.5.04	15.8.07	G	iii.	...	...
239	McLoughlin, J. J.	Ditto	118.12.6	2†	120.12.6	57	7.5	9.8.04	1.5.08	G	iii.	...	...
240	Conlan, C. R.	Ditto & Assist. Baker	118.12.6	2†	120.12.6	41	6.5	17.7.05	1.11.09	G	iii.	...	...
241	Inns, H.	Warder, 2nd class	118.12.6	2†	120.12.6	54	26.8	24.4.85	1.4.11	G	iii.	...	...
242	Long, H. L.	Warder, 3rd class	109 10	2†	111 10	36	13.9	17.3.98	1.1.08	G	iii.	...	...
243	Searborough, W. H.	Ditto	109 10	2†	111 10	41	4.5	1.7.09	1.7.09	G	iii.	...	...
244	Banks-Smith, N	Ditto	109 10	2†	111 10	35	1.1	1.1.10	1.1.10	G	iii.	...	...
245	Goddard, M. A.	Female Warder	62	15*	77	66	18.8	11.5.93	1.11.04	G	iii.	...	...
246	Smith, Naomi	Ditto	52	15*	67	80	6.11	14.2.05	12.12.10	G	iv.	...	...

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appoint- ment.	Date ap- pointed to Present Position.	Division.	Classification of Work.			Max. Salary of Classes, C-P.
											Class or Grade.	Sub- division.	£	
GAOL, LAUNCESTON.														
247	Welsh, W.	Deputy Superintendent ||	110	131**	241	70	29.11	1.2.82	1.10.10	G	i.	...	...
248	Daly, M. F.	Warder	110	31†	141	...	11.8	1.5.00	1.4.08	G	ii.	...	...
249	K. C. Driscoll	Ditto	90	19 10†	109 10	25	...	2.9.11	2.9.11	G	iii.	...	...
250	McIntee, J.	Matron and Nurse	30	60§	90	53	9.9	1.4.02	14.4.10	G	iii.	...	...

* Q.f.l. † Q.f.l., and uniform. ‡ Uniform. § £30 q.f.l., and £30 Matron C.D. Hospital.
 || Also Deputy-Superintendent Launceston Invalid Depot, and Enquiring Officer.
 ** £52 q.f.l., £45 Enquiring Officer. £34 Commission on Charitable Institution collections.

EDUCATION DEPARTMENT.

251	McCoy, W. T.	Director of Education	600	20*	620	45	2	24.1.10	24.1.10	P	A	...	...
252	Masters, J.	Secretary	450	...	450	66	24.9	6.4.87	1.1.05	C	2	6	360	
253	Newman, G. E. F.	Chief Clerk & Accountant	260	...	260	42	22.2	5.11.89	5.11.89	C	2	1	260	
254	Hortin, E. D. B.	Clerk	225	10†	235	36	17.3*	1.1.91	1.1.97	C	3	5	240	
255	Park, H. W.	Ditto	150	...	150	27	10.8	22.4.01	1.4.10	C	4a	...	160	
256	Mason, Miss D. F.	Ditto	95	...	95	22	3.6	1.7.08	1.7.08	C	4b	...	110	
257	McGough, W. H.	Ditto	80	...	80	23	3	7.12.08	7.12.08	C	4b	...	110	
258	Morton, Miss C. D.	Ditto	65	...	65	21	1.9	4.4.10	4.4.10	C	4b	...	110	
259	Thomas, H. J.	Ditto	50†	...	50	18	1.5	8.8.10	8.8.10	C	4b	...	110	
260	Seabrook, W. W.	Ditto	40§	...	40	17	...	11.7.11	11.7.11	C	4b	...	110	
261	Blakney, J.	Truant Officer	150	...	150	64	37.5	9.7.74	1.7.04	G	ii.	...	...
262	Palamountain, J. R.	Truant Officer, &c., Launceston	110	...	110	43	0.9	1.3.11	1.3.11	G	iii.	...	...

* Chairman, Board of Examiners. † Secretary Scholarship Board. ‡ £65 from 1.3.12. § £50 from 1.2.12.

MINES DEPARTMENT.

263	Wallace, W. H.	Secretary for Mines	450	25§	475	47	33.9	17.3.78	1.1.98	C	1	...	...
264	Pretymann, W. A.	Chief Clerk	320	...	320	48	31.8	21.4.80	1.1.98	C	2	4	320	
265	Elliott, H. M.	Registrar for Mines	220	50*	270	58	32	1.1.67	1.1.98	C	3	4	225	
266	Bryan, A. B.	Clerk, Cashier, & Accountant	260	...	260	43	24.4	19.8.87	1.1.98	C	2	1	260	
267	Green, C.	Clerk	160	...	160	69	22.9	18.3.89	1.1.98	C	4a	...	160	
268	Smith, W. A.	Ditto	180	...	180	33	15.7	4.6.96	1.1.12	C	3	2	195	
269	Wardrop, J.	Ditto	130	10†	140	25	10.2	9.11.01	16.5.10	C	4a	...	160	
270	Smith, A. G.	Registrar, Launceston	180	20†	200	37	20.6	11.7.91	1.5.11	C	3	3	210	
271	Driscoll, P. A.	Clerk	65	65||	130	23	4.11	4.2.07	1.7.11	C	4a	...	160	
272	Bomford, F. E.	Registrar, Moorina	80	...	80	68	29.7	11.5.82	14.7.82	...	...	...	...
273	Goldsmid, E. V.	„ Zeehan	120	...	120	54	11.3	25.9.90	1.10.93	...	...	...	...

* £50 as Chairman Board of Examiners, Merchant Ships Officers' Examination Act.
 † £10 as Secretary to Mining Board.
 ‡ £20 as Registrar of Births.
 § £25 as Chairman Mt. Cameron Water-race Board.
 || Also Clerk Lands Office.

GOVERNMENT GEOLOGIST AND INSPECTOR OF MINES BRANCH.

274	Twelvetees, W. H.	Government Geologist, &c.	500	...	500	63	12.5	4.8.99	4.8.99	P	A	...	...
275	Vacant	Assistant ditto & Inspector	...	...	...	...	...	...	...	...	...	...	...
276	Grove, F. A. S.**	Clerk and Draftsman	200	...	200	52	21*	1.2.85	10.2.00	P	C	3	220	
277	Harrison, J.	Inspector of Mines, &c., Zeehan	325	25†	350	62	29.3	1.10.82	26.10.91	P	B	2	310	
278	Curtain, C. H.	Ditto, Queenstown	285	...	285	54	10.11	1.2.01	19.7.04	P	B	1	285	
279	Griffin, M. J.	Ditto, Launceston, also of Works, N.E. Division	350	...	350	64	23.3	1.10.88	1.7.04	P	B	3	335	

** Services on loan to Mt. Cameron Water-race Board.
 † £25, forage allowance.

MINISTER OF LANDS AND WORKS.

DEPARTMENT OF LANDS AND SURVEYS.

280	Counsel, E. A.	Surveyor-General and Secretary for Lands	550	26*	576	62	22.10	1.3.89	8.8.94	P	A	...	...
281	Hurst, W. N. T.	Chief Clerk	340	...	340	43	26.6	1.7.85	9.5.07	C	2	5	340	
282	Turner, F. E.	Clerk, Accountant, and Collector of Stamp Duties	260	18†	278	51	32*	1.1.78	1.1.10	C	2	1	260	
283	Molloy, T. P.	Clerk	280	...	280	52	35	1.1.77	1.6.82	C	2	2	280	
284	Pitman, C. B.	Ditto	240	...	240	55	29.8	1.7.82	1.7.82	C	3	5	240	
285	Cato, W. C.	Ditto	180	...	180	58	38.1	8.12.73	1.10.99	C	3	1	180	
286	McGough, J. L.	Clerk and Secretary Closes Settlement Board	225	...	225	29	13.5	1.8.98	1.4.11	C	3	4	225	
287	Bompas, R. C.	Clerk	180	...	180	56	29.3	1.10.82	21.4.93	C	3	1	180	
288	Quinn, J. R.	Clerk and Secretary to Minister	160	...	160	27	10.8	22.4.01	1.5.12	C	3	1	160	
289	Todd, Miss E.	Clerk	80	...	80	24	2.6	1.7.09	1.1.12	C	4b	...	110	
290	Benjafield, E.	Ditto	50	...	50	18	...	1.7.11	1.1.12	C	4b	...	110	
291	O'Doherty, T. R. N.	Ditto	40	...	40	21	...	1.1.12	1.1.12	C	4b	...	110	
...	Driscoll, P. A.†	Clerk, Launceston Branch	65	...	65	23	4.11	4.2.07	1.7.11	C	4a	...	160	
292	Penny, J. C.	Chief Forest Officer	260	...	260	63	41.9	1.4.70	1.1.99	C	2	1	260	
293	Levet, A. J.	Crown Lands Bailiff	104	...	104	34	6.9	22.3.05	22.3.05	G	iii.	...	...

* Trustee Agricultural Bank. † Also Clerk Mines Department, vide No. 271. ‡ Returning Officer.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division.	Classification of Work.		Max. Salary of Classes, C.P.
											Class or Grade.	Sub-division.	
			£	£	£								£

PROFESSIONAL STAFF.

294	Hall, L.	Chief Draftsman	385	...	385	65	37·3*	1.1.66	1.2.89	P	B	5	385
295	Lovett, E. P.	Draftsman-in-charge	285	...	285	40	26	1.1.86	1.7.07	P	B	2	310
296	Howell, A. B.	Computing Draftsman	335	10*	345	46	22·4	1.9.89	1.9.89	P	B	3	335
297	Garrard, T.	Draftsman-in-charge, L'ton	260	...	260	53	31·6	1.6.80	1.7.11	P	C	5	260
298	Oldmeadow, C. K.	Draftsman	240	...	240	43	23·2	19.10.88	1.1.95	P	C	4	240
299	Clarke, J. M.	Ditto	180	...	180	71	51	25.7.60	1.9.97	P	C	1	180
300	Scott, W.	Ditto	240	...	240	36	15·7	4.6.96	4.6.96	P	C	4	240
301	Weber, A.	Ditto	200	...	200	37	10·1	19.11.01	19.11.01	P	C	2	200
302	Weber, O. M.	Ditto	140	...	140	26	7·7	1.6.04	1.6.04	P	D	...	160
303	Duff, Miss M. A.	Ditto	100	...	100	23	2·6	1.7.09	1.7.09	P	D	...	160
304	Simm, E. W.	Ditto	80	...	80	18	2·10	1.3.09	1.11.10	P	D	...	160

* Secretary Board of Examiners.

MINING.

305	Roper, O. J.	Chief Draftsman	310	...	310	50	30·7	1.6.81	1.1.02	P	B	2	310
306	Turner, L. R.	Computing Draftsman	240	...	240	43	27·6*	2.1.84	3.3.91	P	C	4	240
307	Oldmeadow, A. K.	Draftsman	220	...	220	39	21	1.1.91	4.6.96	P	C	3	220
308	Clennett, J. H.	Ditto	40	...	40	17	...	1.1.12	1.1.12	...	...	...	...

DEPARTMENT OF PUBLIC WORKS.

309	Reilly, G. H.	Secretary for Public Works	375	...	375	54	36·11	8.2.75	4.8.03	C	1	...	...
310	Kennedy, E. H.	Chief Clerk and Accountant	340	...	340	51	28·9	29.3.83	4.9.03	C	2	5	340
311	Piggott, J. P.	Record Clerk	185	...	185	32	13·4	12.9.98	1.2.10	C	3	3	210
312	Richardson, R. F.	Cashier and Account Clerk	185	...	185	29	11·11	1.2.00	4.9.03	C	3	3	210
313	Guilbert, D.	Clerk	140	...	140	27	10·10	21.2.01	20.9.11	C	4a	...	160
314	Green, A. O.	Ditto	230	...	230	60	24·10	1.3.87	1.1.02	C	3	4	225
315	Langdale, E. W.	Ditto	110	...	110	21	5·2	13.11.06	13.11.06	C	4a	...	160
316	Hamilton, J. C.	Ditto	95	...	95	66	21·3	4.10.90	28.10.97	C	4b	...	110
317	Wright, G. B.	Ditto	160	...	160	67	27·9	29.3.84	28.10.97	C	4a	...	160
318	Walker, E. G.	Ditto	140	...	140	28	11·7	1.6.00	1.6.00	C	4a	...	160
319	Bateman, S. D.	Ditto	120	...	120	22	4·5	29.7.07	1.6.11	C	4a	...	160
320	Packer, Miss K. B.	Ditto	110	...	110	25	4·5	1.8.07	1.8.07	C	4b	...	110
321	Harris, T. W. F.	Ditto	80	...	80	19	1·9	1.4.10	1.9.11	C	4b	...	110

† From 1.2.11.

PROFESSIONAL AND GENERAL.

322	McCormick, J. M.	Engineer-in-Chief	800	...	800	69	27·11	1.2.84	1.10.11	P	A	...	...
323	Reynolds, W. R.	Engineer and Surveyor of Roads and Railways	310	190*	500	44	17*	5.10.86	1.6.04	P	B	4	360
324	Middleton, A. E.	Assistant Engineer and Chief Draftsman	310	...	310	51	20·9	1.4.91	4.9.03	P	B	2	310
325	Power, R. D.	Architectural Draftsman	180	...	180	54	...	1.11.11	1.11.11	P	C	2	200
326	Midwood, T.	Draftsman	200	...	200	57	28·7	4.6.83	18.9.99	P	C	2	200
327	Forrest, L. S. B.	Ditto	220	...	220	52	34·11	27.1.77	1.1.92	P	C	3	220
328	Westbrook, H.	Ditto	220	...	220	43	22·5	1.8.99	12.8.06	P	C	3	220
329	Stewart, B. C.	Ditto	80	...	80	20	1	1.1.11	1.1.11	P	D	...	160
330	Cresswell, M. E.	Clerk and Draftsman	160	...	160	49	26·5*	1.10.76	28.10.97	P	D	...	160
331	Simmons, G.	Inspector of Roads (North)	350	...	350	68	36·2	1.11.75	1.8.83	G	i.	...	...
332	Trappes, F. W.	Ditto (South)	250	...	250	51	26·9	16.3.85	1.9.03	G	i.	...	...
333	Paton, W. U.	Sub-Inspector of Roads	170	...	170	48	27·3	1.10.84	1.10.86	G	ii.	...	...
334	Holmes, A. E.	Ditto (N.E.)	230	...	230	45	13·1	2.12.98	1.12.03	G	i.	...	...
335	Simmons, H. H.	Ditto (North)	190	...	190	43	23	1.1.89	1.1.98	G	ii.	...	...
336	Tait, R.	Ditto (South)	190	...	190	55	39·5	1.8.72	28.10.97	G	ii.	...	...
337	Parsons, F. C.	Ditto (N.W.)	190	...	190	50	13·3	10.10.98	8.3.06	G	ii.	...	...
338	Shield, J. G.	Inspector Public Buildings	360	...	360	58	32·9	27.3.79	27.3.79	P	B	4	360
339	Bucirde, H.	Clerk of Works (South)	230	...	230	50	11·8	1.5.00	1.5.00	G	i.	...	...
340	Duggan, T.	Sub-Inspector of Roads (S)	180	...	180	51	2	1.1.10	1.1.10	G	ii.	...	...
341	Illingworth, J.	Clerk of Works (North)	190	...	190	50	2	1.1.10	1.1.10	G	ii.	...	...
342	Tucker, A. H.	Clerk of Works	180	...	180	35	1	1.1.11	1.1.11	G	ii.	...	...

* £190 special allowance while temporarily employed as Resident Engineer for Railways in construction.

No.	Name.	Office.	Salary as per Estimates.	Additional Emoluments in Cash or Value.	Total Salary and Allowances.	Age last Birthday.	Length of Service.	Date of First Appointment.	Date appointed to Present Position.	Division.	Classification of Work.			Max. Salary of Classes, C-P.
											Class or Grade.	Sub-division.		
			£	£	£									£
AGRICULTURAL AND STOCK DEPARTMENT.														
343	Benson, A. H.	Director	500	...	500	50	1·9	1.4.10	1.4.10	P	A	...	...
344	Tabart, T. A.	Chief Inspector Stock	400	...	400	74	41	19.12.70	1.6.85	P	A	..	..
345	Black, R. A.	Chief Clerk, &c.	240	35†	275	31	13·5	25.7.98	1.7.02	C	2	1	260	
346	Tudor, E. J.	Clerk	140	...	140	24	7·10	1.3.04	1.8.11	C	4a	...	160	
347	Elliott, E. A.	Ditto	120	...	120	27	4·3	1.10.07	1.10.07	C	4a	...	160	
348	Cronly, J. E.	Ditto	80	...	80	22	4·2*	26.6.05	1.8.11	C	4b	...	110	
349	Weuvers, J. C.	Ditto	40	..	40	16	...	1.1.12	1.1.12	C	4b	...	110	
350	Fletcher, V. O.	Inspector of Stock, Launceston	150	26*	176	50	3·9	1.4.08	1.4.08	P	D	...	160	
351	Grueber, C.	Senior Inspector, &c.	150	150†	300	61	5·4	1.9.06	1.9.06	G	i.	...	...
352	Conlon, A.	Dairy Expert	270	...	270	56	11·7	1.6.00	1.6.00	G	i.	...	...
353	Vacant	Entomologist	...	...	...	...	...	...	...	...	...	...	...
354	Colbourn, H. J.	Agricultural Expert and Chemist	240	...	240	57	11·7	1.6.00	1.6.00	P	C	4	240	
355	Osborne, J., Jun.	Fruit and Forestry Expert	240	...	240	47	4·6	1.7.07	1.7.07	G	1	...	...
356	Terry, R. J.	Poultry Expert	250	...	250	41	12·2	1.11.99	1.11.99	G	1	...	...
357	Evans, L. A.	Editor "Agr. Gazette," and Sec. Immigration Board	260	...	260	35	19	1.1.93	16.1.93	C	2	1	260	

*Allowance for horse and trap.

† Inspector of Imported Fruit, and State Supervising Officer, "Commerce Act," £100, and Senior Inspector of Interstate Inspection of Vegetable Products, £50.

‡ £35 from Commonwealth Government under Quarantine Act.

EXEMPTIONS.

The foregoing Classification List does not include the names of those officers who are exempted from the operations of "The Public Service Act," as laid down in Section 3 of that Act; nor those specially exempted by the Governor under Subsection xi. of the said section, and published in the "Gazette" of the 7th May, 1907, 21st April, 1908, 26th October, 1908, and 24th January, 1911, as subjoined:—

All officers of His Excellency the Governor's Establishment, except the Office Attendant.

All officers in the Agent-General's Department.

All officers of the Legislative Council.

All officers of the House of Assembly.

The Judges' Associate.

The Reviser of State Publications.

The Magazine-keeper, Strahan.

Government Medical Officers not solely employed in the Public Service.

Caretakers, Quarantine Stations.

Apprentices, Government Printing Office.

Overseers, Public Works Department.

Inspectors of Stock and Inspectors of Fruit not solely employed in the Public Service.

Truant Officers not solely employed in the Public Service.

Veterinary Surgeons.

Secretary and Officers of the Council of Agriculture.

Secretary to Trustees of the State Savings Bank.

Medical Officers of the General Hospitals in Hobart and Launceston, and the Secretary, Dispenser, and Matron of the former.

Female Office-cleaners.

Medical Inspectors, Education Department.

Caretakers of Parks and Reserves under Public Works Department

All Officers of General Division, Hospital for Insane, New Norfolk, except Sub-Matron, Chief Attendant, First Senior Attendant, Second Senior Attendant, Third Senior Attendant.

School Nurses under Education Department.

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McIntosh, William David	141	Seager, Charles Frederick	50
McLoughlin, James Joseph	239	Seager, Frederick Robert	52
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Miller, William George	225	Simmons, Charles Stephen	202
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Molloy, Timothy Paul	283	Simmons, George Kenneth	115
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Newman, Francis	154	Smith, Charles Ernest	28
Newman, Frank Baker	229	Smith, Ernest Hilmer	165
Newman, George Edward Feneran	250	Smith, Horace Clitheroe	175
Newton, Albert William	219	Smith, Naomi	246
Nimmo, James	147	Smith, William Arthur	268
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Oldmeadow, Alfred Kemlin	307	Stops, Frederick Rolfe	24
Oldmeadow, Charles Kenric	298	Steele, Frederick William	117
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O'Shea, Thomas Joseph	198	Stolzenberg, Karl John Christian	156
Owen, William	235	Street, Horace Edmund	49
Packer, Dorothea	98	Strutt, Percival John	91
Packer, Harry Effingham	4	Tabart, Thomas Alfred	344
Packer, Kathleen Beatrice	320	Tait, Robert	336
Packer, Marie Frieda	26	Tapsell, Leslie George Robert	184
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Palamountain, John Richard	262	Teniswood, Grace Harley	126
Park, Harold Wallace	255	Terry, Robert John	356
Parker, Henry Hartford	199	Thomas, Harold John White	259
Parker, Percy Joseph William	74	Thümmeler, William Hermann	97
Parkes, Edward	3	Tinker, John William	140
Parkes, Robert Henry	100	Todd, Effie	289
Parsons, Frederick Church	337	Todd, William	90
Paton, William Urquhart	333	Trappes, Frederick William	332
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Richardson, Roland Fairbrass	312	Westbrook, Percy Norman	92
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Roper, Osmond	305	Wilson, James Olaf	231
Rose, Ada	151	Windsor, Francis Victor	197
Ross, Ernest Sydney	27	Windsor, Thomas	89
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Russell, Walter Osprey	114	Young, David Pantton	10
Ryan, William	110		

APPENDIX B.

ANALYSIS of Classification of Officers in the Public Service on 30th June, 1912.

	Clerical Division.						Professional Division.					General Division.					Grand Total.
	One.	Two.	Three.	Four a.	Four b.	Total.	A.	B.	C.	D.	Total.	I.	II.	III.	IV.	Total.	
Premier	1	...	...	1	...	2	...	...	...	...	...	...	1	...	...	1	3
Chief Secretary	2	5	13	3	6	29	3	1	8	2	14	2	17	11	9	39	82
Treasurer	4	14	16	7	16	57	3	1	1	1	6	6	36	1	1	44	107
Attorney-General	2	6	12	11	10	41	11	3	1	4	19	2	15	13	1	31	91
Minister of Lands and Works.....	2	7	11	8	6	34	3	11	12	6	32	6	7	1	...	14	80
	11	32	52	30	38	163	20	16	22	13	71	16	76	26	11	129	363

APPENDIX C.

RETURN of Overtime Payments and Gratuities paid from 1st July, 1911, to 30th June, 1912.

Department.	Nature of Work.	Amount.		
		£	s.	d.
Chief Secretary's	Electoral	10	0	0
Audit	Pending appointment of junior clerk	12	12	0
Public Health	Attendance at wages boards meetings	16	10	0
Treasury	Various	63	11	0
Office of Taxes	Work in connection with "The Land and Income Taxation Act, 1910"	223	3	2
Printing	Electoral and Parliamentary	285	6	0
State Savings Bank	Calculation of interest, &c.	49	18	1
Attorney-General's	Marking up statutes	6	4	0
Lands' Titles	Drafting	46	10	0
Education	Clerical	2	19	0
Public Works	Preparing Index	3	0	0
Lands and Surveys	Various	113	5	9
Agricultural and Stock.....	Various	13	10	0
		£846	9	0

No. in Class. List.	Name.	Title	Department.	Maximum Salary under Classification Appealed against.	Classification and Maximum Salary determined by Board.		Remarks.
					Classification.	Salary.	
217	Andrevarthia, E. P.	Chief Clerk and Accountant	Police	£ 260	...	£ ...	Disallowed
196	Bingham, R. G.	Clerk	Lands' Titles	195	...	...	Disallowed
287	Bompas, R. C.	Clerk	Lands and Surveys	180	...	...	Disallowed
22	Bond, G.	Clerk and Deputy Registrar	Statistical	210	...	...	Disallowed
266	Bryan, A. B.	Cashier, &c.	Mines	260	...	...	Disallowed
278	Curtain, C. H.	Inspector of Mines	Public Health	285	...	...	Disallowed
83	Dixon, B. H.	Clerk	Sheriff	180	C. 3	210	...
206	Dore, J. W.	Sheriff's Officer	Hospital for Insane	160	...	...	Disallowed
73	Elliot, B. A. C.	Clerk and Storekeeper	Public Works	210	...	...	Disallowed
327	Forrest, L. S. B.	Draftsman	Machinery	220	...	...	Disallowed
29	Green, H. F. C.	2nd Assistant Inspector	Printing	260	...	...	Disallowed
124	Hardinge, R. J.	Accountant	Magistracy	240	C. 2	260	...
211	Hawson, R. J.	Clerk	Office of Taxes	180	...	...	Disallowed
112	Honey, W. M.	Clerk	Lands and Surveys	210	...	...	Disallowed
281	Hurst, W. N. T.	Assistant Secretary for Lands	Lands and Surveys	340	C. 2	360	...
164	Lovett, F.	Actuary	State Savings Bank	360	...	...	Disallowed
193	McDonald, L. W.	Draftsman	Lands' Titles	160	...	...	Disallowed
286	McGough, J. L.	Clerk, &c	Lands and Surveys	225	...	...	Disallowed
326	Midwood, T.	Draftsman	Public Works	200	...	...	Disallowed
23	Murphy, W. T.	Clerk	Statistical	210	...	...	Disallowed
219	Newton, A. W.	Clerk	Police	160	...	...	Consideration postponed
298	Oldmeadow, C. K.	Draftsman	Lands and Surveys	240	...	...	Disallowed
198	O'Shea, T. J.	Clerk	Lands' Titles	160	...	...	Disallowed
255	Park, H. W.	Clerk	Education	160	...	...	Disallowed
284	Pitman, C. B.	Clerk	Lands and Surveys	240	...	...	Disallowed
264	Pretymann, W. A.	Chief Clerk	Mines	320	P. B.	385	...
72	Reid, G. F.	Assistant Medical Officer	Hospital for Insane	360	...	...	Disallowed
190	Reid, A. M.	Draftsman	Lands' Titles	285	...	...	Disallowed
30	Reynolds, F. A.	3rd Assistant Inspector	Machinery	260	...	...	Disallowed
305	Roper, O.	Chief Draftsman (Mining)	Lands and Surveys	310	...	...	Disallowed
27	Ross, E. S.	Chief Inspector	Machinery	335	...	...	Disallowed
300	Scott, W.	Draftsman	Lands and Surveys	240	...	...	Disallowed
50	Seager, C. F.	Clerk	Charitable	195	...	...	Disallowed
202	Simmons, C. S.	Clerk	Sheriff	240	...	...	Disallowed
115	Simmons, G. K.	Clerk	Office of Taxes	210	...	...	Disallowed
118	Simmons, K.	Clerk	Office of Taxes	160	...	...	Disallowed
28	Smith, C. E.	1st Assistant Inspector	Machinery	260	...	...	Disallowed
117	Steele, F. W.	Clerk	Office of Taxes	180	...	...	Disallowed
91	Strutt, P. J.	Clerk	Treasury	260	C. 2	320	...
184	Tapsell, L. G. R.	Clerk	Supreme Court	210	...	...	Disallowed
90	Todd, W.	Cashier (Revenue Branch)	Treasury	320	...	...	Disallowed
282	Turner, F. E.	Accountant and Clerk	Lands and Surveys	260	...	...	Disallowed
16	Vaughan, H. G.	Clerk	Audit	240	...	...	Disallowed
85	Wadsworth, A. E.	Sanitary Inspector	Public Health	180	...	...	Disallowed
183	Walker, A. E.	Clerk	Supreme Court	225	...	...	Disallowed
191	Walshe, C. C.	Draftsman	Lands' Titles	240	...	...	Disallowed
92	Westbrook, P. N.	Clerk	Treasury	240	...	...	Disallowed
325	Westbrook, H.	Draftsman	Public Works	220	...	...	Disallowed
301	Weber, A.	Draftsman	Lands and Surveys	200	...	...	Disallowed
197	Windsor, F. V.	Clerk	Lands' Titles	160	...	...	Disallowed
317	Wright, G. B.	Clerk	Public Works	160	...	...	Disallowed

APPENDIX E.

TEMPORARY EMPLOYMENT.

RETURN showing the Names of all Persons Temporarily Employed in the Public Service during the Financial Year 1911-12, and the Periods for which such Persons have been respectively employed, with Remuneration paid to them. (See Paragraph 11 of Report.)

Department and Name.	Occupation.	Period of Employment.	Rate of Pay.	Amount Paid.	Total.
<i>Premier's Office.</i>				£ s. d.	£ s. d.
Sculthorpe, Miss A. E.	Clerk	1 Aug. to 2 Sept.; 6 Jan.	5s. per day	7 10 0	
Blore, Miss O. H.	Ditto	27 Feb. to 27 April—17½ days	7s. per day	6 2 6	13 12 6
<i>Under-Secretary.</i>					
Godwin, E. H.	Clerk	12 April to 30 June	7s. per day	23 9 0	
Blore, Miss O. H.	Ditto	31 July to 19 Aug.	5s. per day	4 5 0	
Teniswood, Miss G.	Ditto	1 to 18 July	Ditto	4 10 0	
Ulbrich, Miss F.	Ditto	24 & 25 July; 1 & 2 Aug.	Ditto	1 0 0	
Sculthorp, Miss A. E.	Ditto	20 Aug. to 30 Dec.	Ditto	21 15 0	54 19 0
<i>Statistical and Registration.</i>					
Edyvean, W. H.	Clerk	2 Oct., 1911, to 30 June, 1912	7s. per day	80 3 0	
Adamson, J.	Ditto	13 to 31 May	Ditto	5 19 0	86 2 0
<i>Public Service Board.</i>					
Burgess, F. C.	Clerk	14 to 21 Nov.	7s. per day	2 9 0	
Hannaford, Miss M. G.	Ditto	13 December, 1911, to 30 April, 1912	5s. per day	28 5 0	
Smith, Miss C.	Ditto	25 to 30 Jan.	Ditto	1 5 0	31 19 0
<i>Public Buildings.</i>					
Street, H.	Messenger	6 to 30 November	£40 per annum	2 15 6	
Hope, A.	Ditto	1 to 30 June	15s. per week	3 2 6	
Perry, S.	Ditto	8 Jan. to 30 April	Ditto	12 5 0	
Reid, F.	Ditto	19 Jan. to 12 Feb.	5s. per day	5 0 0	
Morgan, G.	Ditto	15 Nov., 1911, to 30 June, 1912	Ditto	47 10 0	
Osborne, F.	Ditto	1 to 8 July	6s. per day	2 2 0	
Shalless, —	Ditto	3 July, 1911, to 29 Feb., 1912	£1 per week	34 10 0	107 5 0
<i>New Town Infirmary & Consumptive Home.</i>					
Denny, P. E.	Clerk	20 May to 30 June	7s. per day	6 6 0	
Johnston, J. R.	Ditto	13 to 30 June	Ditto	7 10 0	13 16 0
<i>Hospital for Insane.</i>					
Dinham, Dr. G. F.	Locum ten., Medical Officer	Sept., 1911, to May, 1912—59 days	15s. per day	44 5 0	
Dalglish, F.	Clerk	16 Nov., 1911, to 4 Jan., 1912	7s. per day	15 8 0	
Rout, Miss M.	Locum ten., Sub-Matron	9 May to 30 June	£80 per annum	11 12 3	71 5 3
<i>Public Health.</i>					
Parkes, Miss W.	Typist	1 July, 1911, to 29 June, 1912	5s. per day	76 5 0	
Dalglish, F.	Clerk	9 Jan. to 29 June	7s. per day	47 5 0	123 10 0
<i>Treasury.</i>					
Acres, G. W.	Clerk	27 Oct. to 18 Nov.	7s. per day	6 13 0	
<i>Stores Branch.</i>					
Johnson, J. R.	Clerk	1 July, 1911, to 31 Jan., 1912	7s. per day	63 3 6	69 16 6
<i>Office of Taxes.</i>					
Smith, H. J.	Clerk	Nov., 1911, to Jan., 1912—36 days	7s. per day	12 17 0	
Powell, J. F.	Ditto	Nov., 1911, to Jan., 1912—21 days	Ditto	7 8 0	
Pearce, G. B.	Ditto	Jan., 1912—6 days	Ditto	2 5 0	
Neal, J.	Ditto	Jan., 1912—5 days	Ditto	1 15 0	
Andrews, F.	Ditto	Jan.—3 days	Ditto	1 3 0	
Wright, T. S.	Ditto	Ditto	Ditto	1 7 0	
Elliott, F. O.	Ditto	Jan.—6 days	Ditto	2 7 6	
Moir, J.	Ditto	Ditto	Ditto	2 7 6	
Acres, G. W.	Ditto	Jan.—3 days	Ditto	1 2 0	
Henry, S. F.	Ditto	1 July, 1911, to 30 June, 1912	8s. per day	104 0 0	
Wilson, W. J.	Expert in connection with Income Tax Assessments	1 July to 30 Aug., 1911	£130 per annum	111 13 4	
Ditto	Ditto	1 Jan. to 30 June, 1912	£180 per annum		
Hunt, A. E.	Clerk	July to Oct., 1911—95 days	7s. per day	106 5 0	
Ditto	Ditto	Nov., 1911, to June, 1912—182½ days	8s. per day		
Newton, A. E.	Ditto	July to Oct., 1911—104½ days	5s. per day	26 2 6	
Dunn, J. C.	Ditto	1 July to 26 Dec.	7s. per day	51 5 6	
Byfield, J. R.	Ditto	Feb. to April—45½ days	Ditto	15 18 6	
Griffiths, L. A.	Ditto	8 May to 29 June—45 days	Ditto	15 15 0	463 11 10
Carried forward .....				...	1035 17 1

Department and Name.	Occupation.	Period of Employment.	Rate of Pay.	Amount Paid.	Total.
				£ s. d.	£ s. d.
Brought forward .....				...	1035 17 1
<i>Printing.</i>					
Knights, W.	Compositor	1 July to 29 June—277 days	£3 per week	138 12 7	
Goldsmith, T.	Ditto	1 July to 29 June—266 days	Ditto	139 0 10	
Morgan, C.	Ditto	1 July to 29 June—287 days	Ditto	147 16 3	
Nightingale, F.	Ditto	1 July to 29 June—300 days	Ditto	156 13 9	
Paget, A.	Ditto	1 July to 29 June—259 days	Ditto	130 11 8	
Thomas, D.	Ditto	1 July to 29 June—301 days	Ditto	154 14 8	
Darvell, P.	Ditto	1 July to 29 June—286 days	Ditto	148 3 5	
Nimmo, J.	Ditto	6 Feb. to 29 June—118 days	Ditto	62 12 8	
Tinker, W.	Papercutter	1 July to 29 June—310 days	Ditto	164 16 0	
Cuthbert, R.	Bookbinder	1 July to 29 June—311 days	Ditto	158 18 10	
Cooper, T.	Machinist	1 July to 29 June—303 days	Ditto	163 12 9	
Cluff, W.	Ditto	1 July to 29 June—310 days	Ditto	172 6 6	
Kendall, L.	Ditto	1 Aug. to 5 Aug.—5 days	£3 4s. per week	2 12 0	
Wharton, C. O.	Ditto	14 Aug. to 26 Aug.—12 days	Ditto	6 7 4	
Gamble, A.	Ditto	21 Feb. to 4 May—58 days	£3 per week	29 15 7	
Roberts, M.	Ruler's Assistant	1 July to 29 June—308 days	17s. 6d. per week	45 13 2	
Vincent, Miss M.	Bookfolder	1 July to 5 Mar.—176 days	13s. per week	20 6 1	
Suckling, Miss E.	Ditto	1 July to 29 June—307 days	42 wks. 1 day at 17s. 4d.; 10 wks. at 17s. 1d.	48 4 8	
Bucirde, Miss O.	Ditto	1 July to 29 Dec.—130 days	13s. per week	14 17 9	
Dyer, Miss W.	Ditto	1 July to 29 June—294 days	Ditto	37 3 2	
Pierce, Miss O.	Ditto	1 July to 29 June—311 days	7s. per week	22 7 4	
Neall, Miss E.	Ditto	1 July to 12 Aug.—37 days	Ditto	2 2 9	
Anderson, Miss A.	Ditto	1 July to 29 June—309½ days	42 wks. 1 day at 17s. 4d.; 10 wks. at 17s. 1d.	47 10 4	
Barnes, Miss A.	Ditto	21 Dec., 1911, to 6 Jan.—8 days	14s. per week	1 1 0	
Jeffrey, Miss R.	Ditto	21 Dec. to 6 Jan.—9 days	Ditto	1 1 4	
Tate, Miss B.	Ditto	21 Dec. to 23 Feb.—45 days	2 wks. 3 days at 14s.; 7 wks. at 5s.	2 11 7	
Finch, Miss G.	Ditto	22 Dec. to 6 Jan.—8 days	14s. per week	0 18 11	
Sutton, Miss M.	Ditto	Ditto	Ditto	0 18 11	
Rankin, Miss G.	Ditto	Ditto	Ditto	0 18 11	
Rankin, Miss S.	Ditto	22 Dec. to 6 Jan.—8 days	Ditto	0 18 11	
Taylor, Miss E.	Ditto	28 Dec. to 6 Jan.—7 days	Ditto	0 15 2	
Anderson, Miss E.	Ditto	Ditto	Ditto	0 15 2	
Richards, Miss M.	Ditto	Ditto	Ditto	0 15 1	
Mason, Miss I.	Ditto	Ditto	Ditto	0 18 10	
Cooley, Miss I.	Ditto	8 Jan. to 29 June—139 days	5s. per week	5 15 10	
Cooley, Miss E.	Ditto	8 Jan. to 29 June—144 days	Ditto	6 0 5	
Williams, A.	Boy	1 July to 29 June—304 days	23 wks. 4 days at 9s.; 28 wks. 3 days at 12s.	27 19 9	
Robertson, A.	Ditto	1 July to 29 June—306 days	21 wks. 4 days at 9s.; 20 wks. 3 dys. at 12s.	20 12 6	
Anderson, W.	Ditto	1 July to 29 June—311½ days	48 wks. 3 days at 6s.; 3 wks. 4 days at 9s.	17 1 7	
Osborne, E.	Ditto	1 July to 29 June—304½ days	7 weeks 2 days at 6s.; 44 wks. 5 days at 9s.	25 14 5	
Charles, C.	Ditto	1 July to 29 June—305 days	21 wks. 4 days at 9s.; 30 wks. 3 days at 12s.	32 4 11	
Falkinder, J. S.	Ditto	2 Oct. to 29 June—220 days	6s. per wk.	15 1 7	
Hartill, W.	Ditto	27 Nov. to 29 June—172½ days	Ditto	12 2 1	
Terry, A.	Ditto	30 Oct. to 29 June—195 days	Ditto	11 1 6	
Carried forward .....				...	2209 8 6
					3245 5 7

Department and Name.	Occupation.	Period of Employment.	Rate of Pay.	Amount Paid.	Total.
				£ s. d.	£ s. d.
Brought forward					3245 5 7
<i>State Savings Bank.</i>					
Cattermole, Charles	Clerk	24 July to 18 Sept.	7s. per day	16 19 6	
<i>Attorney-General.</i>					
Smith, H. C.	Clerk	21 Aug. to 31 Oct.	£40 per annum	7 14 10	16 19 6
<i>Supreme Court, &c.</i>					
Westbrook, A. P.	Clerk	5 to 12 Aug.	7s. per day	2 9 0	7 14 10
Acres, G. W.	Ditto	27 to 12 Oct.	Ditto	4 18 0	
Kingsmill, Mrs. H.	Ditto	12 Jan. to 14 April	Ditto	23 16 0	
Denny, P. E.	Ditto	11 April to 7 May	Ditto	7 14 0	
Kingsmill, Mrs. H.	Ditto	8 May to 29 June	8s. per day	18 8 0	
<i>Sheriff's.</i>					
Huxtable, G. H.	Clerk	15 to 20 April	7s. per day	2 2 0	57 5 0
Williams, W. F.	Ditto	23 April to 23 May	ditto	10 17 0	
<i>H.M. Gaol, Hobart.</i>					
Driscoll, K. C.	Warder	1 to 30 July	5s. per day	7 15 0	
Bayes, C. E.	Ditto	4 Sept. to 4 Feb., 1912	6s. per day	46 4 0	53 19 0
<i>H.M. Gaol, Launceston.</i>					
Littlewood, A.	Warder	1 July to 31 Aug.	6s. per day	18 12 0	
O'Keefe, D.	Ditto	5 Mar. to 15 April	6s. per day	12 19 0	
McIntee, Miss M.	Matron	1 to 30 June	£2 10s. per mth.	2 10 0	34 1 0
<i>Police.</i>					
Godwin, E. H.	Clerk	18 Nov. to 17 Jan., 1912	7s. per day	15 1 0	
Watkins, G. W.	Ditto	29 Jan. to 30 April	£40 per annum	10 6 5	25 7 5
<i>Education.</i>					
Adams, Lynton K.	Clerk	6 May to 30 June	£40 per annum	6 2 7	6 2 7
<i>Mines.</i>					
Abbott, Paul	Clerk	26 Feb. to 31 May	5s. per day	19 15 0	
Davies, Miss L. C.	Ditto	1 April to 31 May	Ditto	12 5 0	
Denny, P. E.	Ditto	21 to 29 June	7s. per day	2 16 0	
Reid, W. D.	Clerk & Draftsman	1 July to 30 April, 1912	£200 per annum	166 13 4	
Parry, A. W.	Clerk	1 Feb. to 30 April	£20 per annum	5 0 0	206 9 4
<i>Lands and Surveys.</i>					
Westbrook, H. L.	Clerk	1 July to 31 Dec.	7s. per day	54 19 0	
Fordham, W. M.	Ditto	10 April to 30 June	Ditto	24 3 0	
Parry, A.	Ditto	1 Feb. to 30 April	£20 per annum	5 0 0	84 2 0
<i>Public Works.</i>					
Quibell, A. G. A.	Architectural Draftsman	1 Aug., 1911, to 30 June, 1912	£3 10s. per week	168 0 0	
Power, R. D.	Ditto	1 July to 30 Sept.	£15 per month	45 0 0	
Walters, J. R.	Ditto	1 July, 1911, to 17 May, 1912	£3 per week	138 0 0	
Connolly, J.	Clerk	1 July, 1911, to 30 June, 1912	8s. per day 155 days; 10s. per day 156 days	140 0 0	
Owen, H. R.	Ditto	1 July, 1911, to 13 June, 1912	7s. per day	104 6 0	
Abbott, C.	Ditto	1 July, 1911, to 30 June, 1912	Ditto	109 4 0	
Lipscombe, Miss G.	Ditto	1 July to 1 Aug.	5s. per day	6 15 0	
Godwin, H. H.	Ditto	5 Aug. to 31 Aug.	7s. per day	8 15 0	
Barnett, Miss D.	Ditto	29 Aug. to 2 Oct.	5s. per day	7 10 0	
Whelan, W. J.	Ditto	27 Mar. to 30 June	7s. per day	26 19 0	
Byfield, J. R.	Clerk & draftsman	6 May to 30 June	8s. per day	19 4 0	
Davies, Miss L. C.	Junior Clerk	24 Jan. to 13 Feb.	5s. per day	4 10 0	
Todd, Miss Jean	Clerk	11 to 18 Sept.; 6 Nov. to 30 June	Ditto	52 10 0	
Oldham, Thos.	Ditto	27 Nov. to 30 Dec.	7s. per day	9 16 0	
Oldham, T.	Ditto	23 Aug., 1911, to 17 Jan., 1912—18 days	Ditto	6 6 0	
Dunn, Miss K.	Ditto	28 Feb. to 26 Mar.	5s. per day	6 0 0	
Butler, R. N.	Architectural draftsman	16 Mar. to 30 June	£3 per week	42 0 0	
Kromer, Miss K.	Clerk	10 June to 15 June	5s. per day	1 10 0	
Andrews, F. T.	Ditto	30 Oct., 1911, to 13 Mar., 1912—23 days	7s. per day	8 1 0	
Acres, G. W.	Ditto	23 Nov., 1911, to 20 Jan., 1912—18 days	Ditto	6 6 0	
Domevan, R.	Ditto	9 Nov., 1911, to 28 Feb., 1912—18 days	Ditto	6 6 0	
Elliott, F. O.	Ditto	14 Nov., 1911, to 21 Feb., 1912—12 days	Ditto	4 4 0	
Johnson, W. R.	Draftsman	14 Nov., 1911, to 22 Feb., 1912—24 days	10s. per day	12 0 0	
Longshaw, W. W.	Clerk	20 to 29 Nov.	7s. per day	2 2 0	
Moyer, J. G.	Ditto	2 Nov., 1911, to 5 Mar., 1912—23 days	Ditto	8 1 0	
Mawle, J. C.	Ditto	6 Nov., 1911, to 13 Jan., 1912—12 days	Ditto	4 4 0	
Moir, Jas.	Ditto	16 to 25 Nov.	Ditto	2 2 0	
Neall, J.	Ditto	27 Nov. to 20 Dec.—6 days	Ditto	2 2 0	
Carried forward				951 13 0	3750 5 3

Department and Name.	Occupation.	Period of Employment.	Rate of Pay.	Amount Paid.	Total.
				£ s. d.	£ s. d.
<i>Public Works—continued.</i>		Brought forward		951 13 0	3750 5 3
Powell, J. F.	Clerk	10 Aug. to 10 Nov.—9 days	7s. per day	3 3 0	
Pearce, G. B.	Ditto	14 Nov., 1911, to 9 Feb., 1912—21 days	Ditto	7 7 0	
Ryan, J.	Ditto	16 to 25 Nov.	Ditto	2 2 0	
Wright, C. V.	Ditto	15 Aug. to 3 April—33 days	Ditto	11 11 0	
Wright, T. S.	Ditto	14 Nov., 1911, to 1 May, 1912—24 days	Ditto	8 8 0	
Williams, W. P.	Ditto	6 to 16 Feb.	Ditto	2 2 0	
Walker, J. R.	Ditto	11 to 18 Mar.	Ditto	2 2 0	
Paton, C.	Ditto	9 Jan. to 14 Feb.—12 days	Ditto	4 4 0	
Pettitt, S. H.	Ditto	12 Feb. to 26 April—9 days	Ditto	3 3 0	
Reid, F. J.	Ditto	30 Nov., 1911, to 19 Feb., 1912—11 days	Ditto	3 17 0	
Reid, G. E.	Ditto	29 Dec., 1911, to 9 Jan., 1912—8 days	Ditto	2 16 0	
Smith, H. J.	Ditto	4 to 29 Jan.	Ditto	2 2 0	
Toan, F. W.	Ditto	12 to 22 Feb.	Ditto	2 2 0	
<i>Agricultural and Stock.</i>					1006 12 0
Honey, A. J.	Clerk	1 July to 31 Dec.	£2 7s. 6d. per week	62 2 11	
Harrison, C. H.	Ditto	1 July to 19 Aug.	8s. per day	17 4 0	
Godwin, H. H.	Ditto	1 to 31 July	7s. per day	9 2 0	
Johnston, J. R.	Ditto	4 Feb. to 16 May	Ditto	30 16 0	
Levack, T. G. B.	Assistant to Agricultural Chemist	1 Oct, 1911, to 30 June, 1912	£1 per week	39 0 0	
Ulbrick, F. W.	Inspector	1 Feb. to 30 June	10s. per day	65 10 0	
Grueber, S. H.	Inspector, "Veg. Dis. Act"	1 July to 30 June	£2 per week	104 0 0	
Smith, Chas.	Ditto	1 Dec., 1911, to 30 April, 1912	Ditto	32 13 4	
Oldaker, C. E. W.	Ditto	1 July, 1911, to 30 June, 1912	£15 per annum	15 0 0	
Ditto	Fumigation Inspector	Ditto	£7 10s. per an.	7 10 0	
Ditto	Inspector, "Pota-Dis. Act"	Ditto	£150 per annum	150 0 0	
Mace, T. L.	Inspector, "Veg. Dis. Act"	1 July, 1911, to 30 June, 1912	£40 per annum	40 0 0	
Edwards, D. G.	Ditto	Ditto	£10 per annum	10 0 0	
Hamilton, R. R.	Ditto	Ditto	Ditto	10 0 0	
Royle, H. S.	Ditto	Ditto	Ditto	10 0 0	
Sullivan, P.	Ditto	Ditto	£5 per annum	5 0 0	
Ditto	Inspector Stock	Ditto	£10 per annum	10 0 0	
Smithies, J. R.	Ditto	Ditto	£20 per annum	20 0 0	
Smith, Chas.	Inspector, "Pota-Dis. Act"	Ditto	£100 per annum	100 0 0	
Bates, J. A.	Ditto	1 July, 1911, to 10 June, 1912	£150 per annum	141 13 4	
Vertigan, M.	Ditto	1 July, 1911, to 30 June, 1912	Ditto	150 0 0	
Smithies, J. R.	Ditto	Ditto	Ditto	150 0 0	
Wright, A. N.	Ditto	Ditto	£100 per annum	100 0 0	
Collins, W. B.	Ditto	Ditto	Ditto	100 0 0	
Poke, Wm.	Ditto	Ditto	£10 per annum	10 0 0	
Raymond, J. A.	Ditto	Ditto	£25 per annum	25 0 0	
Scott, Jas.	Foreman, Forest Nursery	Ditto	6s. paid to 31 Aug.; 7s. to 30 June	106 16 0	
Inman, H.	Labourer	Ditto	Ditto	106 16 0	
					1628 3 7
					£6385 0 10

APPENDIX F.

RETURN of Leave of Absence on account of Illness or Other Causes, including Annual Leave for Recreation Purposes, granted to Officers of the Public Service from 1st July, 1911; to 30th June, 1912.

Department.	Number of Officers in Department.	Total Number of Days.		
		Annual Leave.	Illness.	Other Causes.
Premier's	2	4	...	...
Chief Secretary's	5	21	10½	2
Audit	11	65	65	28
Statistical	7	32	1½	11
Machinery	5	56	...	3
Magazines and Explosives	1	13	...	...
Public Service Board	2	...	98	2½
Public Buildings	17	116	129	...
Charitable	2	11	...	2
New Town Infirmary, &c.	15	101	31½	...
Boys' Training School	2	5	...	...
Home for Invalids, Launceston	1	27	8	...
Hospital for Insane	12	304	78	11
Health	4	11	...	7
Treasury (including Stores)	20	163	199½	38
Office of Taxes	20	190	101½	29
Printing	49	596½	282	52½
State Savings Bank	10	89½	55	3
Attorney-General's	2	14	...	...
Solicitor-General's	4	8	...	...
Supreme Court, &c.	6	30	9	10
Lands' Titles	14	151	113	15
Sheriff's	7	57	83	6
Magistracy, Southern Division	4	56	...	...
Ditto, Northern Division	2	...	5	3
Ditto, Western Division	1	14	...	...
H.M. Gaol, Hobart	27	541	136	98
Ditto, Launceston	4	72	118	...
Police	5	32	24	...
Education	12	118	28	22½
Mines	17	106½	20	96
Lands and Surveys	32	208½	66	6
Public Works	34	187	37	...
Agricultural and Stock	14	29	29½	2
	370	3329	1722	446½

ANALYSIS.

Number of Officers...	370
Annual Leave	9 days per officer
Illness	4·6 "
Other Causes	1·9 "

APPENDIX G.

RETURN of Officers appointed by the Board on Probation, with the Dates of Confirmation by the Governor in Council of such Appointments during the Year 1911-1912.

Name.	Department.	Occupation.	Present Salary.	Date Confirmed.
			£	
G. Crane.....	Supreme Court	Stamper	50	1.1.12
P. R. Crane	Public Health	Clerk	50	1.1.12
E. Benjafield	Lands and Surveys	Ditto	50	1.1.12
Miss G. Teniswood	Printing	Ditto	50	1.2.12
Miss G. Lipscombe	Chief Secretary's	Ditto	50	1.2.12
Miss M. F. Packer	Statistical	Ditto	50	1.5.12
W. W. Seabrook	Education	Ditto	50	1.2.12
H. R. Driscoll	S. S. Bank	Ditto	50	1.5.12
H. C. Smith	Attorney-General's	Ditto	50	1.5.12
F. Blake.....	Lands and Surveys	Draftsman	40	
J. H. Clennett	Ditto	Ditto	40	
T. R. N. O'Doherty	Ditto	Clerk	40	
R. H. Parkes.....	Treasury	Ditto	50	1.1.12
R. Cooper	Chief Secretary's	Ditto	40	Not con-
F. E. Westbrook	Ditto	Ditto	40	firmed
S. R. Adams	Audit	Ditto	40	
J. C. Weavers	Agricultural	Ditto	40	Not con-
C. R. Driscoll	Office of Taxes	Ditto	40	firmed
Miss M. G. Hannaford	Public Service Board	Ditto	40	
A. Parry.....	Lands and Mines	Ditto	40	
G. W. Watkins	Police	Ditto	40	
Miss E. M. Crabtree	Education	Ditto	40	
N. R. T. Meagher.....	Supreme Court	Ditto	40	
H. R. Dobbie	Solicitor-General's	Ditto	40	
S. H. Crabtree	Public Buildings	Messenger	40	Not con-
H. E. Street	Ditto	Ditto	40	firmed
W. G. Miller.....	H.M. Gaol, Hobart	Overseer of Shoe-	130	1.4.12
		makers		
D. Bompas.....	Ditto	Warder	£109 10s.	1.4.12
R. Lawson	Ditto	Ditto	£109 10s.	Not con-
J. E. Simms	Ditto	Ditto	£109 10s.	firmed
K. Driscoll.....	H.M. Gaol, Launceston	Ditto	£109 10s.	Not con-
				firmed
I. E. Geard	New Town Infirmary	Nurse	50†	7.2.12
M. Rogers	Ditto	Ditto	50†	1.3.12
E. Cooley	Ditto	Ditto	50†	Not con-
				firmed
E. C. E. Haines	Ditto	Ditto	50†	1.1.12
M. Reynolds	Ditto	Ditto	50†	
M. Smith	Ditto	Ditto	50†	

† Including £20 value of allowance.

APPENDIX H.

RETURN showing New Appointments made during the Year 1911-1912.

Name.	Department.	Occupation.	Salary.	Date Appointed.	Date Confirmed.
J. M. McCormick.....	Public Works	Engineer-in-Chief	£ 800	1.10.11	—
L. L. Waterhouse	Mines	Assistant Govern- ment Geologist	350	21.5.12	—
D. McRae	Hospital for Insane	2nd Assistant Medical Officer	240	1.5.12	—
T. J. Stubbs	Lands and Surveys	Chief Inspector of Timber	240	1.7.12	—
W. D. Reid	Mines (Launceston)	Clerk and Drafts- man	200	1.5.12	—
R. D. Power	Public Works	Architectural Draftsman	180	1.11.11	—
Miss M. V. Best	New Town Infirmary	Matron	160*	1.5.12	—
W. G. Miller.....	H.M. Gaol	Overseer of Shoc- makers	130	1.10.11	1.4.12
P. J. W. Parker	Hospital for Insane	Clerk	120	1.7.11	—
L. Coates	Education	Truant Officer	120	23.6.12	—
Miss A. W. Smith.....	Office of Taxes	Clerk	50	1.7.11	—
A. E. Newton	Office of Taxes (Launces- ton)	ditto	50	1.11.11	—

* Including £60 value of allowances.

APPENDIX I.

RETURN of Officers who have Retired from the Public Service during the Year 1911-12.

Name.	Department.	Occupation.	Salary.	Date.	Remarks.
<i>Professional and Clerical Divisions.</i>			£		
J. Fincham	Public Works	Engineer-in-Chief	510	30.9.11	Age limit
L. K. Ward	Mines	Assistant Government Geologist	30	31.12.11	Resigned
A. B. Haden	ditto	Clerk	195	31.10.11	Age limit
R. F. Richardson	Public Works	Cashier and Account Clerk	185	1.4.12	Resigned
J. R. Betts.....	Statistical	Clerk	160	31.3.12	ditto
M. C. Boniwell	Solicitor-General's	ditto	160	31.5.12	Transferred to Common- wealth
A. B. Cook	Taxes Office	ditto	160	11.8.11	Dismissed
Miss F. M. Mason	Education	ditto	160	31.7.11	Resigned
M. McPhee	Lands Titles	Draftsman	160	4.3.12	ditto
M. S. Lovett	New Town Infirmary	Matron	145*	15.3.12	ditto
E. A. Elliott	Agricultural	Clerk	120	31.3.12	ditto
Miss M. A. Duff	Lands and Surveys	Draftsman	100	31.5.12	ditto
T. H. E. Hewitt	ditto	ditto	80	1.11.11	ditto
F. C. Green	Attorney-General's	Clerk	65	31.7.11	Transferred to House of Assembly
Miss C. D. Morton	Education	ditto	65	15.3.12	Resigned
E. Benjafield	Lands and Surveys	ditto	50	31.3.12	Transferred to Common wealth
<i>General Division.</i>					
J. V. Marshall	H. M. Gaol	Overseer of Shoemakers	135†	30.9.11	Resigned
F. J. Smyth	Boys' Training School	Discipline Officer	130‡	29.2.12	ditto
A. Bourke	Home in Infirmary	Matron	105§	18.6.12	ditto
E. M. Burke	New Town	Nurse	50||	7.11.11	ditto
E. Cooley	ditto	ditto	50||	31.3.12	ditto
F. Garland	ditto	ditto	50||	31.8.11	ditto

* Including £45 value of allowances.

† Including £2 uniform.

‡ Including £30 value of allowances.

§ Including £27 value of allowances.

|| Including £20 value of allowances.

APPENDIX J.

LIST of New Offices created during the Year 1911-12 in accordance with the Provisions of "The Public Service Act, 1905," (Section 41 (1.))

Department.	Office.	Classification.	Occupant.	Salary.
				£
Public Health	Clerk	C 4b	P. R. Crane	40
Chief Secretary's	ditto	C 4b	Miss G. Lipscombe	40
ditto.....	ditto	C 4b	F. E. Westbrook	40
State Savings Bank	ditto	C 4b	H. R. Driscoll	40
Hospital for Insane, New Norfolk	2nd Assistant Medical Officer	P C 5	D. McRae	240
Office of Taxes (Launceston)	Clerk	C 4b	A. E. Newton	50
Treasury (Stores Branch)	ditto	C 4a	P. A. Driscoll	130
Lands and Surveys	Chief Inspector of Timber	G i.	T. J. Stubbs	240
Public Works	Road Surveyor and Assist. Inspector	G i.	F. A. S. Grove	260
Agricultural and Stock	Clerk	C 4b	J. E. Cronly	80
ditto.....	ditto	C 3 1	E. J. Tudor	160
ditto.....	ditto	C 4b	J. T. Weavers	40
ditto.....	Dairy Supervisor	G ii.	F. H. Johnston	150
Office of Taxes	Clerk	C 4b	C. R. Driscoll	40
ditto.....	Income Assessor	PB 4	H. C. Tapping	285
New Town Infirmary, &c..	Clerk and Store-keeper	C 3 1	P. J. W. Parker	130
ditto.....	Head Warder and Discipline Officer	G ii.	J. Pearce	177
Public Service Board	Clerk	C 4b	Miss M. G. Hannaford	40
Supreme Court, &c.	ditto	C 4b	N. R. T. Meagher	40
Solicitor-General.....	ditto	P. D	H. R. Dobbie	40
Lands and Mines (Launceston)	ditto	C 4b	A. Parry	40
Statistical	ditto	C 4b	Miss M. F. Packer	40

APPENDIX K.

SCHEDULE of Transfers and Promotions effected during the Year 1911-12.

Name.	Department.			Salary.	Date.	Remarks.
	From.	To.	Class.			
				£		
J. R. Betts	Supreme Court	Statistical	C 4a	160	1.7.11	Vice Dixon
P. A. Driscoll	Audit	Lands & Mines	C 4a	130	1.7.11	New office
—	Lands & Mines	Treasury	C 4a	130	1.2.12	ditto
E. J. Tudor	Premier's	Agricultural and Stock	C 4a	140	1.8.11	Vice Elliot
J. E. Cronly	Public Works	ditto	C 4b	80	1.8.11	New Office
F. H. Keats	Treasury	Audit	C 4a	150	29.8.11	Vice Driscoll
E. Parkes	Lands and Surveys	Premier's	C 4a	120	1.9.11	" Tudor
T. W. F. Harris	Audit	Public Works	C 4b	80	1.9.11	" Cronly
D. Guilbert	Chief Secretary's	ditto	C 4a	140	20.9.11	" Wadsley
C. E. Hope.....	State Savings Bank	State Savings Bank	C 4a	130	1.10.11	" Thummler
W. H. Thummler	ditto	Treasury	C 4a	140	1.10.11	" Keats
G. Pridham	New Town Infirmary	H.M. Gaol	C 4b 3	80	1.10.11	" Levack
C. M. Stanley	Police	State Savings Bank	C 4a	120	16.10.11	" Hope
W. A. Smith	Mines	Mines	C 3 2	180	1.1.12	" Haden
E. F. Dobbie	Office of Taxes	Office of Taxes	C 4a	120	1.1.12	" Cook
J. Wardrop	Mines	Mines	C 4a	130	26.2.12	" Smith
F. A. S. Grove	ditto	Public Works	G i.	260	1.3.12	New Office
W. H. McGough	Education	Office of Taxes	C 4b	95	1.3.12	Vice Dobbie
C. L. T. Croft	Supreme Court	Solicitor-General's	C 4a	120	28.5.12	New Office
L. McDonald	Lands Titles	Lands Titles	PD	160	1.4.12	Vice McPhee

APPENDIX L.

LIST of Offices abolished during the Year 1911-12.

Department.	Office.	Classification.	Salary.	Remarks.
Agricultural and Stock ...	Clerk	C 4a	£ 120	Officer resigned
New Town Infirmary, &c..	Head Warder and Storekeeper	G ii.	177	The officer is now Head Warder & Discipline Officer
Boys' Training School	Discipline Officer	G ii.	130	Officer resigned
Home for Invalids, Launceston	Nurse	G iii.	94	Officer resigned

APPENDIX M.

TASMANIA.

THE PUBLIC SERVICE.

EXAMINATION OF CANDIDATES FOR ADMISSION
TO CLERICAL DIVISION,
1911.

ENGLISH.

(Full marks, 400.)

Wednesday, December 13, from 9.30 to 11.30 a.m.

1. Write a précis of the following:—

"If we look at the earliest Spanish maps on which the Gulf of Mexico is laid down, not only do we find the delta of a great river put in the place where we would expect to see, on our maps to-day, the Mississippi making its triumphal entry into the sea, but the map-makers have even given it a name—Rio del Espiritw Santo—meaning, in their language, the River of the Holy Ghost.

"That this knowledge ought not to detract from the work of subsequent explorers is quite clear to our minds, because the charts themselves show that only the coast-line had been examined when these results were put upon parchment. The explorers had indeed found a river, and made a note of it, but had passed on their way without so much as suspecting that the muddy waters they saw flowing out of the land before them drained a continent. Had they made this important discovery, we cannot doubt their readiness to have profited by it in making their third invasion of Florida. So the discovery, if it can be called one, had no practical value for those who made it, and the country remained a sealed book as before. We cannot wonder at this, because La Salle subsequently failed to find the river when actually searching for it, though he had seen it before.

"With 600 men, both horse and foot, thoroughly equipped and ably led, Hernando de Soto set sail from Havanna in May, and landed on the Florida coast on Whitsunday of the year 1539.

"De Soto did not burn his ships like Cortes, but sent them back to Havanna to await his further orders. These Spaniards had come, not as peaceful colonists, looking for homes and a welcome among the owners of the soil, but as soldiers bent only upon conquest. De Soto, as we have seen, had brought an army with him. Its camp was pitched in military order. It moved at the trumpet's martial sound. Two hundred horsemen carrying lances and long swords marched in the

van. With them rode the Adelantado, his standard-bearer, and suite. Behind these squadrons marched the men of all arms—crossbowmen, arquebusmen, calivermen, pikemen, pages, and squires, who attached themselves to the officers in De Soto's train—then came the baggage with its camp-guard of grooms and serving-men; and last of all, another strong body of infantry solidly closed the rear of the advancing column, so that whether in camp or on the march, it was always ready to fight. In effect, De Soto entered Florida sword in hand, declaring all who should oppose him enemies.

"De Soto enforced an iron discipline, never failing, like a good soldier, himself to set an example of obedience to the orders published for the conduct of his army. In following his fortunes, it is well to keep the fact firmly in mind that De Soto was embarked in a campaign for conquest only.

"Toward the unoffending natives of the country the invaders used force first, conciliation afterwards. As in Mexico and Peru, so here they meant to crush out all opposition—to thoroughly subjugate the country to their arms. De Soto had served under Pizarro, and had shown himself an apt pupil of a cruel master. The Indians were held to have no rights whatever, or at least none that white men were bound to respect. Meaning to make slaves of them, the Spaniards had brought bloodhounds to hunt them down, chains with iron collars to keep them from running away, and wherever the army went these poor wretches were led along in its train, like so many wild beasts, by their cruel masters. On the march they were loaded down with burdens. When the Spaniards halted, the captives would throw themselves upon the ground like tired dogs. When hungry they ate what was thrown to the dogs. So far as known, Hernando de Soto was the first to introduce slavery, in its worst form, into the country of Florida, and in this manner did this Christian soldier of a Christian prince set up the first government by white men begun in any part of the territory of the United States.

"The Spaniards were seeking for the gold which they believed the country contained. At the first landing a Spaniard, who had lived twelve years among the Florida Indians, was brought by them into the camp among his friends. The first thing De Soto asked this man was whether he knew of any gold or silver in the country. When he frankly said that he did not, his countrymen would not believe him. The Indians, when questioned, pointed to the mountains, where gold is indeed found to this day. Though he did not believe him, De Soto took the rescued man along with him as his interpreter.

"It was said, and by many believed, that somewhere in Florida stood a golden city, ruled by a king or high priest who was sprinkled from head to foot with gold-dust instead of powder. This story was quite enough to excite the cupidity of the Spaniards, who grew warm when speaking of this city as the El Dorado, or City of the Gilded One.

"Such fables would not now be listened to by sensible people, but in the time we are writing of they were firmly believed in, not only by the poor and ignorant, but by the greatest princes in Christendom as well. No doubt they helped to fill De Soto's ranks. Lord Bacon tells us that in all superstitions wise men follow fools, and as this was a superstitious age, we can readily believe him. The great, the prolific, the true mines of the country, the cultivation of the soil, was not thought of by these soldiers of fortune who followed De Soto into Florida.

"This ill-starred expedition is memorable rather for its misfortunes than because of any service it has rendered to civilisation. Most graphically are these shadowed forth in the death and burial of De Soto himself, and in that sense they will stand for all time on the page of history as a memorial to what men will dare and suffer for greed of gold. In any other cause the expedition would be worthy an epic.

"Although composed of the best soldiers in the world, with a valiant and skilful captain for its leader, the little army became so hopelessly entangled, so utterly lost in the primeval wildernesses, that to this day it has never been possible to trace out the true course of that fatal march. Wherever he could hear of gold, thither De Soto led his weary and footsore battalions. When baffled on one side, he turned with rare perseverance to another. And though they were being wasted in daily combats, though famine and disease followed them step by step through swamp and everglade, over mountains and rivers, still, with wondrous fatuity, De Soto pushed ever on. Like an enchantress his El Dorado had lured him on to his destruction.

"For about two years De Soto and his companions wholly passed from the knowledge of men. A miserable remnant of this once gallant band then made their way to the coast, not indeed as conquerors, but as fugitives.

"Just where these years were passed is not clear. Long ago time obliterated all traces of the invaders' march. So the clew is lost. Yet we know that one day in May, 1541, two years after its first landing, the army halted on the banks of an unknown river almost half a league broad. One of the soldiers says of it, that if a man stood still on the other side it could be discerned whether he was man or no. The river was of great depth, and of a strong tide, which bore along with it continually many great trees. All doubt vanishes. This could be no other than the 'Father of Waters' itself."

2. Write a letter dealing with *one* of the following subjects:—

- The Chinese Revolution.
- The benefits derived from interstate athletic contests.
- Your own sentiments on leaving school.

3. Correct the following sentences, and give the reason for every alteration you make:—

- (i) They were all elder than her.
- (ii) It is not for such as us to sit with the princes of the land.
- (iii) Ill would it fare with your lordship and I were such a law to pass.
- (iv) Not a word of his lectures were ever committed to writing.
- (v) Thou dashest him again to earth, there let him lay.
- (vi) These are the kind of little things that please him.
- (vii) A more kinder person does not exist.
- (viii) Neither the museum nor the town hall are seen from here.
- (ix) It is one of the most frivolous pretexts that has even been invented.
- (x) Who are you looking for?

4. Analyse:—

My dazzled sight he oft deceives—
A brother of the dancing leaves;
Then flits, and from the cottage-eaves
Pours forth his song in gushes,
As if by that exulting strain
He marked and treated with disdain
The voiceless form he chose to feign
While fluttering in the bushes.

5. Give the meaning of each of the following words:—

Transient, remedial, trivial, dirigible, macadamise, stringent, mobilisation, diplomatist, symbolism, delusion, officious, municipal, contractor, metallurgist, paralyse, epidemic, industrial, revolution, forecast, suffrage, eulogium, evolution, chaos, incipient, monopoly.

ARITHMETIC.

(Full marks, 400.)

Wednesday, December 13, from 2 p.m. to 4 p.m.

1. Multiply 49,002,568 by 78,035, and test the result by casting out the nines.
2. Find by practice the cost of 23 cwt. 1 qr. 24½ lb. at £54 per ton.
- 3.—(a) If a metre = 39.370112 inches, find correct to 2 decimal places the number of metres in a mile.
(b) Multiply 431.26859 by 23.9005631, giving the answer correct to 7 significant figures.
4. If a rupee be worth 11.7025d., and a dollar be worth 49.6175d., find how many dollars are equivalent to 97 rupees.
5. What is the rate per cent. per annum, simple interest, if £2345 amounts in 6½ years to £2916 11s. 10½d.?
6. Find in tons what weight of water falls upon 85½ acres of ground during a rainfall of 1.75 inches, a cubic foot of water being taken to weigh 1000 oz. avoirdupois.
7. The lengths of the sides of a quadrilateral field are: AB = 300 links; BC = 400 links; CD = 6 ch. 30 lks.; DA = 7 ch. 60 lks. The angle ABC is a right angle. Find the area of the field in acres, roods, and perches.
8. Show that the amount of £700 at 10 per cent. per annum compound interest will in 8 years exceed the amount of £1000 at 5 per cent. per annum simple interest.
9. If 7 reams of paper are required for 875 copies of a pamphlet of 22 pages, how many reams will be required for 1000 copies of 33 pages each, a page of the latter being ¾ the size of a page of the former?
10. A wholesale dealer sells to a retail dealer at 10 per cent. profit, and the retailer to the consumer at 50 per cent. profit. What proportion of the price paid by the consumer is profit?

HANDWRITING.

(Full marks, 400.)

Thursday, December 14, from 9.30 to 10 a.m.

Write out the following passage:—

Still, heedless of either elemental strife or serenest calm, the microscopic masons toiled on, each in its tiny cell content to fulfil the conditions of its being and to add its infinitesimal quota to the world-fragment; then, having justified its existence, to pass into other forms of usefulness by means of the ever-active alchemy of Nature. But for those of the builders whose lot it was to reach the summit of the fabric which their united efforts had reared there was another ending, or rather transmutation. A swift oblivion awaited them, a sudden severance from their life-work, as the reef, now awash, was left temporarily dry by the ebbing tide. Yet all around them uncouthed myriads of their co-workers toiled eagerly upward to the same personal fate, the same collective achievement, each adding some essential to form the perfect whole. Thus from generation to generation the fabric grew, so slowly by man's reckoning, so swiftly according to the hasteless chronology of creation, until there came a day when, after a more placid period even than usual, the bared surface of the reef became covered with a dazzling floor of minutest fragments, ground from the countless pinnacles below by the unceasing attrition of the waves.

HISTORY.

(Full marks, 300.)

Thursday, December 14, from 10 a.m. to 12.

1. Write a brief account of the Seven Years' War, showing how it was caused and what England gained by it.
2. Describe the career of Napoleon Bonaparte.
3. In what ways does life in London to-day differ from life there at the accession of Queen Victoria?
4. Write notes on:—The Battle of Balaklava — The Suez Canal — The Battle of Trafalgar — Richard Arkwright — The Chartists.
5. Write a brief account of the life and work of Sir Robert Peel.
6. Give a concise outline of the history of Egypt from 1869 to 1890.
7. Write a note of about ten lines on the work of exploration done by each of the following:—Bass — Oxley — Sturt — Leichhardt.

TASMANIA.

THE PUBLIC SERVICE.

EXAMINATION OF CANDIDATES FOR ADMISSION
TO CLERICAL DIVISION,
1912.

ENGLISH.

(Full marks, 400.)

Wednesday, June 12, 1912, from 9 to 11.30 a.m.

1. Write a précis of the following:—

The Duke of Wellington's career as a politician was certainly not so popular as his soldier life. Though it was impossible to overlook his great claims to respect and gratitude, yet he was known to be of the Tory school, and connected by ties of the closest sympathy with the hated Castlereagh. As Master-General of the Ordnance, he had taken a seat in the cabinet, and concurred in the prosecution of Queen Caroline. When the Duke became Premier there were important matters before the House. Various opinions have been formed with respect to his conduct. But the heat of political strife, the prejudice of party, has not been so far overcome as to admit of a fair and impartial judgment. Posterity will judge him better than his own time. Foreigners are a kind of contemporaneous posterity, and M. Lemoine has expressed, in forcible language, his opinion of the great Duke as a statesman.

In the political order of things, Wellington represented transition from the old aristocratic to the new conservative doctrines. We know but one man whom he may be justly compared with, namely, his great friend and illustrious co-operator, Sir Robert Peel. Both chiefs of the privileged class, they struck mortal blows at privileges; both taking their ground upon resistance, they both found themselves at the head of progress. Three great changes have filled the history of England for the last 30 years—Catholic Emancipation, Parliamentary Reform, and Free Trade. Of these three great facts, Peel and Wellington personally accomplished two, and they readily accepted the third.

There is a wonderful parallelism in the political line of these two statesmen. Thus, after having for a long time opposed "The Emancipation Act," after having abandoned Canning because he would propose it, they themselves proposed it to Parliament. The Duke entertained not even the idea of becoming Prime Minister. He had just said in the House of Lords that "he was conscious of not being fit for the situation, and that he would

have been mad to think of it." It was precisely eight months after this declaration that he undertook the formation of a ministry, and this ministry it was that carried the Emancipation Bill. Peel said in the House of Commons: "A concurrence of circumstances has occurred which has convinced me that exclusion is no longer tenable, and that there is more danger for the security of Protestantism in Ireland from the prolongation of this exclusion." The Duke made a similar declaration in the Lords. He even effected his retreat in a still more ready manner, and with such absolute words as could belong only to him. He judged the position in a military way, as he would have done a field of battle, and having calculated the force of aggression and the force of resistance, he said in a famous sentence: "I am one of those who have probably passed more of my life in war than most men, and principally, I may say, in civil war, too; and I must say this—that if I could avoid, by any sacrifice whatever, even one month of civil war in the country to which I am attached, I would sacrifice my life in order to do it." So Wellington and Peel were both matter-of-fact men; it was only as a matter of fact that they accounted for their change of opinions.

Again, with Parliamentary Reform. On that occasion the Duke made the memorable declaration, "That the country already possessed a legislature which answered all the good purposes of legislation; that the system of representation possessed the full and entire confidence of the country; and that he was not only not prepared to bring forward any measure of reform, but would resist such as long as he held any station in the government of the country." This was the time when England's hero passed through the storm of unpopularity; he was hooted in the streets; the windows of Apsley House were stoned and broken. Since that time his house kept iron blinds, as every passer-by could witness, and no entreaty could prevail upon him to take away those dark and dumb testimonies of the momentary ingratitude of his countrymen.

He opposed Parliamentary Reform so long as he could do so without plunging his country into revolution; and when the French Revolution of July, 1830, had upset his ministry, he walked out of the Lords with about a hundred friends, not to witness the voting of the Reform Bill. But once the fact accomplished, he bowed to it with his accustomed resolution, and one year afterward he said: "Now that the Reform Bill has become the law of the land I have considered it my duty, not only to submit to it, but to endeavour to carry its provisions into execution by every means in my power."

The old Duke sometimes dropped expressions which became proverbial in England. At the passing of the Reform Bill he happened to say, in a few curt and meaning words, "And how will the King's government be carried on?" And he was right, indeed; for, in fact, government, as he understood it, has become much more difficult to carry on since that time. For that necessity of a government he renounced nearly every opinion of his life. He had, as well as Sir Robert Peel, opposed commercial reform; he acceded to it, as did Peel, when it became unavoidable. On that occasion he declared, with his usual simplicity, that "the formation of a government in which Her Majesty could have confidence was for him of greater importance than the opinion of any individual on the Corn Laws." And when Peel claimed the support of his great name for the formation of a ministry he said in the Lords: "I have resolved to stand by him, although I know that by so doing I must be a party to an essential alteration in the existing law. But, highly rewarded as I have been by my Sovereign and my country, I could not refuse my support when called to form a government, to enable Her Majesty to convoke Parliament, and do the business of the country."

We like to quote literally the words of this remarkable man, because he cannot be better depicted than by himself. He was so thoroughly honest, so plain, so straightforward, that what would have been with another scepticism or apostasy, was with him only virtue and disinterestedness. Precisely because he had no very settled doctrines, and because he found his inspiration rather in history than in philosophy, in facts more than in ideas, the moral sacrifice which he made to circumstances was of less cost to his honour and conscience.

2. Write a letter, either inviting a friend to spend a summer holiday in Tasmania, or describing a pleasant holiday of your own.
3. Correct the following sentences, giving reasons for your alteration in each case:—
 - (i) This legacy is not for you, but for my sister and I.
 - (ii) Phalaris, who was so much older than her.
 - (iii) Every one of this grotesque family were the creatures of national genius.
 - (iv) There's two or three of us have seen strange sights.
 - (v) That he was willing to have made his peace with Walpole is now admitted.
 - (vi) This was in reality the easiest manner of the two.
 - (vii) I shall endeavour to live hereafter suitable to a man in my station.
 - (viii) This is the greatest error of all the rest.
 - (ix) Everybody has a right to look after their own interests.
 - (x) The assertions of this author are easier detected.
4. Analyse:—In those days the sound of those midnight chimes, though it seemed to raise hilarity in all around me, never failed to bring a train of pensive imagery into my fancy. Yet I then scarce conceived what it meant, or thought of it as a reckoning that concerned me.
5. Give the meaning of each of the following words:—Co-operative, accumulation, exodus, luminous, essential, credulous, asset, sedulous, austerity, genuine, invent, transitory, minimise, pastoralist, diffidence, dissimulation, ambition, significant, probation, rural.
4. A rectangular box 4 feet long, 2 feet wide, and $1\frac{1}{2}$ feet deep (internal measurements) weighs 10 lb. If it be filled with water weighing 1000 oz. for each cubic foot, what is the total weight of box and water?
5. A square field is 15a. 2r. 15p. in area. Find to the nearest foot the length of a path crossing it diagonally.
6. What sum of money invested at $2\frac{1}{4}$ per cent., simple interest, will amount at the end of 3 years to £575 10s. 7d.?
7. Two railway crossings occur at distances of 6 miles 27 chains and 10 miles 14 chains respectively from the terminus. How long will a train take to travel between them when running at 45 miles per hour?
8. In the year 1909-10 Victoria had under wheat 2,097,162 acres, which produced 28,780,100 bushels; New South Wales had 1,990,180 acres, producing 28,532,029 bushels. Find out which State produced the heavier crop, and give for each (to the nearest whole number) the number of bushels per acre.
9. A circular lawn 190 feet in diameter is surrounded by a path 10 feet wide. Find the area of the path to the nearest square yard.
10. Three labourers, A, B, and C, are employed in filling carts with sand. When all work together they can fill a cart in 8 minutes; A and C together can do so in 12 minutes, and A and B in 13 minutes 20 seconds. If each man work for the same time, in what proportions should a wage of 10s. be divided among them?

HISTORY.

(Full marks, 300.)

Thursday, June 13, from 10 a.m. to 12.

1. Write a short essay on the English Industrial Revolution.
2. Write a brief note on each of the following:—
The Treaty of Paris, 1763.
The "Hundred Days."
The Great Reform Act.
3. Give short biographies of William Pitt the Elder and Benjamin Disraeli.
4. Write a brief account of the history of South Africa since the end of the Boer War in 1902.
5. Give a brief account of the War of American Independence.
6. Write about 10 lines on each of the following:—
William Dampier, George Bass, (Sir) George Grey.
7. Write a short biography of Captain Sturt.

GEOGRAPHY.

(Full marks, 300.)

Thursday, June 13, 1912, from 2 to 4 p.m.

1. Describe briefly the different ways in which mountains are built up. To which class do the mountains of Tasmania belong?
2. What are monsoons? Explain the cause of them, and name some countries affected by them.
3. Whence does England obtain her supplies of wool, raw cotton, and silk? In what parts of England are these raw materials respectively woven into fabric?
4. Mention, and describe shortly, the physical features of Africa.
5. Name, and describe the courses of, four rivers in North America.
6. Describe the climate of Australia, and explain shortly the various factors that affect it.
7. Write what you know about:—Auckland, Chicago, Candia, Rhodes, Mt. Balfour, Mt. Kosciuszko, Liberia, Vladivostock, Fez, Bangkok.

HANDWRITING.

(Full marks, 400.)

Thursday, June 13, from 9.30 to 10 a.m.

Write out the following passage:—

Subjection for a long time to a foreign yoke is one of the most potent causes of national deterioration. And the few facts we know about the ancient Hindus confirm what we should conjecture about the moral effects produced upon them by their misfortunes. We have in the Greek writer Arrian a description of the Indian character, which we read with surprise. He says, "they are remarkably brave, superior in war to all Asiatics; they are remarkable for simplicity and integrity; so reasonable as never to have recourse to a lawsuit, and so honest as neither to require locks to their doors nor writings to bind their agreements. No Indian was ever known to tell an untruth." This description has, no doubt, an air of exaggeration about it, but, as Elphinstone remarks, it shows that an extraordinary change has passed over the Hindu character since it was written." Exaggeration consists in exhibiting the real features larger than they ought to be. But this description exhibits on an unnatural scale precisely the features that are wanting in the modern Hindu character. Modern travellers therefore are found to exaggerate the very opposite features. They accuse the Hindu of want of veracity, want of valour, and extreme litigiousness.

ARITHMETIC

(Full marks, 400.)

Wednesday, June 12, 1912, from 2 to 4 p.m.

1. How many times can £48 11s. 1½d. be subtracted from £300, and what is the last remainder?
2. Use contracted methods to work the following
(a) $849\ 314\ 276 \times 210534875$
(b) $849\ 314\ 276 \div 210534875$
Each answer to be given correct to two decimal places.
3. Which is the higher rate of mailboat subsidy—£1 a mile, or 15 francs a kilometre? £1 = 25 francs and 1 kilometre = 1094 yards.





1912.

PARLIAMENT OF TASMANIA.

COMMISSIONER OF TAXES:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£6 4s. 6d.]

COMMISSIONER OF TAXES: REPORT FOR 1911-12.

Office of Taxes, Hobart,
12th August, 1912.

SIR,

I HAVE the honour to submit the following report and returns explanatory of the work of this Department during the year 1911-12:—

- No. 1. Return showing the Capital Value, Value of Improvements, and the Unimproved Value of the Properties in each District for the year 1911.
- No. 2. Return showing the Number of Items subject to Land Tax, and the Amount of Land Tax for each District, for the year 1909; the Amount of Tax collected, and remaining due, on the 30th June, 1912.
- No. 3. Return showing the Number of Items subject to Land Tax, and Amount of Land Tax for each District, for the year 1910; the Amount of Tax collected, and remaining due, on the 30th June, 1912.
- No. 4. Return showing the Number of Items subject to Land Tax, and the Amount of Land Tax for each District, for the year 1911; the Amount of Tax collected, and remaining due, on the 30th June, 1912.

- No. 5. Return showing Results under the Income Tax provisions of "The Land and Income Taxation Act, 1910," up to date hereof, for the year 1912.

Return No. 2 shows that, on the 30th June, 1912, there was, of Land Tax, 1909, £4348 8s. 11d. uncollected; but this includes the rebate of one-fifth of a penny in the pound allowed on all mortgages, which reduces the amount actually outstanding to £420 4s. 1d., represented chiefly by errors on the rolls and credit purchases not yet liable to Land Tax.

Return No. 3 shows that, on the 30th June, 1912, there was, of Land Tax, 1910, £3658 10s. 2d. uncollected; but this includes the rebate of one-sixth of a penny in the pound allowed on all mortgages, which reduces the amount actually outstanding to £298 18s. 9d., represented chiefly by errors on the rolls and credit purchases not yet liable to Land Tax.

Return No. 4 shows that, on the 30th June, 1912, there was, of Land Tax, 1911, £1351 7s. 11d. uncollected, a portion of which has since been collected. Allowance, however, must be made for errors on rolls, &c.

In connection with the graduated tax, a summary has been prepared, the details of which are shown in Return A appended.

RETURN A.—GRADUATED LAND TAX.

Over £2500 and up to £5000 Unimproved Value—

No. of taxpayers	613		
	£	s.	d.
Total unimproved value	2,108,713	0	0
Amount of tax	9387	1	7
Average unimproved value	3439	0	0
Average tax	£15	6	3

Over £5000 and up to £15,000 Unimproved Value—

No. of taxpayers	376		
	£	s.	d.
Total unimproved value	2,985,727	0	0
Amount of tax	15,723	1	0
Average unimproved value	7940	0	0
Average tax	£41	16	4

Over £15,000 and up to £30,000 Unimproved Value—

No. of taxpayers	79		
	£	s.	d.
Total unimproved value	1,573,612	0	0
Amount of tax	9620	16	8
Average unimproved value	19,919	0	0
Average tax	£121	15	0

Over £30,000 and up to £50,000 Unimproved Value—

No. of taxpayers	14		
	£	s.	d.
Total unimproved value	503,605	0	0
Amount of tax	3431	1	8
Average unimproved value	35,971	0	0
Average tax	£245	1	6

Over £50,000 and up to £80,000 Unimproved Value—

No. of taxpayers	6		
	£	s.	d.
Total unimproved value	378,841	0	0
Amount of tax	2911	0	1
Average unimproved value	63,140	0	0
Average tax	£485	3	4

Over £80,000 Unimproved Value—

No. of taxpayers	7		
	£	s.	d.
Total unimproved value	897,522	0	0
Amount of tax	8018	9	1
Average unimproved value	128,217	0	0
Average tax	£1145	9	10

Total No. of taxpayers 1095

Total unimproved value £8,448,020 0 0

Total amount of tax £49,091 10 1

In the year 1910, the last year in which the Land Tax was collected on the capital value, the total amount of tax demanded from owners liable to the graduated tax was £34,255 12s. 5d., and the number of taxpayers was 829. In that year the rates were as follow:—

Capital value of £5000 and under £15,000, at $\frac{1}{8}$ d. in the pound.

Capital value of £15,000 and under £40,000, at $\frac{1}{4}$ d. in the pound.

Capital value of £40,000 and under £80,000, at $\frac{1}{2}$ d. in the pound.

Capital value of £80,000 and over, at 1d. in the pound.

The total amount of the tax, ordinary and graduated, was £67,613 3s. 1d. The amount demanded from the ordinary group was £33,357 10s. 8d., and from the graduated group, £34,255 12s. 5d.

The alteration made by substituting the unimproved value for the purposes of the tax, together with the difference in the scale of rates, &c., had the effect of materially increasing the revenue from this source. The amount demanded from owners liable to the graduated tax was £49,091 10s. 1d., and the number of taxpayers was 1029. The rates are set forth in the following scale:—

For every pound sterling of the unimproved value up to £2500, one penny.

For every pound sterling of the unimproved value over £2500 and up to £5000, one penny and one farthing.

For every pound sterling of the unimproved value over £5000 and up to £15,000, one penny and one halfpenny.

For every pound sterling of the unimproved value over £15,000 and up to £30,000, one penny and three farthings.

For every pound sterling of the unimproved value over £30,000 and up to £50,000, twopence.

For every pound sterling of the unimproved value over £50,000 and up to £80,000, twopence and one farthing.

For every pound sterling of the unimproved value over £80,000, twopence and one halfpenny.

The gross amount of tax, ordinary and graduated, was £82,366 16s. 4d. The former group being responsible for 40·4 per cent., and the latter group for 59·6 per cent. thereof.

By Return No. 1 it will be seen that the unimproved value of taxable land in the State in the year 1911 stood at £16,434,095. I am at present unable to give the figures in respect of the year 1912.

Unlike the capital value, which is ever altering owing, among other things, to improvements which are constantly being effected, the unimproved value does not vary much, and I venture to predict that any appreciable alteration, when revision of the rolls takes place, will be limited to those centres where land has, to a greater or less degree, a speculative value, or is situate in localities favoured by position from the point of view of business advantages, &c., such as is the case in the cities, the more important towns, and the suburbs. Country lands will only be affected when, from any reason, there is an unusual demand for land, or where increased facilities in the shape of roads, bridges, and other public works, &c., are afforded owners, which would have the effect of increasing the selling value of the land.

In my last report I referred to the magnitude of such an undertaking as obtaining a valuation of the whole of the alienated taxable land of the State, and to the difficulties which had of necessity to be encountered, considering the work was altogether new, and that in order to complete the task within the time necessary for the levying of the tax, in the year 1911, so many valuers had to be employed, and thus the difficulty of obtaining uniformity of valuation was accentuated. Gradually this want of uniformity, which it is admitted does exist, will disappear, and as I understand that steps are to be taken to give all persons who may be dissatisfied with valuations the right of applying for a revaluation at no cost to themselves, no great length of time should elapse before that which is desired is obtained, namely, uniform valuations throughout the State. I have no doubt such a privilege as that referred to will be freely exercised, but the experience gained in connection with previous objections will be of material assistance in bringing about adjustments satisfactory alike to owners and to the State.

Year by year the work of this Department is increasing, and as its functions are not restricted to the collection of one tax only, it occurs to me to suggest, as being very desirable whenever alterations as regards the incidence of taxation or consequential amendments of any kind are being introduced, that, if possible, consideration may be given any such early in the session. The Act requires that 30 days' notice be given taxpayers to furnish returns, and it is of importance that the Department should be in a position to give such notice on the 1st day of January in every year, in order to obviate the necessity, which of late years has been all too frequent, for the principal officers of the staff to return to duty nightly for months on end. Everything depends upon initiative, energy, and never-ceasing care and attention, in the absence of which loss to the revenue of large amounts would occur. These are matters requiring time—time which, under ordinary circumstances, unfortunately, cannot be crowded into office hours. To ensure the collection of as great a proportion of the tax as possible within the financial year, the bulk of the demands must be ready for issue in or about the first week in May. To do this, considering the arduous and exacting nature of the duties and the volume of the work, necessitates an almost absolute devotion of time.

In my last report I mentioned that before the end of the year (1911) steps would be taken to have the staff brought up to the standard necessary for the proper fulfilment of the Act's requirements, for in dealing with the returns of income of the trading community it is absolutely necessary that officers possessing expert qualifications specially fitting them to act in the capacity of assessors should be available. I was hopeful that an appointment of such an officer would be made to the head office in time to enable me to have the benefit of his assistance in connection with the assessments for the tax for 1912, but owing to unavoidable delay this could not be done. I am, however, pleased to say that the Public Service Board recently recommended the appointment of an officer of experience in business methods and practised in accounts, who should be in every way suitable for the work, and that the appointment has now been made. Up to the present these matters have had almost entirely to be dealt with by myself, with the result that the strain for some years past has been altogether too great, and although I shall still require to give a great deal of time to this particular class of duty, I shall be relieved of much of the strain and be enabled to devote considerably more time to matters of administration and the improvement of system and method so indispensable in a department such as this. At the present time I am having a register prepared for use in connection with the land tax, one of the objects of which is to dispense with the more cumbersome method of using the valuation rolls for the purposes of the collection of the tax, and also of the attendant necessity for making out many demands in place of one only in the case of owners of more than one property. The register, when completed, will fill a long-needed want. It will be an absolutely correct record of settlement, for it will not only show exactly the number of landowners in the State, but the area and capital and unimproved value in the case of each owner. At present, should a return be required to show, say, in the case of owners, the total value of whose holdings does not exceed £100, £200, £300, and so on, the number and values, &c., only the very roughest and unreliable estimate could be given. Once the register is complete, however, these difficulties will be removed, and as the record will be brought up to date yearly as the rolls are revised, by debiting and crediting the owners with

purchases and sales, all difficulties as regards grouping the lands of owners for graduated land tax purposes will disappear, and the furnishing of estimates of the effect of alterations in the scale of rates will, when required, be assured.

Income Tax, 1911—Individuals.

The gross amount of tax under this head for the year 1911 was stated in last year's report as being £68,846 0s. 10d., and the amount collected to 30th June, 1911, £42,985 18s. 9d., leaving a balance outstanding of £25,860 2s. 1d. Since these figures were given additions and alterations have been made to the assessment-books, and an alteration, owing principally to adjustments, additions, and remissions, &c., has been made to the total tax. The amount now stands at £71,901 13s. 3d., of which £67,901 14s. 11d. has been collected to 30th June, 1912, and as £42,985 18s. 9d. was collected up to the close of the financial year 1911, the amount collected thence to the 30th June, 1912, was £24,915 16s. 2d., thereby reducing the amount outstanding to £3999 18s. 4d., accounted for principally by rebate of tax paid elsewhere, abatements on account of children, and reductions and remissions of tax under Section 113 of the Act. It is not expected that much more of the tax for this year will be collected.

Income Tax, 1912—Individuals.

The number of taxpayers as per assessment-books to date is 20,297. The gross amount of tax, as shown elsewhere, is £72,484 8s. 8d. The amount actually collected to 30th June, 1912, was £43,421. The amount outstanding is therefore approximately £29,063; but this latter sum will be reduced owing to adjustments, remissions, and alterations, while allowance must be made for a large amount not recoverable. A fair amount has since been collected.

Income Tax—Companies.

The number of taxpaying companies, as per assessment-books to date, is 175. The gross amount of tax is £71,286 0s. 8d. Of this, £66,554 16s. 9d. was collected up to the 30th June, 1912, leaving outstanding £4731 3s. 11d., a portion of which has since been collected. The amount collected from local bodies, companies, and the Treasury in respect of income tax payable upon interest on debentures, &c., was £2263 5s. 9d.

Inspection of Machinery Fees, 1911-12.

Fees for the inspection of machinery collected by the Department in the year 1911-12 amounted to £1204 10s., a decrease of £126 12s. 6d. as compared with the amount collected in 1910-11.

Statement of Revenue.

The total revenue collected in the financial year ending the 30th June, 1912, was £226,314 8s. 8d., being £44,216 1s. 2d. more than for the year 1910-11.

The heads of revenue are as follow:—

	£	s.	d.
1. Land Tax	81,378	19	8
2. Tax under "Taxation Act"	103	18	8
3. Income Tax	144,253	3	10
4. Machinery Fees	1204	10	0
	£226,940	12	2
Repayments	626	3	6
Total net revenue	£226,314	8	8

General.

I have once more to thank the Commissioner of Police and officers and men of his Department for the great assistance rendered to this Department during the year, and to express my warm appreciation of services which, on all occasions, have been carried out in a manner deserving of the greatest commendation.

My thanks are also due to the Government Printer for the prompt manner in which he has attended to requirements, and generally for his untiring efforts on all occasions to assist the Department. The members of the staff are deserving of the highest praise for the zeal displayed in the performance of their

arduous duties during the past year, duties which could not possibly have been executed within the required time unless considerable attention had been given after office hours, and on all occasions when the work has necessitated calls being made upon their leisure hours services have always been ungrudgingly given.

I have the honour to be,
Sir,
Your obedient Servant,

H. E. DOWNIE,
Commissioner of Taxes.

The Honourable the Treasurer.

No. 1.

RETURN showing Capital Value, Value of Improvements, and the Unimproved Value of the Properties in each District for the Year 1911.

District.	1911.		
	Capital Value.	Value of Improvements.	Unimproved Value.
	£	£	£
Beaconsfield	422,845	220,269	202,576
Bothwell	622,975	152,842	470,133
Brighton	472,475	217,322	255,153
Bruni	68,610	37,441	31,169
Campbell Town	557,045	158,695	398,350
Circular Head	772,160	284,611	487,549
Clarence	476,772	245,866	230,906
Deloraine	959,100	422,300	536,800
Devonport	760,521	388,858	371,663
Emu Bay	1,034,402	493,372	541,030
Esperance	308,847	211,548	97,299
Evandale	745,273	153,489	591,784
Fingal	500,969	200,219	300,750
Flinders	36,208	12,519	23,689
George Town	112,303	45,837	66,466
Glamorgan	153,472	53,494	99,978
Glenorchy	640,424	304,759	335,665
Gormanston	25,005	22,325	3280
Green Ponds	257,058	114,420	142,638
Hamilton	660,777	158,756	502,021
Hobart	4,402,538	2,280,619	2,121,919
Huon	630,217	446,518	183,699
Kentish	863,748	446,374	417,374
Kingborough	282,747	136,524	146,223
King Island	315,462	120,459	195,003
Latrobe	625,408	318,592	306,816
Launceston	3,235,529	1,752,139	1,483,390
Leven	965,536	498,024	467,512
Lilydale	362,830	159,359	203,471
Longford	1,074,377	324,818	749,559
New Norfolk	573,699	361,334	212,365
New Town	599,283	308,257	291,026
Oatlands	767,268	255,734	511,534
Penguin	586,419	269,231	317,188
Port Cygnet	574,526	394,817	179,709
Portland	98,433	63,189	35,244
Queenborough	547,162	278,750	268,412
Queenstown	119,470	100,850	18,620
Richmond	336,251	152,892	183,359
Ringarooma	387,052	194,555	192,497
Ross	362,450	88,600	273,850
Scottsdale	322,778	152,611	170,167
Sorell	353,066	168,337	184,729
Spring Bay	144,535	52,265	92,270
St. Leonards	476,170	172,883	303,287
Strahan	28,652	20,752	7900
Table Cape	1,018,480	401,195	617,285
Tasman	108,222	64,756	43,466
Waratah	139,739	75,270	64,469
Westbury	873,475	344,401	529,074
Zechan	161,630	133,071	28,559
Totals	30,924,993	14,436,118	16,488,875

NOTE.—In consequence of objections which had not been finally dealt with at the time this Return was prepared the Unimproved Value has been reduced to £16,434,095.

No. 2.

RETURN showing Number of Items subject to Land Tax, and Amount of Land Tax for each District for the Year 1909, also the Amount of Tax collected and remaining due on 30th June, 1912.

District.	No. of Items.	Capital Value.	Amount of Tax, including Super-tax.	Amount of Tax Collected.	Outs anding.
		£	£ s. d.	£ s. d.	£ s. d.
Beaconsfield	1088	309,681	909 14 0	865 13 4	44 0 8
Bothwell	525	554,009	2092 13 7	1967 17 7	124 16 0
Brighton	547	419,868	1254 8 5	1177 15 3	76 13 2
Bruni	189	45,200	127 10 8	122 18 10	4 11 10
Campbell Town	477	536,548	1934 7 1	1834 0 5	100 6 8
Circular Head	1036	514,384	1696 8 1	1677 18 6	18 9 7
Clarence	852	514,384	1092 18 11	1013 17 8	79 1 3
Deloraine	1466	836,420	2777 1 9	2637 3 4	139 18 5
Devonport	1859	652,080	1903 5 7	1819 12 5	83 13 2
Emu Bay	1181	742,129	2755 1 1	2578 13 1	176 8 0
Esperance	1041	222,480	605 1 0	581 0 1	24 0 11
Evandale	408	700,346	2740 6 6	2602 0 0	138 6 6
Fingal	800	431,005	1547 12 4	1485 17 4	61 15 0
Flinders	115	16,164	47 9 9	45 1 5	2 8 4
George Town	424	104,584	285 14 3	271 14 7	13 19 8
Glamorgan	362	133,928	395 13 10	375 4 2	20 9 8
Glenorchy	878	475,503	1337 12 8	1236 2 3	101 10 5
Gormanston	782	27,945	74 13 11	73 17 10	0 16 1
Green Ponds	376	229,695	750 13 2	684 15 4	65 17 10
Hamilton	808	557,775	2371 5 4	2330 7 3	40 18 1
Hobart	6860	4,002,234	12,408 9 4	11,695 19 8	712 9 8
Huon	1334	438,188	1185 17 2	1145 2 1	40 15 1
Kentish	1417	723,538	2047 10 4	1949 12 6	97 17 10
Kingborough	742	232,556	632 17 5	589 19 1	42 18 4
King Island	355	114,391	349 3 2	329 2 8	20 0 6
Latrobe	1019	515,847	1474 9 7	1401 2 3	73 7 4
Launceston	4158	2,930,339	8936 3 8	8558 12 9	377 10 11
Leven	1488	803,366	2272 17 11	2118 13 9	154 4 2
Lilydale	802	293,359	844 13 3	802 10 8	42 2 7
Longford	1096	1,046,442	3736 11 1	3547 4 4	189 6 9
New Norfolk	1167	474,564	1408 5 6	1317 11 10	90 13 8
New Town	807	483,160	1378 11 10	1301 12 5	76 19 5
Oatlands	971	718,416	2506 18 11	2340 13 0	166 5 11
Penguin	833	399,005	1085 9 2	1009 18 5	75 10 9
Port Cygnet	1268	385,050	1049 11 0	976 8 8	73 2 4
Portland	495	83,049	230 1 2	222 11 1	7 10 1
Queenborough	836	466,695	1330 3 2	1260 15 6	69 7 8
Queenstown	1299	137,125	389 0 9	382 4 9	6 16 0
Richmond	587	309,868	981 2 1	933 4 0	47 18 1
Ringarooma	795	295,972	906 2 11	845 14 0	60 8 11
Ross	246	367,122	1480 8 4	1377 15 6	102 12 10
Scottsdale	765	270,214	723 6 2	687 15 1	35 11 1
Sorell	733	349,846	997 9 7	933 13 9	63 15 10
Spring Bay	463	125,497	366 18 7	339 15 3	27 3 4
St. Leonards	813	430,197	1369 11 2	1293 18 9	75 12 5
Strahan	579	44,701	135 17 6	130 13 2	5 4 4
Table Cape	1456	695,445	1917 9 2	1808 13 2	108 16 0
Tasman	535	80,279	213 10 0	204 18 2	8 11 10
Waratah	396	109,882	478 4 10	462 3 0	16 1 10
Westbury	1076	841,933	2710 7 9	2565 17 5	144 10 4
Zeehan	2604	160,600	439 0 10	421 19 0	17 1 10
	53,159	26,356,008	82,685 15 3	78,337 6 4	4348 8 11
Less Abatement of $\frac{1}{4}$ d. in the Pound on account of Mortgages					3928 4 10
Net Amount Outstanding					£420 4 1

19012 direct 23. Continuation

No. 3.

RETURN showing the Number of Items subject to Land Tax, and Amount of Land Tax for each District for the Year 1910, also Amount of Tax collected and remaining due on 30th June, 1912.

District.	No. of Items.	Capital Value.	Amount of Tax.	Amount of Tax Collected.	Outstanding.
		£	£ s. d.	£ s. d.	£ s. d.
Beaconsfield.....	1069	319,607	746 5 7	706 9 6	39 16 1
Bothwell	544	556,877	1678 2 6	1577 10 9	100 11 9
Brighton	552	433,274	1036 2 7	969 16 11	66 5 8
Bruni	205	48,910	109 18 0	100 17 2	9 0 10
Campbell Town	484	539,421	1554 7 6	1471 16 11	82 10 7
Circular Head	1117	556,048	1464 14 1	1437 6 1	27 8 0
Clarence	877	398,777	898 14 8	834 12 6	64 2 2
Deloraine	1506	847,199	2222 12 6	2119 7 10	103 4 8
Devonport	1873	655,417	1530 14 2	1465 13 2	65 1 0
Emu Bay	1234	760,440	2238 0 2	2090 6 5	147 13 9
Esperance.....	1082	237,567	518 18 10	501 8 11	17 9 11
Evandale	417	698,694	2172 11 6	2074 7 4	98 4 2
Fiugal	845	431,618	1240 4 5	1178 13 5	61 11 0
Flinders	115	16,200	38 4 7	37 2 0	1 2 7
George Town	433	99,726	221 5 4	208 17 4	12 8 0
Glamorgan	382	136,733	322 15 7	303 15 3	19 0 4
Glenorchy	1000	517,816	1171 13 8	1075 10 1	96 3 7
Gormanston	791	29,916	63 14 9	58 6 5	5 8 4
Green Ponds	379	232,254	605 12 0	558 1 9	47 10 3
Hamilton	876	558,631	1912 16 4	1832 19 2	79 17 2
Hobart	6900	4,055,724	10,047 17 4	9492 14 3	555 3 1
Huon.....	1384	449,137	938 6 11	930 9 0	37 17 11
Kentish.....	1381	743,742	1690 0 4	1600 2 8	89 17 8
Kingborough	875	247,272	538 3 11	506 8 2	31 15 9
King Island	475	138,186	333 2 11	300 8 1	32 14 10
Latrobe	1012	519,586	1181 12 3	1123 13 9	57 18 6
Launceston	4174	2,989,529	7305 6 9	6972 13 10	332 12 11
Leven	1549	832,329	1864 9 11	1758 0 7	106 9 4
Lilydale	932	300,669	692 0 7	655 12 9	36 7 10
Longford	1089	1,066,613	3032 13 11	2868 15 9	163 18 2
New Norfolk	1213	500,395	1195 6 8	1120 19 5	74 7 3
New Town	845	493,302	1125 8 4	1063 17 7	61 10 9
Oatlands	959	719,960	2010 2 5	1882 12 7	127 9 10
Penguin	787	400,046	875 16 8	830 3 4	45 13 4
Port Cygnet	1293	413,475	904 18 1	835 3 6	69 14 7
Portland	527	85,879	192 7 5	181 19 11	10 7 6
Queenborough.....	899	503,945	1155 2 6	1096 7 8	58 14 10
Queenstown	1257	138,275	308 4 4	300 19 7	7 4 9
Richmond.....	593	318,169	804 4 3	771 16 8	32 7 7
Ringarooma.....	880	321,308	774 13 6	730 17 6	43 16 0
Ross	251	373,372	1209 3 4	1105 5 4	103 18 0
Scottsdale	770	275,785	590 10 3	564 9 11	26 0 4
Sorell.....	754	352,053	800 10 0	750 19 6	49 10 6
Spring Bay	461	130,691	308 10 5	287 0 7	21 9 10
St. Leonards.....	843	432,819	1099 3 11	1053 15 0	45 8 11
Strahan.....	603	45,842	109 9 9	103 3 7	6 6 2
Table Cape.....	1584	746,420	1646 1 6	1528 8 9	117 12 9
Tasman.....	566	83,875	178 13 8	170 17 4	7 16 4
Waratah	427	118,224	411 7 10	372 17 1	38 10 9
Westbury	1074	837,838	2156 6 4	2049 10 9	106 15 7
Zeehan	2455	161,091	355 18 4	341 9 7	14 8 9
	54,623	26,870,676	67,613 3 1	63,954 12 11	3658 10 2
Less Abatement of $\frac{1}{4}$ d. in the Pound on account of Mortgages					3359 11 5
Net Amount Outstanding					£298 18 9

No. 4.

RETURN showing Number of Items subject to Land Tax, and Amount of Land Tax for the Year 1911, also the Amount of Tax collected and remaining due on 30th June, 1912.

District.	No. of Items.	Unimproved Value in the case of owners the total value of whose holdings did not exceed £2500.	Amount of Tax.	Amount of Tax Collected.	Outstanding.
		£	£ s. d.	£ s. d.	£ s. d.
Beaconsfield.....	1111	123,325	513 17 1	501 16 5	12 0 8
Bothwell	444	49,120	204 13 4	203 17 6	0 15 10
Brighton	539	128,908	537 2 4	527 6 3	9 16 1
Bruni.....	174	26,385	109 18 9	107 10 10	2 7 11
Campbell Town	433	50,302	126 5 2	125 18 3	0 6 11
Circular Head.....	1640	336,700	1402 18 4	1240 2 8	162 15 8
Clarence	857	147,148	613 2 4	603 16 7	9 5 9
Deloraine	1408	246,301	1026 5 1	996 1 2	30 3 11
Devonport	1347	230,014	958 7 10	950 12 3	7 15 7
Emu Bay	929	238,202	992 10 2	914 14 0	77 16 2
Esperance.....	1105	86,972	362 7 8	355 11 6	6 16 2
Evandale	255	53,046	221 0 6	210 8 3	10 12 3
Fingal	862	80,736	336 8 0	325 16 8	10 11 4
Flinders	180	19,226	80 2 2	79 6 9	0 15 5
George Town	499	49,707	207 2 3	202 11 3	4 11 0
Glamorgan	361	30,869	128 12 5	127 16 7	0 15 10
Glenorchy	1055	202,194	842 9 6	822 8 5	20 1 1
Gormanston	325	3150	13 2 6	11 17 9	1 4 9
Green Ponds	351	43,548	181 9 0	180 4 3	1 4 9
Hamilton	756	52,387	218 5 7	212 14 3	5 11 4
Hobart	6946	1,048,282	4367 16 10	4326 10 0	41 6 10
Huon	1297	169,205	705 0 5	698 0 10	6 19 7
Kentish	1505	331,443	1381 0 3	1351 18 0	29 2 3
Kingborough	877	116,364	484 17 0	471 2 7	13 14 5
King Island	842	139,922	583 0 2	567 19 9	15 0 5
Latrobe	972	182,517	760 9 9	746 4 1	14 5 8
Launceston	3161	716,075	2983 12 11	2927 17 11	55 15 0
Leven	1537	356,872	1486 19 4	1444 16 5	42 2 11
Lilydale	916	141,294	588 14 6	572 13 3	16 1 3
Longford	898	140,869	586 19 1	580 1 8	6 17 5
New Norfolk	1217	133,589	556 12 5	540 7 11	16 4 6
New Town	849	167,320	697 3 4	694 10 7	2 12 9
Oatlands	951	141,409	589 4 1	560 6 3	28 17 10
Penguin	825	236,075	983 12 11	957 4 11	26 8 0
Port Cygnet	1302	161,020	670 18 4	650 0 3	20 18 1
Portland	690	28,399	118 6 7	116 4 6	2 2 1
Queenborough	960	170,321	709 13 5	700 7 5	9 6 0
Queenstown	1076	17,190	71 12 6	64 15 0	6 17 6
Richmond.....	561	95,351	397 5 11	386 4 1	11 1 10
Ringarooma	1057	102,724	428 0 4	406 2 8	21 17 8
Ross	187	13,600	56 13 4	55 8 4	1 5 0
Scottsdale	882	150,153	625 12 9	587 18 0	37 14 9
Sorell.....	684	125,094	521 4 6	510 4 4	11 0 2
Spring Bay	415	48,197	200 16 5	199 5 4	1 11 1
St. Leonards.....	745	125,878	524 9 10	507 13 9	16 16 1
Strahan	541	6856	28 11 4	24 14 8	3 16 8
Table Cape	1757	465,793	1940 16 1	1833 2 7	107 13 6
Tasman	541	37,394	155 16 2	149 4 9	6 11 5
Waratah	439	16,410	68 7 6	58 8 5	9 19 1
Westbury	942	194,797	811 13 1	805 15 1	5 18 0
Zeehan	1617	27,422	114 5 2	106 17 9	7 7 5
Graduated 'Tax where owners' lands exceed £2500 in Unimproved Value	51,820	£7,986,075	£33,275 6 3	£32,302 12 8	£972 13 7
	...	8,448,020	49,091 10 1	48,712 15 9	378 14 4
		16,434,095	82,366 16 4	81,015 8 5	£1351 7 11



1912.

PARLIAMENT OF TASMANIA

GENERAL HOSPITAL, LAUNCESTON:

REPORT FOR THE YEAR JULY 1, 1911, TO JUNE 30, 1912.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£6 8s.]

GENERAL HOSPITAL, LAUNCESTON: REPORT FOR THE YEAR JULY 1, 1911,
TO JUNE 30, 1912.

SIR,

I HAVE the honour to lay before you the following annual report of the Board of Management of the abovenamed Hospital for the 12 months ending June 30, 1912.

Messrs. Collins, Weedon, & Panton retired from the Board of Management during the year through effluxion of time, and were re-elected. Drs. Haines, Newell, and Irvine were elected *ex-officio* members of the Board.

Fifteen Board and 41 Committee meetings were held during the year.

The Surgeon-Superintendent (Dr. J. Ramsay) and the Lady Superintendent (Miss Milne) resigned on June 30 and May 31 respectively; Dr. H. W. Sweetnam and Miss Oakes being appointed to fill their positions.

The work of the Hospital continues to be heavy. A record average number of patients for the year (158), and a record total number (2031) was reached. As a consequence the expenditure for the year was considerably greater than could be met by the moneys at the disposal of the Board. On representation being made a supplementary vote of £1189 3s. 4d. was granted by the Government.

A final grant of £335 13s. 5d. was made by the Government in order to pay all the outstanding accounts for the year.

The usual courses of lectures in the Training School for Nurses were delivered by the Surgeon-Superintendent, House Surgeon, and Lady Superintendent. The annual examinations were held in November and May.

Nurses Tucker, Schneider, Garrard, Geddes, and Skidmore passed their final examinations, and obtained their certificates. Nurse Tucker was awarded "The William Barnes Prize."

In the work of the Dental Department the Board is indebted to the Honorary Dental Surgeons (Messrs.

A. and H. Lucadou Wells) for their services during the year.

The Gibson Convalescent Home, Perth, has again proved a valuable adjunct to the Hospital. One hundred and twenty-nine patients were treated there during the year. Drs. Haines and Hoskins have rendered valuable assistance. A separate report of the Convalescent Home is attached.

The new Out-patient and Dental Department, including fittings and furniture, erected during the year at a cost exceeding £2000, was opened for the treatment of patients on April 30. It has already proved to be a most useful and necessary adjunct to the Hospital.

The accommodation for the increased nursing and domestic staffs is inefficient, and scattered over three separate buildings, one of which is rented outside the Hospital grounds. This undesirable state of things can only be remedied by the erection of a suitable building in the Hospital grounds for the domestic staff and the enlargement of the Nurses' Home. This latter work has already received consideration by the Board, the architect consulted, and plans asked for. Alterations, painting, and repairs to the Reception-house for the Insane have been effected during the year.

In connection with the more efficient working of the Dental Department, now that ample room has been provided, a committee of dentists practising in Launceston conferred with the Superintendent and approved of the following scheme:—

- (1) The appointment of a paid Hospital Dentist. The Dentist to devote his time to the treatment of Hospital cases.
- (2) Six honorary Dental Surgeons, to be appointed to supervise and give advice in the work of the Department.
- (3) That the dental inspection and treatment of school children should form part of the duties of the dentist.

If the scheme outlined above could be practically realised a work of lasting benefit to the community at large would result.

Extensive alterations and additions to the Laundry and hot-water service are now nearing completion, and with the installation of modern machinery, which it is hoped will arrive and be in working order in two or three months' time, will fill a much-needed want. To complete the laundry plant a steam disinfecter should be added.

The infectious wards, which have recently been taxed to their utmost, are becoming more and more dilapidated. The erection of a new Infectious Diseases Hospital for Launceston and districts has been submitted to the Government for consideration.

Improvements to the hot-water service at the Nurses' Home have been effected.

The fences round the Hospital have been repaired and repainted, and the outside of the main building also requires to be done.

A modern and up-to-date X-ray plant is badly required, the old outfit being practically useless for the purpose for which it is required.

The lighting of the Hospital wards is very inefficient, and the installation of electric lighting throughout is necessary.

Wash-basins with hot water laid on in the wards is another matter which requires immediate attention.

His Excellency the Governor (Sir Harry Barron) showed his interest in the Hospital and its patients by paying several visits during the year.

For numerous acts of kindness to patients and staff the Hospital is indebted to many of the inhabitants of the north of the island. Enjoyable entertainments have been given to patients by numerous friends.

The Samaritan Fund has been utilised to assist in many ways the poorer class of patients.

The quality of the provisions has on the whole been good.

The usual detailed information furnished by the Surgeon-Superintendent is embodied in this report.

Comparative statistics for the 12 months 1910-11 and 1911-12.

Particulars respecting in-patients:—

	1910-11.	1911-12
Remaining on 1st July	146	134
Admitted during the year	1697	1897
Total treated... ..	1843	2031

Discharged—

Cured	1173	1234
Relieved... ..	306	450
Unrelieved... ..	50	34
Incurable	13	16
Sent to New Norfolk Hospital	12	16
At own request, and on other grounds	29	12
Died	126	128
Remaining on 30th June	134	141

Ages of in-patients:—

Under 10 years	293	293
10 to 15 years	115	42
15 to 25 years	455	460
25 to 35 years	360	405
35 to 45 years	223	270
45 to 55 years	214	231
55 to 65 years	98	228
65 years and upwards	85	102
Gross number of in-patients	1843	2031

Native places of in-patients:—

Australasia—

	1910-11.	1911-12.
Tasmania	1520	1783
Victoria	93	54
New South Wales	22	17
South Australia	6	3
Queensland	4	6
West Australia	2	2
New Zealand	12	5
England and Wales	110	96
Ireland	24	23
Scotland	24	20
British Dominions	4	1
Foreign	20	11
Unknown	2	10

Gross number of in-patients	1843	2031
------------------------------------	------	------

Number of persons treated with alcohol:—

	1910-11.	1911-12.
Number of persons	88	119
Gross cost	£11 10s. 9d.	£7 1s.

General particulars:—

	1910-11.	1911-12.
Number of in-patients treated	1843	2031
Number of in-patients died ...	126	128
Number of out-patients treated	1688	1848
Diets issued to staff	28,173	28,282
Diets issued to patients	53,366	57,721
Average number of days in hospital, each patient	28·9	28·2
Daily average of patients	146	158

Visits paid to other Government establishments:—

	1910-11.	1911-12.
To the penal establishments... ..	47	53
To the Launceston Benevolent Asylum	58	42

Statement showing number of patients and cost per head of each occupied bed:—

	1910-11.	1911-12.
Average number of patients	146	155

Average cost per occupied bed—

	1910-11.	1911-12.
Upon whole expenditure (exclusive of improvements, extensive repairs to buildings, &c.	£64 8s. 8d.	£64 2s. 3d.
Upon net expenditure (exclusive of improvements, extensive repairs to buildings, &c.)	£44 0s. 9d.	£44 5s. 1d.

Return of fees collected and outstanding:—

	1910-11.	1911-12.
Number of persons who contributed to their maintenance... ..	872	1078
Amount of fees received	2316 6 10	2282 14 0
Amount written off during year... ..	394 16 6	288 0 3
Amount outstanding at end of year	710 16 6	770 0 9

Monthly Returns of Admissions, Discharges, and Deaths:—

	Admissions.		Discharges.		Deaths.	
	1910-11.	1911-12.	1910-11.	1911-12.	1910-11	1911-12.
July.. .. .	135	142	133	140	13	5
August	134	172	135	140	8	13
September	146	161	131	144	6	10
October	148	148	139	134	7	9
November	143	140	114	151	5	16
December	120	129	148	132	15	13
January	134	174	96	140	7	10
February	157	159	136	133	14	6
March	154	151	131	161	16	8
April	134	189	137	152	8	13
May.....	167	201	162	188	15	10
June	125	131	120	147	12	15
	1697	1897	1582	1762	126	128

Table showing whether Patients were from city or country:—

	1910-11.	1911-12.
City	606	766
Country... ..	1091	1131

Table showing Cost of Principal Items of Diet:—

	1910-11.			1911-12.		
	£	s.	d.	£	s.	d.
Bread	194	7	8	213	10	6
Milk	479	16	5	498	19	7
Meat	827	13	11	810	14	3
Potatoes	106	17	0	123	6	0
Butter.....	290	14	0	318	13	0
Rice	39	13	9	41	10	6
Oatmeal	33	14	3	39	19	1
Vegetables.....	115	19	6	130	1	0
Barley	6	1	6	6	7	11
Eggs	183	4	10	136	0	8
Flour	13	15	0	13	1	2
Fish	89	0	8	107	6	6
Fowls	33	13	5	37	8	5
Tea	76	17	10	77	12	7
Sugar.....	103	19	0	115	0	0
Fresh fruit	93	5	3	95	13	1
Brandy	7	16	0	7	10	0
Aërated waters	6	0	0	9	18	0

Information concerning the Years 1911-12 only:—

Abstract of Salaries.

Office.	Salary.			Remarks.
	£	s.	d.	
Surgeon-Superintendent	600	0	0	With quarters, rations, fuel, light, and water
House-Surgeon... ..	200	0	0	Ditto
Assistant House-Surgeon	50	0	0	Ditto
House Steward and Collector	240	0	0	—
Dispenser	100	0	0	With quarters, rations, fuel, light, and water
Clerk	71	0	0	—
Lady Superintendent	175	0	0	With quarters, rations, fuel, light, and water
Secretary to Board	60	0	0	—
Messenger	48	0	0	With quarters, rations, fuel, light, and water
Porter	48	0	0	Ditto
Boilerman	60	0	0	Ditto
Gardener and Yardman	45	0	0	Ditto
Dispensary Servant	45	0	0	Ditto
Cook and Assistant Cooks	143	19	6	Ditto
Gatekeeper	52	0	0	Ditto
Nurses	1187	12	4	Ditto
House and Ward Maids	407	19	9	Ditto
Laundress and Assistants	208	12	6	Ditto
Reception House Attendants	77	15	9	Ditto

5213 direct 24, 29-30, 34-35, 39 Continuation

Cases of Enteric Fever:—

	1910-11.	1911-12.
Remaining ...	5	2
Admitted during—		
July ...	—	—
August ...	—	1
September ...	2	—
October ...	1	—
November ...	3	1
December ...	10	4
January ...	9	—
February ...	8	6
March ...	23	8
April ...	8	4
May ...	2	6
June ...	—	4
Total ...	71	36
Died ...	1	3

Information given as a basis for comparison with other Hospitals:—

A.

Population of the city and districts benefited? About 100,000.

This is the only institution available to the inhabitants north of Oatlands, save the Cottage Hospitals of Campbell Town, Waratah, Latrobe, and Beaconsfield, and the Homœopathic Hospital, Launceston.

The character of the Hospital? General, save that lying-in cases are not admitted.

Established 46 years.

Present building erected as a Hospital.

Original cost, £12,000; extensions and improvements, about £41,000 in addition.

Number of beds? 160. Also 12 beds at Convalescent Home, Perth.

Cubic space of wards? 207,763 cubic feet.

The whole of the annual maintenance is contributed by the Government, save what is contributed by patients paying fees.

Cost of construction mostly defrayed by the Government. The public has assisted in the more recent additions.

Small income from invested funds.

Cases of Diphtheria:—

	1910-11.	1911-12.
Remaining ...	1	—
Admitted during—		
July ...	—	6
August ...	—	7
September ...	1	3
October ...	—	2
November ...	—	2
December ...	—	3
January ...	—	5
February ...	1	4
March ...	3	5
April ...	2	19
May ...	—	10
June ...	—	23
Total ...	8	89
Died ...	1	5

Control of institution is under a Board of Management.

Number of its members, 13. Appointments thereto are subject to the approval of the Governor in Council.

Control in money matters is exercised by the Board.

B.

Total number of in-patients during the year 1911-12? 2031.

Total number of out patients (new cases)? 1848.

Total number of out-patient attendances? 10,150.

Number attended at their own homes? None.

Any enquiring officer concerning out-patients? No.

Number of nurses? 44.

Number of servants? Male, 7; female, 23.

Contract price of milk? 2 1/16d. per quart.

Contract price of bread? 7s. 11d. per 100 lb.

Contract price of water? 3d. per 1000 gallons.

Contract price of meat? Roast beef, 4½d. per lb. chuck-rib, 3d. per lb.; leg beef, 2d. per lb.; mutton, 3½d. per lb.

Contract price of coal? 17s. per ton bagged; 16s. per ton loose.

Contract price of wood? 10-inch, 11s. per ton weight.

Expenditure for the year arranged under various heads:—

	£	s.	d.	£	s.	d.
Salaries ...	3854	4	3			
Provisions ...	3064	17	6			
Medical Comforts ...	17	3	0			
Clothing, bedding, and stores ...	445	5	6			
Fuel, light, and water ...	870	3	1			
Funeral expenses ...	9	0	0			
Stationery and advertising ...	144	12	4			
Medicines, surgical instruments, &c. ...	896	14	0			
Incidental expenses ...	112	3	10			
Repairs ...	440	0	2			
Uniforms for nurses and servants ...	218	3	0			
Commission on collection of fees ...	5	3	6			
Furniture and grounds ...	202	5	3			
Bank interest and charge for keeping accounts...	0	12	6			
Gross Expenditure ...				10,280	7	11
Value of drugs in stock, June 30, 1911 ...	337	18	0			
Medicines supplied to Invalid Depot ...	15	0	0			
Ditto to H.M. Gaol ...	10	0	0			
Ditto to C.D. Hospital ...	5	0	0			
Ditto to Industrial School ...	0	10	0			
Ditto to private practitioners' patients ...	20	0	0			
Estimated cost of out-patients, at 2s. 6d. each...	233	17	6			
Fees from patients ...	2282	14	0			
Revenue from sale of fat, &c. ...	80	8	3			
				2985	7	9
Net Expenditure ...				£7295	0	2

Particulars concerning the Gibson Convalescent Home, established in connection with the General Hospital, Launceston:—

In-patients—	1910-11.	1911-12.
Remaining on 1st July	7	2
Admitted during the year	110	127
Transferred from wards of Hospital	99	123
Transferred from Out-patient Department	11	4
Total treated	117	129
Discharged	115	124
Remaining on 30th June	2	5

Details of Admissions and Discharges monthly:—

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Fe	March	April.	May.	June.	Total.
Admissions	4	15	12	6	12	10	8	11	15	8	15	11	127
Discharges	4	8	17	6	11	14	7	13	16	5	14	9	124

	1910-11.	1911-12.
Patients from the City	36	63
Patients from the Country	74	66
Number of diets issued to staff	772	742
Ditto to patients	2397	1729
Average number of days in Home, each patient	25	13
Average cost of each occupied bed	£44 6s.	£48 3s. 9d.
Daily average of patients	6.5	5.3

Return of Fees collected and outstanding.—

	1910-11.	1911-12.
	£ s. d.	£ s. d.
Amount of fees received	23 1 6	49 7 0
Amount written off in year	5 7 0	8 0 6
Amount outstanding, 30th June	49 11 0	35 6 0

Salaries of Staff for the year:—

Sister in charge, £61 2s. 11d., with quarters, rations, fuel, light, and water.
 Female servant, £24 19s. 8d., with quarters, rations, fuel, light, and water.

Expenditure for the year arranged under various heads:—

	£	s.	d.
Salaries and allowances	86	2	7
Provisions	107	1	5
Medical comforts	0	9	0
Clothing, bedding, and stores	9	11	0
Fuel, light, and water	19	4	9
Stationery and advertising	4	0	3
Medicines, dressings, &c. (estimated)	10	0	0
Incidental expenses	10	2	1
Repairs	3	14	6
Uniform for sister	2	10	0
Furniture and grounds	4	0	2
Commission	0	4	0
Total	£256	19	9

Attached are returns of all cases treated at the General Hospital during the year.

I have, &c.,

GEO. COLLINS, Chairman Board of Management.

To the Hon. the Chief Secretary, Hobart.

SURGICAL Operations performed during the Twelve months July 1, 1911, to June 30, 1912.

OPERATIONS.	SEX.		AGE.						RESULT.			
	M.	F.	-5	-15	-30	-50	-70	+70	Cured.	Re- lieved.	Unre- lieved.	Died.
<i>For Removal of Tumours—</i>												
Lipomata	2	2	2	...	1	...	1	...	4	...	...	...
Cysts, Simple .....	...	5	...	...	4	...	1	...	5	...	...	...
Sebaceous Cysts	7	1	...	...	1	2	5	...	8	...	...	...
Multi Cystic Breast Disease .....	...	1	...	...	1	...	...	...	1	...	...	...
Fibro-adenoma of Breast	1	2	...	...	2	1	...	...	3	...	...	...
Epithelioma of Lip and Glands	5	...	...	...	...	1	2	2	...	5	...	...
Carcinoma of Colon .....	...	1	...	...	1	...	...	...	...	1	...	...
Ditto of Tongue.....	1	...	...	...	...	...	1	...	...	...	...	1
Ditto of Breast and Glands .....	...	2	...	...	...	1	1	...	...	1	1	...
Ditto of Rectum.....	...	1	...	...	...	...	1	...	...	...	...	1
Sarcoma of Jaw	1	3	...	...	1	2	1	...	...	3	1	...
<i>Amputations—</i>												
Of Fingers	4	1	1	2	...	2	...	...	4	1	...	..
Of Toes	2	...	...	...	...	2	...	...	2	...	...	...
Of Foot .....	...	2	...	...	...	...	2	...	2	...	...	...
Of Leg.....	3	...	...	...	2	...	1	...	3	...	...	...
<i>On Respiratory System—</i>												
Nasal Septum, Submucous Resection.....	10	5	...	...	13	1	1	...	14	1	...	...
Nasal Spur, Removal of	1	...	...	...	1	...	...	...	1	...	...	...
Galvano-cautery of Nose.....	4	11	...	2	11	2	...	...	15	...	...	...
Turbinectomy, partial	17	3	3	3	14	...	...	...	20	...	...	...
Post-nasal Adenoids, Removal of	28	20	20	21	7	...	...	...	48	...	...	...
Adenoids and Tonsils, Removal of	43	42	17	59	9	...	...	...	85	...	...	...
Rib, Excision for Empyema.....	7	...	1	1	1	3	1	...	5	1	...	1
<i>On Lymphatic System—</i>												
Tuberculous Glands, Excision of.....	2	...	...	...	1	1	...	...	...	2	...	...
<i>On Nervous System—</i>												
Decompressive Operation.....	3	1	...	1	3	...	...	...	...	1	1	2
<i>On Digestive System—</i>												
For Hare-lip	1	2	3	...	...	...	...	...	3	...	...	...
Gastro Jejunostomy, with Excision of Pylorus.....	...	1	...	...	...	1	...	...	1	...	...	...
For Calculus Wharton's Duct.....	1	...	...	...	...	1	...	...	1	...	...	...
Gastro-jejunostomy	1	1	...	...	...	2	...	...	2	...	...	...
Exploratory Cœliotomy	11	7	...	...	5	3	10	...	4	4	8	2
Intestinal Obstruction	1	1	...	...	2	...	...	...	2	...	...	...
Freeing Peritoneal Adhesions.....	1	1	...	...	...	2	...	...	2	...	...	...
Inguinal Hernia—Radical Cure	72	8	13	12	19	16	20	...	80	...	...	...
Femoral Hernia—Radical Cure .....	...	3	...	...	1	1	1	...	3	...	...	...
Ventral Hernia - Radical Cure .....	...	1	...	...	...	...	1	...	1	...	...	...
Umbilical Hernia - Radical Cure .....	...	1	...	...	...	...	1	...	1	...	...	...
For Intussusception	1	1	2	...	...	...	...	...	2	...	...	...
Imperforate Anus	1	...	1	...	...	...	...	...	1	...	...	...
Hæmorrhoids.....	11	3	...	...	7	5	2	...	14	...	...	...
Fistula in Ano .....	...	1	...	...	1	...	...	...	1	...	...	...
Ischio-rectal Sinus.....	...	1	...	...	1	...	...	...	1	...	...	...
Appendicectomy	36	29	...	12	33	17	3	...	64	...	...	1
Perityphlitic Abscess, Drainage	13	5	...	2	12	4	...	...	16	...	...	2
Appendicitis Peritonitis	2	1	...	...	2	1	...	...	1	...	...	2
Cholecystotomy .....	...	10	...	...	...	3	7	...	9	1	...	...
Cholechootomy with Cholecystotomy...	1	1	...	...	...	2	...	...	2	...	...	...
<i>On Genito-Urinary System—</i>												
Circumcision	35	...	23	7	5	...	...	...	35	...	...	...
Urethrotomy, External.....	4	...	...	...	1	3	...	...	3	...	1	...
Cystotomy, Suprapubic	2	...	...	...	...	...	1	1	...	1	...	1
Prostatectomy, Perineal	1	...	...	...	...	...	1	...	1	...	...	...
Prostatectomy, Suprapubic	7	...	...	...	...	...	3	4	6	1	...	...
Nephrolithotomy .....	...	2	...	...	...	2	...	...	2	...	...	..
Nephrotomy	2	...	...	1	...	...	1	...	1	1	...	...
Nephropexy .....	...	7	...	...	3	3	1	...	7	...	...	...
Castration	1	...	...	...	...	1	...	...	1	...	...	...
Hydrocele, Radical Cure.....	7	...	...	...	...	4	3	...	7	...	...	...
For Varicocele	4	...	...	1	3	...	...	...	4	...	...	...
<i>Gynaecological Operations—</i>												
Curettage .....	...	48	...	...	32	11	5	...	48	...	...	...
Perineorrhaphy .....	...	1	...	...	...	1	...	...	1	...	...	...
Colpotomy .....	...	4	...	...	1	3	...	...	3	1	...	...
Round Ligaments, Shortening .....	...	4	...	...	3	1	...	...	4	...	...	...
Ventrisuspension of Uterus .....	...	6	...	...	6	...	...	...	6	...	...	...

SURGICAL Operations performed during the Twelve months July 1, 1911, to June 30, 1912 (continued).

OPERATIONS.	SEX.		AGE.						RESULT.			
	M.	F.	-5	-15	-30	-50	-70	+70	Cured.	Re- lieved.	Unre- lieved.	Died.
Curettage and Dudley's Operation .....	...	3	...	...	2	1	...	...	3	...	...	...
Curettage and Perineorrhaphy .....	...	6	...	...	2	4	...	...	6	...	...	...
Curettage, Trachelorrhaphy, Perineorrhaphy .....	...	3	...	...	3	...	...	...	3	...	...	...
Curettage, Perineorrhaphy and Alexander's Operation .....	...	2	...	...	2	...	...	...	2	...	...	...
Curettage, Perineorrhaphy, and Ventrisuspension .....	...	10	...	...	3	7	...	...	10	...	...	...
Curettage and Trachelorrhaphy .....	...	4	...	...	1	3	...	...	4	...	...	...
Curettage, and Alexander's Operation ..	...	13	...	...	12	1	...	...	13	...	...	...
Curettage, and Ventrisuspension .....	...	12	...	...	8	4	...	...	12	...	...	...
Curettage, Amputation of Cervix and Perineorrhaphy .....	...	17	...	...	4	13	...	...	17	...	...	...
Curettage, Colporrhaphy, and Colpoperineorrhaphy .....	...	3	...	...	1	1	1	...	3	...	...	...
Ditto, with Ventrisuspension .....	...	4	...	...	...	4	...	...	4	...	...	...
For Pelvic Abscess .....	...	4	...	...	4	...	...	...	4	...	...	...
Myomectomy .....	...	1	...	...	1	...	...	...	1	...	...	...
Hysterectomy .....	...	4	...	...	...	3	1	...	4	...	...	...
Hystero-myomectomy .....	...	8	...	...	...	6	2	...	8	...	...	...
Salpingectomy .....	...	7	...	...	5	2	...	...	7	...	...	...
Salpingo-oophorectomy .....	...	7	...	...	5	2	...	...	7	...	...	...
For Ectopic Gestation .....	...	2	...	...	2	...	...	...	2	...	...	...
<i>On Bones, Joints, &c.—</i>												
Sequestrotomy	16	11	5	13	6	1	2	...	24	2	..	1
Osteotomy .....	...	1	1	...	...	...	...	...	...	1	...	...
Arthrotomy	6	1	...	1	5	1	...	...	7	...	...	...
For Ankylosis	2	...	...	1	1	...	...	...	...	2	...	...
Excision of Coccyx .....	...	1	...	...	...	1	...	...	1	...	...	...
Bursa .....	...	1	...	...	1	...	...	...	1	...	...	...
For Maxillary Antrum Suppuration	1	2	...	1	...	...	2	...	2	1	...	...
Fracture, Malar Bone	1	...	...	...	...	1	...	...	1	...	...	...
For Compound Fracture	1	...	...	...	...	1	...	...	1	...	...	...
For Ununited Fracture	3	...	...	...	...	3	...	...	...	1	1	1
Bone, Drilling	4	1	...	1	1	3	...	...	5	..	...	...
For Talipes	8	2	10	...	...	...	...	...	10	...	...	...
For Tuberculous Tenosynovitis .....	...	1	...	...	1	...	...	...	1	...	...	...
For Caries	3	...	...	...	1	2	...	...	2	1	...	...
Erasion of Tuberculous Abscess ..	4	1	2	2	1	...	...	...	2	3	...	...
Tendon Lengthening .....	...	2	...	...	...	...	...	...	2	...	...	...
Tendon Suturing	2	...	...	...	2	...	...	...	...	2	...	...
Tendon Transplantation	2	...	1	1	...	...	...	...	1	1	...	...
Tenotomy	1	1	1	1	...	...	...	...	1	1	...	...
Trapezoid Deltoid Grafting .....	...	1	...	1	...	...	...	...	...	1	...	...
Excision of Knee Joint .....	...	1	...	...	1	...	...	...	...	1	...	..
<i>On Integumentary System—</i>												
Excision of Scar	3	2	3	1	...	1	...	...	4	1	...	...
Skin-grafting	4	4	2	3	3	...	...	...	7	1	...	...
For Ingrowing Toe-nail	2	...	...	1	...	1	...	...	2	...	...	...
Avulsion of Nail	1	3	...	2	2	...	...	...	4	...	...	...
<i>On Circulatory System:—</i>												
For Varicose Veins	8	4	...	...	5	6	1	...	12	...	...	...
<i>On the Eye—</i>												
For Entropion .....	...	1	1	...	...	...	...	...	1	...	...	...
Dachryocystitis	2	1	1	1	...	1	...	...	2	1	...	...
For Strabismus	2	2	...	...	4	...	...	...	4	...	...	...
Iridectomy .....	...	1	1	...	...	...	...	...	1	...	...	...
Cataract, Extraction	3	...	...	...	1	1	1	...	2	1	...	...
Excision of Eyeball	1	...	1	...	...	...	...	...	1	...	...	..
<i>On Thyroid Gland—</i>												
Thyroidectomy, Partial .....	...	6	...	...	4	2	...	...	3	2	...	1
<i>Hydatid Disease—</i>												
Hydatids of Liver	2	2	...	...	...	2	2	...	4	...	...	...
" Mediastina .....	...	1	...	...	...	1	...	...	...	...	...	1
<i>Incisions—</i>												
For Abscess	6	7	4	2	4	3	...	...	11	1	1	...
To Remove Foreign Body	1	1	...	1	1	...	...	...	2	...	...	...
Exploratory	1	...	...	1	...	...	...	...	1	...	...	...
For Gunshot Wound	2	...	...	1	1	...	...	...	1	1	...	...
For Cellulitis	1	2	1	...	1	...	...	...	3	...	...	...
Curbuncle	1	...	...	...	...	...	1	...	1	...	...	...
TOTALS	451	427	121	159	313	187	91	7	797	50	14	17

IN-PATIENTS.

RETURN of In-patients treated during the Twelve months—July 1, 1911, to June 30, 1912.

CLASS I.—GENERAL DISEASES.			Cases.	Deaths.
Sub-class 1.				
Measles (Morbilli)	14	—		
Scarlet Fever	1	—		
Influenza	21	—		
Whooping Cough	5	—		
Mumps	2	—		
Diphtheria, Membranous Croup	89	5		
Simple Continued Fever	3	—		
Enteric Fever	36	3		
Sub-class 2.				
Diarrhœa, Choleraic Diarrhœa	5	—		
Sub-class 3.				
Tetanus	1	1		
Sub-class 4.				
Syphilis	8	1		
Gonorrhœa, Stricture of Urethra	4	—		
Sub-class 5.				
Puerperal Septicæmia, Sapræmia	5	—		
Lobar Croupous Pneumonia	8	—		
Broncho Catarrhal Lobular Pneumonia	6	5		
Pneumonia	27	7		
Erysipelas	3	—		
Other Septic Diseases	38	4		
Cellulitis	10	3		
Sub-class 6.				
Tuberculous Phthisis (Pum. Tuberculosis)	17	8		
Tuberculous Meningitis	6	6		
Tubercle of other Organs	50	—		
General Tuberculosis	1	1		
Sub-class 7.				
Hydatids	8	2		
Sub-class 8.				
Alcoholism, Delirium Tremens	25	—		
Sub-class 9.				
Rheumatic Fever, Acute Rheumatism	49	—		
Rheumatic Arthritis	10	—		
Sub-class 10.				
Carcinoma	43	11		
Sarcoma	5	1		
Sub-class 11.				
Pernicious Anæmia	1	1		
Anæmia, Leucocythæmia	44	—		
Diabetes Mellitus	4	1		
Richets	3	—		
Sub-class 12.				
Congenital Defects	21	—		
Want of Breast Milk	5	—		
CLASS II.—LOCAL DISEASES.				
Sub-class 1.—DISEASES OF NERVOUS SYSTEM.				
Meningitis, Inflammation of Brain	6	1		
Softening of Brain	2	1		
General Paralysis of Insane... ..	3	—		
Chorea	2	—		
Epilepsy	8	—		
Convulsions	2	—		
Locomotor Ataxy	2	—		
Paraplegia and Disease of Cord	13	—		
Neuritis, Periph. Poly-Neuritis	7	—		
Brain Tumour (not specific)	3	3		
Nervous System, other Diseases	51	—		
Insanity (Not Puerperal)	56	1		
Sub-class 2.—DISEASES OF ORGANS OF SPECIAL SENSE.				
Otitis, Mastoid Disease	6	—		
Epistaxis, Nose Disease	25	—		
Ophthalmia, Eye Disease... ..	30	—		
Sub-class 3.—DISEASE OF HEART.				
Valve Dis., Endocarditis (not Infective)... ..	14	9		
Myocardial Degeneration	6	2		
Dilatation of Heart	17	—		
Syncope, Heart Disease (not specified)	7	—		
Sub-class 4.—DISEASES OF BLOOD VESSELS.				
Cerebral Hæmorrhage, Emb. Throm... ..	4	3		
Apoplexy, Hemiplegia	4	—		
Senile Gangrene	1	—		
Embolism, Thrombosis (not Cerebral)... ..	1	—		
Varicose Veins	15	—		
Blood Vessels, other Diseases	7	4		
Sub-class 5.—DISEASES OF THE RESPIRATORY ORGANS.				
Laryngitis	2	—		
Croup (not Spasmod. or Membr.)	2	—		
Bronchitis	32	2		
Emphysema, Asthma	12	—		
Pleurisy	27	—		
Empyema	7	—		
Adenoids	18	—		
Sub-class 6.—DISEASES OF DIGESTIVE SYSTEM.				
Tonsillitis, Quinsy	7	—		
Mouth, Pharynx, Disease (not specific)... ..	5	—		
Gastric Ulcer	19	1		
Gastric Catarrh	24	—		
Enteritis (not Epidemic)	4	—		
Gastro Enteritis	26	1		
Appendicitis, Perityphlitis	86	5		
Hernia	85	—		
Intestinal Obstruction	2	2		
Other Diseases of Intestines	5	—		
Peritonitis (not Puerperal)	4	—		
Cirrhosis of Liver	1	—		
Liver and Gall Bladder, other Diseases	14	—		
Digestive System, other Diseases	13	—		
Fistula in Ano... ..	1	—		
Hæmorrhoids	14	—		
Sub-class 7.—LYMPHATIC DISEASES.				
Lymph. System, other Diseases	6	1		
Thyroid Body Disease	11	1		
Spleen Disease	1	—		
Sub-class 8.—DISEASES OF URINARY SYSTEM.				
Nephritis, Acute... ..	3	1		
Chronic Bright's Disease, Albuminuria	17	5		
Calculus (not Biliary)	4	—		
Bladder and Prostate Disease	12	1		
Urinary System, other Diseases	14	3		
Sub-class 9.—DISEASES OF GENERATIVE SYSTEM.				
Ovarian Tumour (not Malig.)	3	—		
Other Diseases of Ovary	12	—		
Uterine Tumour (not Malig.)	16	—		
Other Diseases of Uterus and Vagina	97	—		
Gener. and Mam. Orgs., other Diseases... ..	69	—		
Disorders of Menstruation	14	—		
Sub-class 10.—ACCIDENTS OF CHILDBIRTH.				
Abortion, Miscarriage	16	1		
Puerperal Mania	1	—		
Other Accid. of Pregnancy and Childbirth	8	—		
Sub-class 11.—JOINT DISEASES.				
Caries, Necrosis	26	3		
Arthritis, Periostitis	5	—		
Other Diseases of Locomotor System	36	—		
Sub-class 12.—SKIN DISEASES.				
Ulcer	29	—		
Eczema	12	—		
Skin Diseases, other	12	—		
CLASS III.—OTHER SPECIFIED DISEASES.				
Cuts, Wounds	27	—		
Contusions, Sprains... ..	12	—		
Dislocations	3	—		
Fractures	47	2		
Head Injury	4	—		
CLASS IV.—ILL-DEFINED AND NOT SPECIFIED DISEASES.				
Inanition	12	4		
Atrophy, Debility	17	—		
Old Age	3	3		
Abscess	6	—		
Causes not specified... ..	181	—		
CLASS V.—VIOLENT DEATHS.				
Sub-class 1.—ACCIDENT OR NEGLIGENCE.				
Machinery	3	—		
Weapons and Implements... ..	6	—		
Burns and Scalds... ..	4	—		
Poisons, Poisonous Vapours	1	1		
Vehicles and horses	1	1		
Falls	—	2		
Otherwise or not stated	—	4		
TOTAL			2031	128

OUT-PATIENTS.

RETURN of Out-patients treated during the Twelve months—July 1, 1911, to June 30, 1912.

CLASS I.—GENERAL DISEASES.			Sub-class 5.—DISEASES OF THE RESPIRATORY ORGANS.		
		Cases.			Cases.
Sub-class 1.					
Chickenpox	...	2	Laryngitis	...	3
Measles (Morbilli)	...	4	Croup (not Spasmod. or Membr.)	...	2
Influenza	...	8	Bronchitis	...	167
Simple Continued Fever	...	7	Emphysema, Asthma	...	14
Mumps	...	2	Pleurisy	...	20
Diphtheria, Membranous Croup	...	4	Respiratory Diseases, other	...	2
Enteric Fever	...	2	Post-nasal Adenoids	...	90
			Fibroid Disease of Lung	...	1
Sub-class 4.			Sub-class 6.—DISEASES OF DIGESTIVE SYSTEM.		
Syphilis	...	13	Tonsillitis, Quinsy	...	53
Gonorrhœa, Stricture of Urethra	...	22	Mouth Pharynx, Disease (not specific)	...	24
Sub-class 5.			Gastric Ulcer	...	13
Septic Diseases	...	27	Stomach, other Disease (not Malig.)	...	29
Sub-class 6.			Enteritis (not Epidemic)	...	9
Tuberculous Phthisis (Pulm. Tuberculosis)	...	25	Gastro Enteritis	...	20
Tuberculous Peritonitis	...	1	Appendicitis, Perityphlitis	...	12
Tubercle of other Organs	...	8	Hernia	...	12
Sub-class 7.			Other Diseases of Intestines	...	7
Other Animal Parasites	...	21	Digestive System, other Diseases	...	47
Hydatids	...	2	Dental Caries	...	130
Sub-class 9.			Gastric Catarrh	...	11
Sub-acute Rheumatism	...	41	Liver and Gall Bladder Disease	...	6
Rheumatic Arthritis, Rheumatic Gout	...	9	Sub-class 7.—LYMPHATIC DISEASES.		
Lumbago, Sciatica, &c.	...	6	Lymph. System, other Diseases	...	9
Sub-class 10.			Thyroid Body Disease	...	16
Carcinoma	...	19	Sub-class 8.—DISEASES OF URINARY SYSTEM.		
Sub-class 11.			Chronic Bright's Disease, Albuminuria	...	3
Rickets	...	6	Bladder and Prostate Disease	...	4
Anæmia, Leucocythæmia	...	42	Urinary System, other Diseases	...	12
Sub-class 12.			Calculus, not Biliary	...	1
Congenital Defects	...	35	Sub-class 9.—DISEASES OF GENERATIVE SYSTEM.		
Want of Breast Milk	...	9	Ovarian Tumour (not Malig.)	...	—
Teething	...	1	Other Diseases of Ovary	...	3
Premature Birth	...	1	Uterine Tumour (not Malig.)	...	3
CLASS II.—LOCAL DISEASES.			Other Diseases of Uterus and Vagina	...	18
Sub-class 1.—DISEASES OF NERVOUS SYSTEM.			Disorders of Menstruation	...	32
Cerebral Softening	...	2	Gener. and Mam. Orgs., other Diseases	...	53
Chorea	...	1	Sub-class 10.—ACCIDENTS OF CHILDBIRTH.		
Epilepsy	...	7	Other Accid. of Pregnancy and Childbirth	...	2
Insanity	...	1	Abortion, Miscarriage	...	2
Paraplegia and Disease of Cord	...	1	Sub-class 11.—JOINT DISEASES.		
Neuritis, Periph. Poly-Neuritis	...	8	Caries, Necrosis	...	3
Nervous System, other Diseases	...	34	Other Diseases of Locomotor System	...	25
Sub-class 2.—DISEASES OF ORGANS OF SPECIAL SENSE.			Anthraxis Periarthritis	...	20
Otitis, Mastoid Disease	...	33	Sub-class 12.—SKIN DISEASES.		
Epistaxis, Nose Disease	...	36	Ulcer	...	31
Ophthalmia, Eye Disease	...	78	Eczema	...	35
Sub-class 3.—DISEASE OF HEART.			Skin Diseases, other	...	62
Valve Dis., Endocarditis (not Infective)	...	12	CLASS III.—OTHER SPECIFIED DISEASES.		
Dilatation of Heart	...	11	Cuts, Wounds	...	62
Fatty Degeneration of Heart	...	3	Contusions, Sprains	...	12
Syncope, Heart Disease (not specified)	...	10	Dislocations	...	1
Sub-class 4.—DISEASES OF BLOOD VESSELS.			Fractures	...	10
Varicose Veins	...	7	Head Injury	...	2
Blood Vessels, other Diseases	...	9	CLASS IV.—ILL-DEFINED AND NOT SPECIFIED DISEASES.		
Apoplexy	...	2	Atrophy, Debility	...	20
Embolism, Thrombosis (not Cerebral)	...	9	Old Age	...	2
Phlebitis	...	1	Dropsy, Ascites, Anasarca	...	1
			Tumour	...	11
			Abscess	...	20
			Other ill-defined causes	...	58
			Clauses not specified	...	69
			TOTAL	...	1848

Report of Cases treated in the Dental Department during the Year ending 30th June, 1912.

Fillings	...	—
Extractions	...	389
Operations under Local Anæsthesia	...	31
Operations under General Anæsthesia	...	40
Miscellaneous	...	—

H. W. SWEETNAM, M.B., B.S., Surgeon-Superintendent.





1912.

PARLIAMENT OF TASMANIA

"THE RETREAT" STATE FARM AND SCHOOL, DELORAINE:

REPORT BY THE DIRECTOR OF AGRICULTURE ON THE
ESTABLISHMENT AND WORKING OF.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£3 10s. 6d.]

"THE RETREAT" STATE FARM AND SCHOOL, DELORAINE: REPORT BY THE
DIRECTOR OF AGRICULTURE ON THE ESTABLISHMENT AND WORKING OF.

Agricultural and Stock Department,
Hobart, 9th July, 1912.

SIR,

I HAVE the honour to submit to you herewith a report on the establishment and working of "The Retreat" State Farm and School.

Shortly after my appointment as Director of Agriculture—to be exact, on the 16th June, 1910—I submitted a report to the Hon. the Minister for Agriculture on the proposed establishment of a State Farm and School, where a limited number of students would receive a thorough grounding in the principles of agricultural science and in the practical working and management of a farm. In this report I pointed out the class of farm that should be selected, as well as the essential qualifications it should possess, and gave a brief outline of the manner in which I considered such a farm should be worked. As the outcome of this report I was instructed by the Minister to select a suitable site for a State farm. This I did, and on the 3rd May, 1911, I submitted a further report to the Minister, wherein I recommended the purchase of "The Retreat," a property of 678 acres, belonging to Mr. A. R. Thirkell, situated about midway between Deloraine and Exton, on the main Western Railway Line. In due course this property was inspected by the Minister, who sanctioned its purchase for the sum of £10,500, subject to the approval of Parliament. This was obtained last Session, and the farm is now the property of the State.

"The Retreat" possesses all the necessary qualifications that I mentioned as essential for a State farm in my first report, and for the purpose for which it is intended, it is, in my opinion, as nearly an ideal site as it is possible to obtain. As one who has had a personal acquaintance with many of the State farms and agricultural colleges on the mainland (having been connected with the initial work of several of these institutions), I know of no Government farm or school on the mainland that possesses the natural advantages of our Tasmanian farm, and none that are so eminently adapted for this purpose.

"The Retreat" has an excellent water-supply, good building site, an abundance of raw material suitable for the erection of concrete buildings, a good supply of firewood and fencing material, a great range of soils—from deep, free, easily-worked sandy loams, to strong, black loams of a sticky nature, with soils varying in texture between these two extremes, soils suitable for the growing of all farm crops, from potato and root crops to wheat and beans, as well as for orcharding, market gardening, and nursery purposes. Finally, it is centrally located, and easy of access by road and rail from all parts of the State. The initial work of clearing an area of land near the Meander River for an orchard and State forest nursery has shown that this portion of the farm, which was considered by many to be of little value, is admirably adapted for the purpose for which it will be devoted, and I have no doubt that this despised portion of the farm will eventually turn out to be the most profitable.

I am well pleased with our purchase, and feel confident, provided I am given the necessary monetary support, and not hampered in the working and administration of the farm and school, that Tasmania, though late to take up the work of agricultural education, will in the course of a very few years possess the most beautifully situated, the best, and most up-to-date farm and school in the Commonwealth. We have a great advantage over the States on the mainland that have a number of agricultural colleges, farms, and schools, from those recently established to those that have been in existence for 20 years or even longer, in that we have the benefit of their experience, and should thus be able to avoid many of the errors which are inevitably associated with the initiation of new undertakings. In order to obtain the latest information procurable I recently paid a visit to the mainland: (1st) To inspect the class of buildings that experience has shown to be the most suitable for students' quarters and farm buildings. (2nd) To study the methods of administration, particularly with respect to the keeping of accurate records dealing with the cost of such administration, the working of the farm, the cost of experimental work, the boarding of the students, the upkeep of the buildings, and of the live and dead stock on the farm, as well as of the returns obtained from the sale of produce of all kinds, whether to the college or school, for the use of the staff and students, or to outside parties. (3rd) To obtain information respecting the education of the students, both in the practical and theoretical agriculture. (4th) To note the nature of the practical work (both commercial and experimental) that was being carried out, as well as the manner in which this was being done.

As regards the first item (*viz.*, class of buildings required), I gained much valuable information, as experience has shown that these should be of a permanent, and not of a temporary, nature. In the case of New South Wales, all the buildings that have recently been erected, and those to be erected, on the newly-established farms at an early date are all of a light but very durable type, and very different to those considered suitable only a few years since. In every case concrete, either plain or reinforced, is taking the place of stone, brick, or wooden buildings, as it is found that this material is not only the cleanest, least liable to damage by fire, and most durable, but it is by far the cheapest, especially when there is a good supply of suitable material for its manufacture on the ground within a reasonable distance from the building. Well-constructed concrete buildings are cool in summer and warm in winter; they do not harbour vermin of any kind; they are easy kept clean; and the danger by fire is reduced to a minimum, as they will not burn down readily. I therefore strongly recommend that the students' quarters, kitchen, dining-room, lecture-hall, offices, lavatories, and attendants' quarters, be built of concrete, the outer walls of solid concrete, and the inside division walls of reinforced concrete. The power-house, dairy, milking-sheds, stables, and piggeries should also be largely constructed of concrete, as should also the walls of the granary, and the implement-sheds.

There is an abundance of excellent blue metal on the farm, which, when reduced to chips by means of a stonecrusher, will make the best of concrete for the building of walls, &c., and which when used in a coarser state will be suitable for the floors of piggeries, milking-sheds, and yards, dairy, stables, &c. For cottages I saw nothing better than reinforced concrete.

I would suggest the erection of a school building capable of accommodating 20 students, and containing 20 rooms for students, a dining-room, lecture-hall, reading, and general rooms for students, room

for the registrar, room for visiting officers, office, kitchen, pantry, sculleries, lavatories, baths, &c., as well as room for the cook and stewards. The students' rooms should be plainly furnished with an iron bed and wire mattress combined, chest of drawers and hanging cupboard combined, glass, table, and chair (but no wash-stand); a good mattress, blankets, pillow, and quilt will be provided; but sheets, pillow-slips, and towels will have to be found by the students.

The kitchen should be fitted with a good range, a steam-jacketed boiler, a good supply of hot and cold water, and necessary cooking utensils, cutlery, plate, crockery, tables, and other requisites.

The office, dining-room, reading-room, and lecture-hall should be plainly furnished; all tables, forms, chairs, &c., being of a substantial nature, and the rooms for the Registrar, visiting officers, and staff should be suitably but plainly furnished.

I am submitting herewith a plan for the school buildings showing the arrangement of the rooms on the ground and first floors, a plan in which I have to a certain extent copied the arrangements of the school building recently erected at the Cowra State Farm in New South Wales, a building that impressed me with its suitability for the purpose for which it has been constructed.

I am also submitting a ground plan showing the arrangement of the farm and school buildings. I estimate that the erection of the school and farm buildings will cost not less than £6000, which includes the cost of furnishing the school building.

I strongly recommend the erection of a complete electrical plant, consisting of a 40-horsepower Cornish boiler, a turbine engine, and a dynamo capable of lighting the school and farm buildings and supplying the necessary power for driving milking-machines, the dairy machinery, and for any other purpose that may be required. A good storage battery or accumulator, capable of running all the lights and of running any other power required for a period of not less than two days should be provided. This will lessen the cost materially, as when not actually required the surplus power can be conserved until it is needed, thus providing a reserve of power to the dynamo sufficient to carry on the work for two days without running, thus giving ample time for repairs or cleaning.

A large boiler is advisable, not only on account of the power that can be generated, but also to provide steam for cooking, the washing-up of the dishes and cooking utensils, the heating of the water required for the baths, washhouse, dairy, and other purposes.

The concentration of power by the use of one large boiler in the place of a number of smaller ones is a saving in expense and labour, as well as a material saving in fuel. I estimate that a plant such as I have outlined can be erected for about £1250, as it is probable that a suitable second-hand boiler can be obtained. The installation of electric light and electric motors will result in a great saving in labour; and further, as the buildings will be of concrete, the danger of fire will be reduced to a minimum, as there will be no open lights and no danger from the breaking of lamps or the careless use of matches required for lighting same.

The question of the introduction of labour-saving appliances of every kind is essential, as despite the fact that the initial cost may be greater, the saving in the long run pays for this extra cost over and over again. Further, as electricity is undoubtedly the most satisfactory power that is at present known, a knowledge of the method of generating, storing, and applying this power will be a valuable education for every student who goes through the course of instruction.

The farm buildings should be well but plainly constructed, general utility being the main consideration. The following buildings will be required:—Stabling for 12 horses; feed-rooms; implement-shed; milking-shed, with cemented yard; dairy; cow-stable; two tub silos; smith's and carpenter's shop and tool-shed; granary; piggeries and poultry-yards; the latter to be some distance from the main buildings.

Where necessary all floors will be of concrete, and as there is a good water-supply they will be kept scrupulously clean, horse and cow stables, milking yards and sheds, and piggeries being flushed daily, or oftener if necessary.

Concrete will be used wherever possible, and the buildings will be so arranged as to minimise labour in every way.

A good building site has been selected, and there will be no difficulty in the matter of drainage, as the land is sound, naturally well drained, and there is an excellent fall.

All the drainage from the bath, lavatories, kitchen, dairy, milking-yard and shed, cow and horse stables, and piggeries will be conveyed to a septic tank, which will be placed at such a distance from the building that there will be no possibility of any unpleasantness.

As regards item No. 2—viz., my enquiries respecting administration—I learned that the secret of success is the selecting of a competent manager and a thoroughly efficient bookkeeper as registrar. The first must have a good knowledge of his work, be possessed of considerable tact, and know the knack not only of imparting knowledge, but of gaining and holding the respect and esteem of all who are connected with the working of the farm, from the farm foreman to the youngest student.

The position of registrar is a very important one, as not only must this officer keep an accurate account of the whole of the expenses connected with the working of the farm and of the returns obtained therefrom, but he must keep detailed accounts of any item of expenditure and receipt, so that the cost of the production of everything grown on the farm, whether it is consumed on the farm or sold off the farm, shall be available. This will necessitate the possession of a good knowledge of bookkeeping, as the value of the work carried out, whether same be of an experimental or commercial nature, depends very largely on the accuracy with which records of such work are kept.

In addition to the manager and registrar the following permanent officers will be required, viz., (1) a working farm foreman; (2) a horticulturist; (3) an engineer; (4) a cook; (5) two stewards; (6) two permanent hands for general work.

The farm foreman is to be responsible for the cultivation of the land and the care of the stock.

The horticulturist will be in charge of the orchard, nursery, and vegetable garden.

The engineer will be in charge of the power-house and electrical machinery, and will have to be an all-round mechanic.

The cook and stewards will be required for the students, the former to look after the wants of the "inner-man," and the latter to act as waiters and to keep the rooms and quarters clean.

My third enquiry respecting the education of the students, both in practical and theoretical agriculture, elicited the information that in the case of New South Wales there are three standards of education, viz.:—(1) the agricultural college; (2) the experimental farm and school; and (3) the experimental farm and apprentice school.

The first is beyond the requirements of this State at present, as I do not consider it wise to go in for a highly scientific and technical training at first, but

rather to give a sound practical training combined with a thorough grounding in the principles of agricultural science, my idea being rather to turn out men who not only know how to carry on the practical working of the farm, but who have at the same time gained a sufficient insight into the laws governing scientific agriculture to enable them to use such knowledge to advantage; in other words, to know how to combine practice with science. This is the class of training that students are receiving at the schools attached to the experimental farms, a training that is less costly than that of the agricultural college, as there is not the necessity to maintain an entire teaching staff. In the case of this State, I am of opinion that the training shall be largely of a practical nature, and that all the scientific instruction necessary can be given by our present staff of experts, who would visit the farm from time to time for this purpose. This will cut down expense without any loss of efficiency, as our expert staff has the advantage over the purely scientific officer in that every member of the staff has a practical as well as a theoretical knowledge of his work.

The apprentice school is, on the other hand, not sufficiently advanced; the training given is mainly of a purely practical nature, the apprentices doing the bulk of the manual work on the farm, the only scientific instruction they obtain being an occasional lecture from the principal or a visiting officer. My enquiries respecting the fourth item—viz., the class of work carried out—revealed the following facts:—At the colleges practically all classes of farm work are undertaken, and such include the breeding of all kinds of farm stock, dairying, pig and poultry raising, fruit and vegetable growing, preserving, &c., carpentry, blacksmithing, harness-making, and wheelwrights' work; many different crops are grown for educational purposes, and the experiment work is of a very varied character. At the experiment farms the work was more specialised; thus, dairying predominates in a dairying centre, wheatgrowing in the wheatgrowing areas, and mixed farming or fruitgrowing where the conditions were most suitable for these branches of agriculture. Usually only one kind of cattle or pigs are kept at one farm, different breeds being kept at the different farms, as this has proved to be better than having a mixture of a number of breeds at each farm.

In this State, as we have only one farm, we must make the work as general as possible, so as to give it the highest value from an educational standpoint; at the same time, in order to look after the financial side of the question our main efforts must be devoted to the production of such crops or produce as will yield the largest returns.

My object will be to make the farm as nearly self-supporting as possible, and in order to do this we shall have to grow everything we can for the use of the students; and not only that, but we shall have to confine our attention very largely to the growth of those crops that are best adapted to the climate and various soils of the farm, and further, we will have to utilise these crops when grown to the best advantage.

Preliminary Work.

In order to provide a certain quantity of feed for the use of the stock to be kept on the farm some 27 acres have been planted with Algerian oats, which will in due course be cut for hay. The work has been done by contract in a satisfactory manner, and the young crop is looking well. As soon as we take possession a complete survey will be made by an officer of the Agricultural Department. This work will be of the greatest assistance in laying out the land, so that it can be worked to the best advan-

tage, and will not only determine the size of the present paddocks and the lines of fencing, but the contour of the land will be carefully noted and levels taken to show how the requisite drainage can be economically and effectively carried out. A number of samples representative of the different kinds of soil on the farm will be taken systematically, and will be subjected to very careful analysis, as it will be necessary not only to know the total plant foods in the various soils, but what is of even more importance, the percentage of plant food that is available, so that we may be able to crop or manure the land to the best advantage.

The clearing of the land at the northern end of the farm adjacent to the Meander River is well in hand. The work is being done by day labour in a thorough manner. All trees and stumps are being taken out and all roots run to a depth of 18 inches. The whole of the timber fit for firewood is being carted off the land and stacked for use. Some hundreds of tons of firewood will be obtained, and will be a valuable asset, that will go a considerable way towards the cost of clearing the land. Some 30 acres facing the west will be planted in orchard or used as a State forest nursery this winter. The land will be well and deeply ploughed, and reduced to a firm state of tilth, so that when the trees are planted—be they fruit or forest—they will get a good start.

A number of apple trees of varieties suited to the soil, and that have proved to be the most profitable under similar conditions in this State, have been ordered, and will be planted out to form a commercial orchard, which will be run on business lines, and, it is anticipated, will eventually produce a steady return that will help materially to pay for the general upkeep of the farm. In addition to the apple trees for the commercial orchard a number of stocks of apples, pears, plums, and peaches have been ordered, and will be set out in nursery row, when they will be worked with varieties that it is wished to experiment with, and which will be planted in an experimental orchard. The nursery work will be continued year by year, as it forms a very valuable training for students, as well as enabling us to keep up to date in the growing and testing of new varieties of fruit.

Many thousands of deciduous and evergreen forest trees, both from the nursery row and the seed-box, will be removed from the State Nursery at the Botanical Gardens, Hobart, where they are now growing, and will be planted out in nursery row. A quantity of seed of many varieties of trees will be sown, sufficient to produce some hundreds of thousands of seedlings for planting out later on, as it is hoped that the work of this branch of the Department, which will be transferred to the State Farm, will result in our being able to produce trees for timber and shelter belts by the thousand at a reasonable rate, so that they can be supplied to farmers and stockowners as well as to public bodies for the purpose of providing shelter for stock in districts that are destitute of shelter. The land that is to be planted as an orchard will be used for the growing of crops between the rows while the trees are young, in order to defray the cost of working the orchard till it comes into bearing.

An area of some 20 acres, having an eastern slope, will also be stumped and cleared, and planted with potatoes. Much of this land has been partially cleared and once ploughed, but with the exception of two acres none of it has ever been cropped.

Commercial varieties of potatoes will be grown to pay for the working of the land; but at the same time a number of varieties (seedlings and otherwise) will be treated and tested. Experiments in sprouting the seed will be tried, and Irish blight and other

potato pests will be systematically fought by treating the seed and spraying, combined with a thorough cultivation of the land to retain moisture during a dry spell, and to provide a sufficient covering for the growing of tubers to protect them from the ravages of the potato moth.

Land suitable for vegetable growing will also be prepared, and will be planted with vegetables in ample time to supply for the students when the buildings are ready for their accommodation.

A few peas and mangolds will also be tried, but with the exception of these crops farming in earnest will not be commenced until next autumn, or possibly not until we are ready to take students. As we will not require the whole of the land this year it is proposed to let between 200 and 300 acres for grazing for a year. The balance of the land, however, will be stocked by the Department when an opportunity for obtaining suitable stock occurs.

I am in hopes that we will be able to do a little planting of forest trees, both for shelter and ornamental purposes, before spring; but I am afraid we will not be able to do as much in this line this year as I could wish, owing to other more pressing work.

Little cultural work other than that outlined can be undertaken until we have the school and farm buildings erected and ready for the accommodation of students, as we cannot do much in the way of dairying, pig and poultry rearing, or the working of any large area of arable land without a supply of student labour. There is, however, plenty of work to be done whilst the buildings are being erected—work of a permanent nature, such as the improvement of the water-supply, the draining of the land, subdivision of paddocks, &c.; capital expenditure to be charged to the establishment of the farm, and not to the working expenses.

Capital Expenditure.

The establishment of the State Farm and School necessitates a considerable expenditure, both for the purchase of the land (£10,500), the erection and equipment of the necessary buildings, and the carrying out of improvements of a permanent nature. This is purely capital expenditure, such as would be borne by the landlord in the case of a privately-owned estate, and has nothing whatever to do with the actual working of the farm other than that interest on the capital expenditure should be shown as a charge when estimating the actual cost of maintaining the farm. At the same time, it is not fair to charge interest on the whole of the cost of the buildings, equipment, &c., to the working expenses of the farm and expect the farm to pay this amount, as this is an expenditure which would not be incurred by a farmer, who would have no use for such buildings and their equipment as are required for the accommodation of the students, and consequently he would not be put to the expense of providing them.

In addition to the erection of the necessary buildings, both students' quarters, farmsteadings, &c., there are many works of a permanent character which must be met from capital. These include the cost of clearing the land, the purchase of fruit-trees, and the cost of preparing the land for an orchard and planting same, the cost of making roads and erecting fences (where necessary), the establishment of a thorough system of drainage, the providing of a permanent water-supply, the expenses connected with the transfer of the State Forest Nursery from Hobart to the farm, and to meet the cost of providing a railway-siding at the farm, both for the convenience of visitors and to save expense in the working of the farm.

Working Capital.

This is the capital that would have to be found by a tenant were one working the farm as such. The Agricultural and Stock Department is actually in the position of tenant with the State as landlord, and will therefore have to be provided with the necessary capital with which to start and work the farm.

To stock the farm both live and dead stock will be required. The former will include the horses necessary to work the farm, dairy and other cattle, sheep, pigs, and poultry; and the latter, the implements and machinery required for the growing, harvesting, &c., of the various farm crops. The whole of the cost of the upkeep of the farm and school will also have to be paid out of working capital. This will include all labour, the cost of the maintenance of the students, the purchase of seed, manure, foodstuffs, general stores, &c., as well as the cost of repairing or replacing any tools or implements that are worn out, broken, or damaged.

The working capital should be placed to the credit of a trust account, into which all sums received from students or from the sale of stock or produce should be paid, and from which all wages and other expenses as above indicated should be met. The fund should be under the control of the permanent head of the Agricultural and Stock Department, who should not be hampered in his administration of the farm, as it is impossible to work a farm successfully if one is tied down hard and fast by red tape and unworkable regulations. If the farm is to be a success the permanent head of the Agricultural and Stock Department must be given very full powers, especially with regard to the buying and selling of stock of all kinds, the purchase of stores and implements, the employment or dismissal of labour, and the management of the farm generally. The permanent head should be under a substantial bond, and the books of the farm should be subject to a rigid audit as often as the Auditor-General should deem necessary.

A certain sum of money, say £5000, should be voted for the purpose of providing the necessary working capital, and if this sum should not prove sufficient, then any deficit should have to be made by a special vote for the working of the State Farm and School, the sum so voted, of course, depending on the financial success or otherwise that has attended the working of the farm. A somewhat heavy working capital is required owing to the initial cost of the stock required for the farm, as well as that of the implements, stores, wages, board for students, &c., that will be required to be met before there is any appreciable return from the farm; but once the farm is in thorough working order the returns should go a long way towards paying the total cost of upkeep. The whole of the working capital will not be needed at first, but it is advisable to set aside an amount for this purpose that will be sufficiently large to admit of the farm being worked in an up-to-date manner. The working capital once voted would not lapse at the end of the financial year, but would continue from year to year as a trust account, into which all moneys received would be paid, and from which all expenses other than those incurred in permanent improvements and the salaries of the manager and registrar would be met.

Working the Farm.

The work on the farm will be mainly of a commercial nature, but at the same time attention will be given to purely experimental work and the growing of crops for educational and demonstration purposes. The first will be conducted on business lines, as it is hoped to make it a financial success. The latter will not pay directly, but will do so indirectly,

as its value from an educational standpoint, both to students attending the farm school and to farmers throughout the State, can only be estimated by results—results that are sometimes slow in realisation, but as experience has shown elsewhere, eventually beneficial to the country generally. Experimental and demonstration work has also a certain value as an advertising medium, as the many crops grown provide a good selection from which to obtain samples either for exhibition at shows in the State, on the mainland, in Great Britain, or elsewhere. There is a steady demand for samples for exhibition purposes, and once the farm has become well established there will be no difficulty in arranging for a regular supply of typical samples of our principal farm crops.

The commercial work will consist largely in the growing of such crops as can be turned to most advantage by consuming them on the farm itself, and thus converting the raw material into the concrete form of butter, cheese, pork, mutton, beef, poultry, or eggs. At the same time, crops that have shown especial merit in the experimental plots will be grown for seed purposes. The seed so produced will be of good quality and true to type, and will be disposed of to farmers at a reasonable rate, so that they may be enabled to raise a stock of pure type for their own planting, thus eventually improving the standard of the principal farm crops grown in the State.

Dairying will occupy a prominent position in the commercial working of the farm, and it is hoped that it will eventually prove very profitable, as well as highly instructive. Butter and cheese will be manufactured, and the surplus skim milk will be utilised on the farm. I hope during the coming season to obtain a number of likely dairy heifers and to mate them with the best dairy bull that can be obtained. This will be cheaper than purchasing springers when we are ready to commence dairying, as it can be arranged for the heifers to drop their calves about a given date, and although a proportion of the heifers may turn out to be duffers the fact that they will have been mated with a bull of proved dairy qualities will improve the value of their heifer calves, and those heifers which turn out good milkers, together with heifer calves, will form the nucleus of a dairy herd—a herd that I hope by careful breeding and rigid culling out to bring up to a high average standard as regards yield within a few years of starting the farm. In addition to purchasing a number of promising heifers it will be advisable to get a few pure-bred high-class dairy cows that will be chosen more with regard to their performance at the bucket than to that in the show-ring, as it is actual yields rather than good looks that put the most money in the farmer's pocket; in other words I favour the utility rather than the purely show animal. As regards breed, I am of the opinion that the large-framed Ayrshire, as bred in Scotland at the present time, an animal with strong constitution and well-developed milk vessels, will prove to be the best suited to the local conditions. At the same time I think other breeds should be tried, but there should on no account be any indiscriminate crossing of the different breeds, true types only of each particular breed being kept.

The bulk of the dairy work will be carried out by the students, who will receive a very thorough training in this branch of farm work.

The growing of potatoes will receive considerable attention, both in the experimental plots and in the field, as an attempt will be made to improve both the yield and the disease-resisting qualities of the tubers grown in the State, and to retain at the same time the high quality that has made them the most valuable in the Commonwealth.

As already mentioned, orcharding, which occupies such a prominent position in the agricultural industry of this State, will be carried out both on commercial and experimental lines. This work will be carried out by the students, under the supervision of a qualified instructor, and will not only prove highly instructive to the students, but will eventually become very profitable, as there is nothing, in my opinion, to prevent our growing large crops of high-class fruit.

The growing of grain, pulse, and root crops, the laying-down of land to artificial grasses and clovers, the improvement of old pasture land (whether sown down or natural), the draining and liming of land, the use of manures, the fighting of farm, garden, and orchard pests, the planting and care of fruit-trees, the growing of vegetable and other work will receive careful attention, and will be mainly carried out by students' labour.

A few high-class pigs will be kept, and their progeny will be available for distribution to farmers at a reasonable rate. Experiments in feeding will be carried out, and the actual cost of producing a pound of pork will be accurately determined.

The breeding and fattening of lambs will also receive attention.

Poultry-farming will be conducted on right lines. Utility birds both for the table and egg-production will be kept, as well as an accurate record of the cost of the production of eggs, and also table birds. Experiments in feeding, incubation, &c., will be conducted, and the egg-laying competitions that have been held at Springvale will be removed to the State Farm.

Students' Work.

The whole of the work on the farm will be carried out by the students under the supervision of competent instructors. Every student will have to do his share of every kind of farm work, and will be taught to do the work in a practical manner.

In addition to doing the practical work of a farm students will receive a number of lectures on the

principles of agricultural science as relating to general farming, dairying, fruit and vegetable growing, pig and poultry raising, &c., and the different experts attached to the Department will visit the farm from time to time to deliver lectures and see that the work in their particular lines is being carried out in a satisfactory manner.

Staff.

The permanent staff required for the working of the farm will include a farm manager, a horticulturist, a farm foreman, an engineer, two labourers, cook, and two stewards, as well as two gardeners for the State Forest Nursery.

Students.

Accommodation will be provided for some 20 students, who should be not less than 16 years of age, and pay a sum of £25 per annum for board and tuition.

Students must be subject to discipline, obey all orders, and endeavour to carry out such orders to the best of their ability. Students who are not amenable to discipline, as well as those who do not take an active interest in their work, will be liable to dismissal, as the farm wants workers—not loafers—and has no time for the latter at any price.

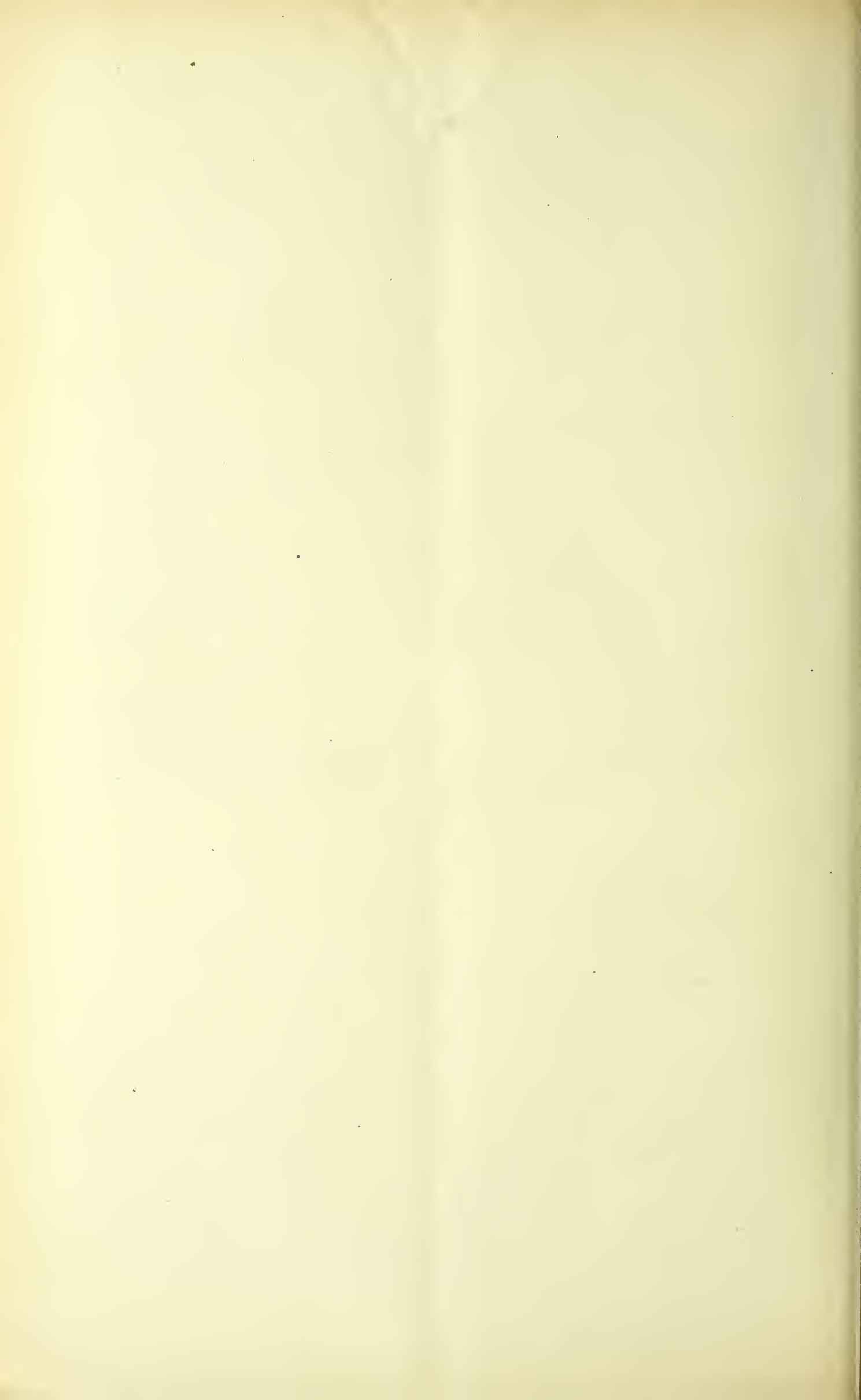
The main object of the school will be to turn out men possessing not only a good practical knowledge of the working of a farm, but to combine this knowledge with a sound business training and a thorough grounding in the principles of scientific agriculture; men who will take up farming as a profession, and as progressive citizens become a valuable asset to the State.

I am, &c.,

ALBERT H. BENSON,

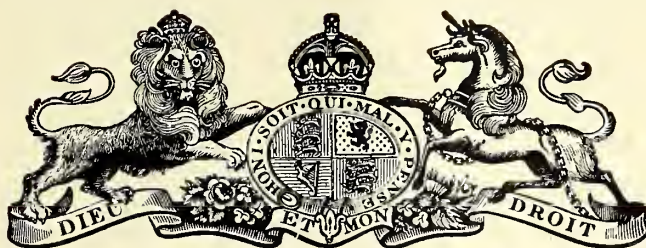
Director of Agriculture.

The Hon. the Minister of Agriculture.



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(No. 26.)



1912.

PARLIAMENT OF TASMANIA.

PROPOSED ELECTRIC RAILWAY BETWEEN HOBART AND THE HUON.

REPORT BY W. G. T. GOODMAN, M.INST.C.E., M.I.E.E., CONSULTING
ENGINEER, ADELAIDE.

Presented to both Houses of Parliament by His Excellency's Command,

REPORT

TO

THE HON. THE MINISTER FOR RAILWAYS, TASMANIA

ON

PROPOSED ELECTRIC RAILWAY

BETWEEN

HOBART AND THE HUON

BY

W. G. T. GOODMAN, M.Inst.C.E., M.I.E.E., CONSULTING ENGINEER

ADELAIDE, SOUTH AUSTRALIA, 3RD JANUARY, 1912



Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART.

1912



SCHEDULE OF APPENDICES.

Appendix—

- A.—Estimate of Cost per Mile of Permanent-way in Streets of Hobart.
- B.—Estimate of Cost per Mile of Permanent-way on Private Right-of-way.
- C.—Estimate of Cost per Mile of Overhead Equipment, Side-bracket Type.
- D.—Estimate of Cost of Rolling Stock for Lines 1 and 2, and for Lines 1, 2, and 3.
- E.—Estimate of Capital Cost of Railway.
- F.—Estimate of Revenue. For Lines 1 and 2—Hobart to Huonville.
- G.—Estimate of Operating Costs. For Lines 1, 2, and 3—Hobart to Franklin.
- H.—Summary of Estimates of Capital Cost, Revenue, and Operating Costs.
- I.—Estimate of Capital Cost of Railway. For Lines 1 and 2—Hobart to Huonville.
- J.—Estimate of Revenue. For Lines 1, 2, and 3—Hobart to Franklin.
- K.—Estimate of Operating Costs. For Lines 1 and 2—Hobart to Huonville.
- L.—Summary of Estimates of Capital Cost, Revenue, and Operating Costs.
- M.—Estimate of Car Mileage and Service of Freight Trains. For Lines 1, 2, and 3—Hobart to Franklin.
- N.—Estimate of Total Car Mileage and Power Consumption.
- O.—Estimate of Passenger Revenue per Car Mile, and Passengers per trip.
- P.—Estimate of Car Mileage and Service of Freight Trains.
- Q.—Estimate of Total Car Mileage and Power Consumption.
- R.—Estimate of Passenger Revenue per Car Mile, and Passengers per Trip.
- S.—Time-table (Summer Service), Lines 1 and 2, Hobart to Huonville.
- T.—Time-table (Winter Service), Lines 1 and 2, Hobart to Huonville.
- U.—Time-table (Summer Service), Lines 1, 2, and 3, Hobart to Franklin.
- V.—Time-table (Winter Service), Lines 1, 2, and 3, Hobart to Franklin.
- W.—Time-table (Sunday Service), Line 1, Hobart to Kingston.
- S1.—Chart No. 1, Running Schedule (Summer Service), Lines 1 and 2, Hobart to Huonville.
- T1.—Chart No. 2, Running Schedule (Winter Service), Lines 1 and 2, Hobart to Huonville.
- U1.—Chart No. 3, Running Schedule (Summer Service), Lines 1, 2, and 3, Hobart to Franklin.
- V1.—Chart No. 4, Running Schedule (Winter Service), Lines 1, 2, and 3, Hobart to Franklin.
- W1.—Chart No. 5, Running Schedule (Sunday Service), Line No. 1, Hobart to Kingston.

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REPORT ON THE PROPOSED ELECTRIC RAILWAY BETWEEN HOBART AND THE HUON.

Adelaide, South Australia,
3rd January, 1912.

SIR,

AGREEABLY to your instructions I have the honour to submit my report on the proposed Electric Railway between Hobart and the Huon, and the following is the order of reference on which such report is based :—

1. As to the best method of constructing the railway.
2. Whether the quotation of a certain electric-supply company is reasonable.
3. Whether there are sources from which the Government could generate by water its own power for the operation of the railway.
4. Whether or not such course would be advisable.
5. And generally to advise your Government in regard to the construction of this railway.

In connection with the order of reference, I would respectfully point out that Items 1 and 5 are largely complementary, while Items 2, 3, and 4 are subsidiary thereto; consequently I propose to deal firstly with the matter embraced in Items 5 and 1.

In accordance with your instructions, I have carefully perused the evidence given before the Select Committee and the report of the Select Committee thereon.

On my recent visit to Hobart I had the opportunity of going over the whole of the route and district that would be served by the proposed railway in company with the Hon. Mr. Ewing and Mr. D'Arcy Addison. I also had the opportunity of discussing the possibilities of the district with several of the residents and orchardists in the Huon district.

PROPOSITION.

The proposition recommended by the Select Committee is to connect the Huon district with Hobart by means of an electric railway *via* Kingston and Sandfly, with an extension southwards to Franklin, and a branch westward along the bank of the Huon River to the confluence of the Weld River.

REPORT.

1. *Reference Item No. 5.*—"Generally to advise the Government in regard to the construction of this railway."

Reference Item No. 1.—"As to the best method of constructing the railway."

In order to make my remarks perfectly clear, I will divide the proposition into five sections, as follow :—

- Line No. 1.—Hobart to Kingston.
- Line No. 2.—Kingston to Huonville.
- Line No. 3.—Huonville to Franklin.
- Line No. 4.—Huonville to the Weld River.
- Line No. 5.—Branch from the Main Line to Ranelagh.

2. *Line No. 1.*—The route that I recommend for the line between Hobart and Kingston is as follows:—Commencing at a point on the Franklin Wharf, thence proceeding along Montpelier-retreat and the Sandy Bay-road to a point a few chains south of the terminus of the Sandy Bay electric tramway, then leaving the main road and proceeding on private right-of-way between the foreshore and the Kingston-road to Kingston, crossing Brown's River near the existing Kingston Bridge, proceeding thence to a point as near as possible to the centre of the township of Kingston.

3. In connection with this line, the Select Committee, after considering the question of obtaining running powers over a portion of the Hobart Tramway Company's lines in Montpelier-retreat and the Sandy Bay-road, report that it would be necessary either to resume the company's line on the Sandy Bay route or put down a separate track for the railway alongside such tramway. In my opinion the latter would be the better course to adopt, in which case it will be necessary for the railway-line to cross the tramway-line at the intersection of Montpelier-retreat and Hampden-road.

It would in any case be impracticable to operate the railway trains over the line of the electric tramway as now equipped, owing to the difference in the electric system of operation. The electric tramway is operated by direct current, whereas the proposed railway would be operated by single-phase alternating current; consequently it will be realised that two systems of overhead distribution on one line would be absolutely inoperative. Further, if the Government resumed the whole of the Sandy Bay electric tramway, and operated it as portion of the Huon Railway, it would be necessary to disconnect this line entirely from the rest of the tramway system of Hobart, and therefore to make its city terminus opposite the public offices in Murray-street, instead of allowing the Sandy Bay cars to run through the heart of the city and to the railway-station as at present. Such a change would be very undesirable.

5. A bridge across Brown's River will be necessary, constructed of timber, in short spans carried on piles driven into the bed of the river, and I have allowed for the cost of same in my estimates.

6. It has been suggested that on approaching Kingston the line should be taken round the face of the bluff to the north of the mouth of Brown's River. The cost of this would be exceedingly heavy, however, and the better plan undoubtedly is to keep the line on the higher ground nearer the road, in spite of the expense of several cuttings that will be necessary to keep the gradient down to 1 in 30.

7. In preparing estimates of the cost of this line I have allowed for thoroughly substantial construction, suitable for public highways as far as Sandy Bay, with 80-lb. running rails and 40-lb. check rails. I have also allowed in the estimate for overhead equipment for this part of the line for neat span-wire construction, with trimmed and shaped wooden poles, suitably painted. But when the line enters the private right-of-way the construction will change. Open-ballast track and 61-lb. tee rails are allowed for, with the overhead construction of side-bracket type, and such poles as can readily be obtained at the average figure of 5s. per pole quoted in the evidence before the Select Committee.

8. *Line No. 2.*—The route that I recommend for the line from Kingston to Huonville is as follows:—From Kingston the line will follow as near as possible the route of the Cutten survey-line to the hall at Sandfly. Here a considerable diversion must be made towards the south, in order to pass over Vince's Saddle, after which the route practically rejoins the Cutten survey-line, proceeding along the slopes of the southern bank of the Fourteen-turn Creek, and joining the Huon-road at a point not far from where it crosses the Blackfish Creek; thence proceeding along the side of that road into Huonville.

9. In accordance with the Select Committee's recommendations, this railway, on approaching the Huon, would keep to the west of the main-road to Huonville, and crossing the Mountain Creek run direct to Ranelagh, which would be the terminus of the section, while the town of Huonville would be served by the extension to Franklin, by means of a station or siding at the west end of the existing road-bridge over the Huon at Huonville. I cannot support this recommendation, however, owing to the heavy cost of construction that would be incurred in crossing the low-lying swampy ground to the west of the Mountain Creek, which I under-

stand is always liable to heavy floods; and to avoid this expense it becomes necessary to bring the railway direct to Huonville, as was proposed at the time of Cutten's survey.

10. The suggestion was made to me on the spot that the line should follow the northern slopes of the ridge to the north of the Fourteen-turn Creek, crossing the same soon after descending from Vince's Saddle, but this I cannot support, as although more of the land on this side appears to be taken up and planted than on the southern side, yet it would be impossible to obtain a route along the steep northern slopes of the ridge without very undue expense.

11. My estimates for this line contemplate open-ballast track with 61-lb. rails for the whole distance, a check rail being used on the inner rail upon all sharp curves in order to allow of safe running at high speeds, in the event of a runaway. The overhead construction proposed is of the side-bracket type, except at stations and turnouts, where span construction would be adopted. Where the line follows a public road—as when approaching Huonville—the open-ballast track construction will still be adopted, the track being laid to one side of the road and fenced off therefrom. This will be necessary, as speeds up to 30 miles per hour will be operated.

12. A bridge of considerable size will be required across the North-West Bay River, at a point a few miles above its mouth. I have allowed £3000 in my estimates for this bridge, which will have to be of steel, and adequately protected against damage by timber washed down by floods.

13. *Line No. 3.*—The route of the line from Huonville to Franklin would be as follows:—Starting from Huonville, thence crossing the Huon River to the western bank thereof, thence in as straight a line as possible through the reserve between the river frontage and the Franklin-road, to the southern side of the township of Franklin. The cost of this extension will be decidedly high for its length, owing to the expensive bridge that would be necessary for crossing the Huon River. Evidence before the Select Committee gave £10,000 as the cost of this bridge, and I have embodied this figure in my estimates accordingly. The permanent-way and overhead construction will be similar to that specified for Line No. 2.

14. *Line No. 4.*—With respect to the suggestion that the line should be taken up the Huon River to the junction of the Weld River, this would necessitate a branch line from the western end of the proposed bridge for Line No. 3 over the Huon River, and in accordance with the Select Committee's recommendations it would thence proceed along the southern bank of the Huon River for a distance of about 7 miles, thence crossing the Huon and proceeding along the northern bank to the confluence of the Weld River. After a careful survey of the district, however, I am of the opinion that the construction of this line will not be warranted for some years to come, and I therefore recommend that it should not be considered at the present time.

15. *Line No. 5.*—As the detour of the main line to the Huon through Ranelagh is not recommended, it follows that to serve this town it would be necessary to put down a short spur line about 2 miles in length from a point on the main line about 1 mile from Huonville. The operation of a short spur line, however, always entails undue difficulty and expense, particularly where a system of single coaches is adopted. Further, the extra revenue derived from the Ranelagh branch would be small, since the bulk of whatever traffic would be carried over that branch will still be carried if that branch is not built. I therefore recommend that the consideration of the Ranelagh branch be postponed until the main line to Huonville shall be complete and in operation.

GENERAL RECOMMENDATIONS AS TO CONSTRUCTION.

16. As the result of my investigations I consider that a fair case may be made out for the construction of Lines 1 and 2, and also for Line 3, and I have therefore gone in close detail into the capital cost, operating expenses, and revenue of two propositions, as follow:—

- (1) The construction of Lines Nos. 1 and 2, viz., from Hobart to Kingston, Sandfly, and Huonville.
- (2) The construction of Lines Nos. 1, 2, and 3, viz., from Hobart to Kingston, Sandfly, Huonville, and Franklin.

17. (a) *Electrical Operation*.—I endorse the recommendation of the Committee that the line be operated by a system of electric traction, seeing that the Complex Ores Limited are able to supply the power required for the line in the neighbourhood of its midpoint. One point of superiority of electric operation for a railway of this kind is the fact that a steady turning effort is secured, whereas a steam locomotive at a high speed involves great pulsation, necessitating heavy ballasting to prevent injury to the lines; but in this particular case the special feature which renders electric operation almost essential is the existence of such severe gradients. With steam operation a gradient of 1 in 30 would render necessary an extremely heavy locomotive, whereas with electric operation motors may be provided upon as many axles throughout the trains as are required to give an adhesion which will prevent slipping of the wheels. As electric operation is possible up gradients of 1 in 10, it is seen that even the short length of 1 in 23 in Hobart is well within the possibilities of electric operation. Nevertheless, from the view of cost of operation, it is highly desirable that the gradients, particularly long ones, should be kept as easy as possible; and an increase of gradient beyond 1 in 30 for the bulk of the line would considerably raise both the cost of operation and the capacity of the motors requisite upon the trains.

18. For the operation of a line of this length, the single-phase alternating current system is by far the most economical. The Complex Ores Limited's supply of alternating current, however, has a frequency of 50 cycles per second, whereas alternating current railway-motors cannot be designed to work satisfactorily at so high a frequency as this. It will therefore be necessary for the company to provide a converter-station to convert their three-phase 50-cycle supply to a single-phase supply of low frequency suitable for the operation of the line. The frequency I recommend is one of about 16 cycles per second.

19. The operating pressure of a line such as this may be anything up to 25,000 volts, but I recommend that a pressure of 6600 volts be adopted, as this voltage is practically the limit at which current may be generated by running machinery of small capacity, and also for the reason that with a higher voltage no appreciable saving would be effected in distribution, bearing in mind the length of the line and the nature of the load and service.

20. (b) *Track-construction*.—The track-construction will, in general, be similar to the standard railway practice, the gauge being 3 feet 6 inches, and single track being adopted throughout, with the exception of turnouts, goods sidings, &c. I have allowed in the estimates for 2000 sleepers per mile of single track, with rails weighing 61 lb. per yard, and check rails of 40 lb. per yard, for a length equal to one-quarter the total length of the route. The check rails should be provided upon all curves of less than 10 chains radius, and the above allowance I think should be ample. No curve should be of less than 250 feet radius, excepting in the Hobart streets, where a sharper curve will doubtless be essential.

21. There should be provided four turnouts between Hobart and Kingston, at intervals of approximately $1\frac{1}{2}$ mile on the highways and $2\frac{1}{2}$ miles on the private right-of-way. This will allow of a minimum headway of cars or trains of 20 minutes, which should be sufficient for the heaviest holiday traffic for some years to come. The regular running schedules have been arranged so that all passing of cars between Kingston and Hobart occurs at Sandy Bay only, as this simplifies the staff system of single track operation very considerably. Between Kingston and Huonville there will be sidings and turnouts where necessary for convenience of handling goods traffic, but with the running schedules shown, passenger trains will pass one another on this route only at Sandfly and at a point near Margate. These goods sidings should not be provided more frequently than necessary, as the facing-points involved will necessitate the slowing down of passenger trains at every such place, and therefore a considerable increase in the running time from Huonville to Kingston. Covered platforms for loading fruit should of course be provided at all such sidings, and at other necessary points along the route, so that cases will not have to be lifted from the carts to the ground and again from the ground to the cars.

22. (c) *Overhead Construction*.—As the pressure upon the trolley-wire is 6600 volts, it is essential that very secure suspension should be adopted. This is obtained by the method known as "catenary" suspension, whereby the copper trolley-wire is supported from a stranded steel "messenger" wire, which in turn

is supported from a stranded steel "catenary" wire of sufficient strength to eliminate all danger of rupture. The "catenary" suspension also has the advantage that it gives a very smooth and level trolley-wire and much improved running with high speeds. The copper trolley-wire is attached to the "messenger" wire by supports spaced approximately 8 feet apart, and the latter is supported to the "catenary" wire by links every 16 feet. The trolley-wire being 18 feet from road-level, it follows that, should this wire break, no loose end can hang down within 10 feet of the ground.

23. The most satisfactory type of construction for a line of this kind running in its own private right-of-way is the side-bracket type. Wooden poles will be spaced about 50 yards apart on the straight (and somewhat closer on curves), and will carry projecting brackets about 9 feet long, near the ends of which the "catenary" wire will be securely carried on large porcelain insulators. The poles will thus be not less than 7 feet 9 inches from the centre of the track and amply clear from the cars. Where turnouts and sidings are put down, span-wire construction will be adopted, the "catenary" wire being suspended from cross-wires stretched between poles on either side of the double track. For protection against lightning a barbed wire will be run along the whole route upon the top of the poles, while twisted insulated telephone-wires will also be carried along the full length of the route, and telephone instruments installed in locked boxes at intervals of approximately 1 mile.

24. Regarding the proposed arrangements with the Complex Ores Limited that they should have the right to carry their wires upon the railway-poles, I see no serious objection to this in the case of distribution-wires up to a total of six wires per pole, which should be carried on the side of the pole remote from the track. The size of wires, method of support, &c., should in all cases be subject to approval, in order to avoid all risk of interference with the railway operation.

25. Where the telephone and telegraph wires of the Federal postal authorities cross the line it will be necessary to provide adequate protection against their falling upon the "catenary" wire, and so becoming alive. This protection will be best gained by inserting a length of insulated multicore telephone or telegraph wire, as the case may be, at the point in question, and suspending the same from an earthed steel suspension wire, which work the postal authorities will probably be willing to carry out if reimbursed the expense of the same. Allowance is made in the estimates to cover the cost of all such protection found necessary.

26. (*d*) *Rolling Stock*.—As tourist traffic is to be catered for largely, it is necessary that a reasonably high average speed should be maintained by the passenger coaches, but on the other hand, upon a tortuous hilly line such as this, an excessive speed means exceptionally powerful motors on the cars and increased operating costs. I have therefore taken 45 minutes as a reasonable running time between Hobart Wharf and Kingston, and one hour 30 minutes between Kingston and Huonville. This will be met by an average speed of approximately 10 miles per hour in the streets of Hobart, and 15 miles per hour on the private right-of-way, with maximum speeds of about double these figures. Express trains can be run between termini in much quicker time, as required. For goods traffic there is no necessity for high mean speeds, and in any case delays due to shunting and collection of goods will be very considerable. I therefore recommend an average speed of 10 miles per hour upon the goods trains, so that a large amount of freight may be handled without excessive power consumption or heavy cost of rolling stock.

27. Passenger traffic on lines such as this is best catered for by independent cars, to which trailer cars may be attached when required. The cars I recommend are of substantial interurban type, with comfortable seats for 50 passengers, and with a baggage compartment for carrying up to about 4 tons of goods. Small packages may thus be handled without heavy expense by day, and therefore the night goods traffic may be largely restricted to fruit, timber, and other similar commodities handled in bulk. This I consider essential to economical working, as the expense of providing clerks at wayside stations to take in small parcels from the night goods trains would be prohibitive.

28. For holiday traffic to Kingston Beach it will be possible to provide temporary seats in the baggage compartment to give greater passenger capacity, as is the customary American and Continental practice. Each car would be about

50 feet long, and carried upon a pair of fourwheeled bogies, while in order to provide for rapid acceleration and for easy operation up the steep grade on the Sandy Bay line, even when drawing a trailer, each car should be equipped with four 50-horsepower motors, viz., one on each axle. These motors will enable a speed of 20 miles per hour to be maintained up a gradient of 1 in 30, and considerably higher speeds on the level. The motors will operate at a low pressure of from 250 to 350 volts, a static transformer being carried on each car to reduce the pressure from the line voltage to this figure. This transformer, with all high-tension switch-gear, will be contained in a locked compartment, and by means of interlocking devices it will be impossible to open this compartment until the bow collector which makes contact with the overhead trolley-wire is drawn down out of contact therewith. This collector in turn is operated by compressed air, so that there will not be the remotest possibility of passengers or motormen coming into contact with dangerous high pressure, either by mishap or carelessness.

29. In view of the heavy gradients and high speeds to be attained, ample braking power is very essential. I have therefore allowed for air-brakes on all vehicles in addition to the ordinary hand-brake. Each passenger coach will be equipped with motor-driven air-compressor and reservoir of capacity sufficient for a full coach with full trailer attached.

30. Trailer coaches would be of a lighter pattern, being chiefly required between Hobart and Kingston. Each trailer will have seating capacity for 50 passengers, and will be mounted upon a single four-wheel truck, with air-brakes upon the wheels for operation from the compressor and reservoir upon the motor-coach.

31. The best method of operating the goods traffic is a problem requiring very careful consideration. Undoubtedly, from the point of view of freight, the most convenient method is to use a train consisting of a large number of comparatively small trucks, drawn by a single locomotive, as these trucks can be left wherever required, and collected by the train as it passes, but on a line such as this, with gradients of 1 in 30, a locomotive sufficient to draw a train of goods wagons with 100 tons of freight would be extremely heavy, as unless it was of 80 tons weight there would be great danger of its being unable to take the train up the heavy inclines on occasions when, owing to climatic conditions, the grip of the wheels upon the rails was less than normal. If such a locomotive, heavier than any ordinary steam-locomotive, were adopted on this line, it is clear that the roadbed would have to be proportionately heavy, and the idea of a lightly-constructed line must at once vanish. I therefore recommend that the goods traffic should be catered for by means of self-propelled goods wagons of 20 tons capacity. These wagons may be operated either singly or in groups of any number, by means of the multiple-unit system of control, and therefore a number of them left at different points on the line may be collected and run up to Hobart as a single train without any difficulty.

32. Such a goods coach would require when fully loaded about 90 horsepower to travel at a speed of 10 miles per hour up a gradient of 1 in 30, and should be carried upon a pair of four-wheeled bogies, one of the two bogies being provided with two 45-horsepower motors. As with the passenger coaches, a locked compartment would be provided for the transformer and high-tension gear, and the wagons would be of the closed type, properly ventilated, in view of the fact that they will be largely used for fruit. The side-door type will be most serviceable for this purpose. Open-type goods wagons, if necessary for other freight, might also be provided. Such would probably become necessary if the timber traffic is developed in the manner hoped for, but I have not allowed for any in my estimates.

33. (e) *Car Depot*.—For the accommodation of the rolling stock I recommend that a car depot be provided at Kingston, this being the most central point for the depot, as naturally it is quite impossible to provide this in Hobart itself. I have allowed the sum of £400 for the purchase of land for the depot, and a suitably-shaped block of not less than 2 acres would be necessary. It will be advisable to pay a fairly heavy price for a piece of ground suitably placed, rather than utilise a cheaper block of less satisfactory position, since the cost of track leading to the depot, and “dead” car mileage running to and from the depot, will far more than absorb any saving in the cost of the land. The depot itself, which would be of timber and galvanized iron, should be about 200 feet long and 90 feet wide, with a platform about 20 feet wide at one side to serve as “repair bay.” Six tracks

should be run the full length of the sheds, of which three should be provided with a pit for the full length for purposes of overhaul and repairs. A certain number of machine tools, comprising among others wheel-press and large and small lathes, should be provided, but I have not included in my estimates a complete repair shop equipment, as it will probably be more economical to have the heavier work, such as turning wheels and the like, carried out in the Government railway-shops, leaving only the armature-winding and such special work and small repairs to be carried out at the depot.

34. It will be necessary to arrange for the use of a low voltage for the operation of the cars in the depot, testing of motors, &c., since a pressure of 6600 volts is unduly high to bring into a building without very adequate protection, and also unsafe to be handled excepting with special precautions. My estimates for the depot building therefore include the provision of a transformer to reduce the line-pressure to about 250 volts, and at this pressure current will be conveyed to the cars when in the depot by means of a system of flexible leads with plug and socket attachments. With this arrangement the 6600-volt trolley-wires will terminate outside the car depot doors. From the low-pressure circuit will also be derived power for driving the machine tools, and current for the lighting of the depot and offices.

PASSENGER SERVICES.

35. In order to obtain a close estimate of the operating costs of the railway, I have carefully considered the services that would be advisable both to Kingston and to Huonville, and also the service to Franklin if Line No. 3 is to be constructed. The services that I recommend are shown upon Charts Nos. 1 to 5 inclusive (Appendices S1 to W1). These are as follow:—

Chart No. 1.—Summer service from Hobart to Kingston and Huonville and return, giving four trains daily each way between Hobart and Huonville, and ten additional trains, or fourteen in all, between Hobart and Kingston.

Chart No. 2.—Winter service for the above, giving three trains daily between Hobart and Huonville, and six additional trains, or nine in all, between Hobart and Kingston.

Chart No. 3.—Summer service from Hobart to Kingston, Huonville, and Franklin and return, giving three trains daily between Hobart and Franklin, and one additional train, or four in all, between Hobart and Huonville, and ten additional trains, or fourteen in all, between Hobart and Kingston.

Chart No. 4.—Winter service for the above, giving three trains daily between Hobart and Franklin, and six additional trains, or nine in all, between Hobart and Kingston.

Chart No. 5.—Sunday traffic throughout the year, consisting of an hourly service from 1.15 p.m. to 9.15 p.m. from Hobart to Kingston, *i.e.*, nine trains each way, there being no through Sunday service to Huonville or Franklin.

36. The services shown on Charts 1 and 5 require three cars for the greater part of the day and a fourth car during the late afternoon, and the services shown on Charts 2, 4, and 5 may be met by two cars.

37. It will be seen that in all services one car remains at the Huonville or Franklin terminus overnight in readiness for the early morning trip; but as the schedules are so arranged that the particular car which begins its day's run at the far terminus shall finish at Kingston depot, it is unnecessary to make any provision for car examining at the terminus, seeing that no car is away from the depot for two consecutive nights.

38. I have made no indication on the charts to show when trailers will be necessary, as these will be used only when and as called for by traffic conditions, nor have I drawn out a special Saturday afternoon service to Kingston, as this may be satisfactorily dealt with by modifications of the usual schedule, and with the addition of trailers to some of the cars on fine afternoons.

39. The above train services are considerably more frequent than are suggested in the letter dated 28th September, 1910, from the Hon. Mr. Ewing to Mr. F. A. McCarty (Appendix B of the Select Committee's report), but I deem it extremely desirable that from the outset a really good service should be given to Kingston, in order to stimulate that district as one of Hobart's best residential suburbs. Undoubtedly holiday traffic is a very useful adjunct to a railway or tramway, but it is to the regular passenger who travels six days per week, wet or fine, that one looks for permanent revenue. Once houses are built this latter traffic is practically certain for years to come, whereas holiday traffic may not only be decimated by unfavourable weather conditions, but, further, is always liable at any time to dwindle with the vagaries of fashion. This year a picnic resort may be thronged with trippers; next year some new pleasure-ground in quite another part may be opened and judiciously advertised, and the favourite spot of the previous year may be almost deserted.

40. I have therefore aimed in preparing these schedules to give a service to Kingston in winter as well as in summer that will enable local residents to come to Hobart to business daily without inconvenient delays, and will also allow them to enjoy the society and entertainments of Hobart almost as well as if residing in the city.

41. The schedules drawn up I consider would adequately meet the legitimate requirements of the ordinary traffic of the district, having due regard to the fact that Kingston Beach is one of the chief holiday resorts of Hobart. But in view of the evidence given to the Select Committee by Mr. A. Wertheimer, secretary of the Tasmanian Tourist Association, as to the number of tourist passengers on the mail and other ocean-going boats that call at Hobart who would make a pleasure jaunt to the Huon provided that cars are run at suitable times, I have allowed in my estimates for extra mileage equal to 175 special cars to the Huon per annum. This would cover not only special cars run by the Tourist Association for ocean-boat passengers, and timed to suit the arrival of the steamers as suggested by Mr. Wertheimer, but also regular bi-weekly and tri-weekly excursions during the season for tourists remaining in Hobart for several days and local holiday-makers, and in addition any special cars required for shorter distances by cricket and football clubs, Sunday-schools, private picnic parties, and the like.

42. For freight service the traffic conditions will vary greatly in accordance with the time of the year. At the height of the fruit season a five-coach train will be required every night, while at other times it will probably suffice to run a freight train say twice a week, urgent goods being carried by passenger trains. I have allowed for a goods train in each direction upon 220 nights per annum in my estimate for Lines 1 and 2, and upon 250 nights in my estimate for Lines 1, 2, and 3.

43. The cheapest method of handling this fruit traffic—to compete with water traffic it is essential that the cost of operation shall be reduced to the absolute limit—will be to run an empty train towards the Huon on one night, dropping coaches at various sidings to be loaded by the growers during the day, and on the following night to collect these coaches and run them up to Hobart, where they will remain to be unloaded by day. If not in the way there, they might remain on the wharf after unloading till the next night, or if preferred they might be drawn back to Kingston as trailers by passenger coaches at the quiet hours of the day without expense. It will be noticed that the service charts show ample lay-over time both at Hobart and at Kingston to allow for such work as this, as well as for handling the daytime goods traffic.

44. For the fruit traffic it will be seen that it is not proposed to provide any elaborate system of properly-checked cart-notes, and my estimates do not cover the cost of unloading fruit at Hobart wharves, nor of loading on to the cars, except only for small quantities at wayside places where coaches have not been left, and which can be handled without undue delay by freight crews. These consist of two men only, no matter how many coaches are attached. Nor have I allowed in my estimates for any provision for fumigation of fruit, as I understand that this work is carried out by the health authorities at a standard charge of $\frac{1}{2}$ d. per case, and presumably they provide everything necessary, both in plant and labour, for this work at the figure stated. I have, however, allowed in my estimates for one clerk on the Hobart Wharf, as not only would all fruit freight have to be checked there, but in addition, in order to compete with the Huon River boats, it would be necessary for the railway to supervise the shipments on the ocean liners.

45. The back freight carried would be chiefly from Hobart to Kingston, Sandfly, Huonville, and Franklin, and my estimates include provision of one clerk at Sandfly and another at Huonville to deal with this freight (one also at Franklin if Line 3 is constructed), while the general staff at Kingston office would attend to the freight at that point. The freight for intermediate points, if in large quantities, would be delivered in a goods coach run on to the nearest siding; and any small quantities would be left at owner's risk on the specified wayside platform, to be carried away by the consignee next day. Small parcels carried by passenger trains would be accepted only for Kingston, Sandfly, Huonville, or Franklin, unless the train was to be met on route by the consignee.

OPERATING CREWS.

46. With such fluctuating traffic—at one season a heavy day service, a regular night service, and in addition special tourist cars, and at other times of the year with much lighter day service and intermittent night service—the arrangements to be made as to train crews will be somewhat difficult. It is essential with high speeds and steep grades that the drivers shall be thoroughly competent, and it will therefore be found advisable to retain throughout the whole year the services of sufficient skilled motormen to operate the summer traffic. Those longest in the service would act as motormen during the winter months, the others acting then as conductors though drawing motormen's pay. By making the periodical overhaul of cars and equipments in the winter months, and restricting the repair shop work in the summer time to minor adjustments and essential repairs, one or two of the conductors might be kept throughout the winter, but unless work could be found for them in some other part of the railway service of the State, it would be essential for economy of working that some half-dozen glut hands should be taken on as conductors at the beginning of the season and discharged at its close. As far as possible, all permanent conductors, shed hands, and other employees should be trained as drivers, and promotion made therefrom as opportunity offers. There would therefore always be available men who could take charge either of a special tourist car or of an ordinary car in the absence, through sickness or otherwise, of a driver from his proper shift.

47. The train crews necessary to operate the daily passenger service, with shift of about eight hours a day, are—

Service No. 1.—Seven crews (including stand-by)

Service No. 2.—Four crews

Service No. 3.—Seven crews (including stand-by)

Service No. 4.—Four crews

Service No. 5 (Sundays).—Two crews

each crew consisting of two men, viz., driver and conductor.

48. In estimating the cost of operation of cars I have allowed for the above crews which include one stand-by crew in the summer months, but not in the winter time, as at that season whatever extra crews were required might be drawn from the shed hands. This stand-by crew would be available for the special tourist trips to be run in the summer season, while the services of the shed hands would be drawn upon when necessary for the same purpose, and I have therefore made no direct allowance in my estimates for any additional men for such trips.

49. It will be noticed that the same number of crews is required whether the terminus of the line is at Huonville or Franklin. The reason of this is that the extra mileage run to Franklin is only 30 per diem, and by a reduction in lay-over time at the terminus necessary to suit the running schedule, it follows that the mileage may be covered with but slight increase in the hours of the train crews, and without exceeding an average shift of eight hours for each crew. I have, however, allowed for one extra shed hand in the estimates which include the Franklin extension (Line No. 3), since greater provision now becomes necessary for special tourist cars in summer, seeing that the stand-by crew is now called on for one trip per day in the regular summer service.

50. It may be mentioned that the costs of maintenance of rolling stock on a line such as this are bound to seem excessive when compared with larger systems, as a certain number of men are needed to enable the occasional heavy work to be carried out expeditiously, and the same number of men could attend to repairs upon a much larger number of cars than are in use on this line. It will therefore be quite possible to utilise the services of the shed hands fairly frequently for traffic purposes without in any way interfering with the proper maintenance of the rolling stock, and at the same time with benefit to the maintenance costs, for time spent in car-operation would of course be booked to transportation, although not so included in my estimates.

51. For operation of the service, although most men will reside at Kingston, it will be necessary for two passenger crews to live at Huonville or Franklin, whichever may be the terminus. It will be a simple matter to arrange that each of these crews shall change trains at Kingston, or some point on route, with a Kingston crew, in order to finish their shift at their home station. Owing to the intermittent service these crews may have to work shifts of very irregular length, but by taking turns week and week about at long and short shifts, and in the fruit season also at the freight shift, this will equalise itself.

52. In the fruit season one freight crew will be required to reside at the Huon. This crew will start out with a freight train after the last passenger train has come in, and, collecting the laden coaches from the various sidings and the smaller lots of fruit left at the wayside platforms, will proceed along the line until the goods train from Hobart is met. Then the crews will change trains, so that each crew shall return home.

53. In the off season, when freight trains are required less often, the most satisfactory plan will probably be to let a crew take a train to the Huon one night, remain there over the following day, and return that night.

APPENDICES.

54. Attached hereto I submit a number of appendices showing the details of my estimates, in order that the proposition may be fully studied, most of these estimates being in duplicate, viz., one set concerning Lines Nos. 1 and 2 (Hobart to Huonville), and a second set concerning Lines Nos. 1, 2, and 3 (Hobart to Franklin). Various points in these estimates which may perhaps require elucidation are dealt with below.

ESTIMATES AND COST OF CONSTRUCTION.

LABOUR.

55. My estimates for all constructional work are based on the present high rate of wages for unskilled labour.

COST OF PERMANENT-WAY.

56. *Sleepers.*—In the evidence given before the Select Committee the rate of 1s. 3d. to 1s. 6d. was quoted for sleepers, and this figure I presume is for sleepers delivered in stacks at various points of the railway. The price in my estimates (Appendices A and B), viz., 2s. 6d., is for sleepers in position, properly adzed for the rails and drilled for dog-spikes.

57. *Running Rails.*—In the Hobart streets (Appendix A) I have allowed for a tee rail of 80 lb. per yard, with a check rail of 40 lb. per yard to provide a groove for the wheel-flanges. This type of construction is necessary on account of the railway cars requiring slightly larger wheel-flanges than the ordinary grooved girder type of tram rail will permit.

58. *Surface of Track.*—The proposed surface of the track in the streets of Hobart is plain macadam surface. If it is required that this should be tar macadam, the extra cost will amount to about £380 per mile. I do not recommend that this should be done, however, unless the rest of the road surface is also of tar macadam, as it is not desirable that the road surface between the rails should be better than other parts of the road, the object being rather to discourage other traffic from using the track more than necessary.

59. *Lighting and Fencing*.—The work in the streets of Hobart will of course require to be done in a manner so as to interfere as little as possible with the use of the roadway by ordinary vehicular traffic, and excavations will require to be fenced off and lit at nights. This cost is included in the item of "Sundries" (Appendix A), together with provision of temporary crossing-places at intersections of roads, &c.

PERMANENT-WAY ON PRIVATE RIGHT-OF-WAY.

60. *Formation*.—For the greater part of the route the line runs through very hilly and undulating country, with heavy sidling of frequent occurrence. The cost of formation, therefore, will be decidedly heavy, in order to prevent storm-water from readily bringing down an accumulation of debris on to the line. From my knowledge of the ground, I estimate that this will average about £700 per mile, but it is quite impossible to make an exact estimate for this work until the contract surveys shall have been made and the actual quantities taken out. For about 4 miles west of Kingston, for the same distance approaching Huonville, and for the 5 miles from Huonville to Franklin, the country is a good deal easier, but nevertheless there will be a considerable amount of excavation and banking necessary to provide a satisfactory track for the high speeds and heavy axle loads that it is proposed to adopt. I estimate that formation will average £500 per mile on these parts, and have allowed for this in my estimates of capital cost (Appendices E and I).

61. *Culverts, Drains, Bridges, &c.*—This item also cannot be exactly estimated without much more information than is at my command. There are, however, a great number of small ravines and other declivities down which considerable quantities of water will flow after heavy rain, and at all of these it is essential that ample run-way should be provided for storm-waters. Further, wherever the railway is upon the sidling of hilly ground it is essential that a proper trench shall be provided, with drains at short intervals, to prevent an accumulation of water by the side of the line and the percolation of such water through the ballast. I have therefore allowed the sum of £200 per mile to cover this work, including small concrete bridges over minor creeks that may be encountered.

62. *Clearing*.—There will be a large amount of clearing to be done to enable the railway to be constructed and operated with safety, as all timber must be cut down that can by any possibility damage the track in stormy weather. This will mean that for a distance of about half a chain on each side of the line all timber should be removed, and that for a considerably further distance, particularly on the higher side of the line, all dangerous trees must be cut down. I have allowed the sum of £100 per mile to cover the cost of clearing.

63. *Fencing and Sundries*.—Throughout the whole length of the route, excepting only upon the streets of Hobart, it will be necessary for the track to be securely fenced to prevent the intrusion of cattle. It will also be necessary for the same purpose to provide cattle-stops at all points where public roads cross the track. The figure in the estimates (£120 per mile) will cover the cost of a post-and-wire fence of one barbed and five plain wires, together with a reasonable number of gates to be provided where the line divides into two parts the property of a single owner, while the cost of the cattle-stops is allowed for in the item "Sundries." This item also covers the cost of properly macadamised and blinded road surfaces at points where the main roads cross the track.

OVERHEAD EQUIPMENT.

64. *Poles*.—The price I have allowed for poles is the sum of 5s. apiece delivered along the route. The poles will require to be not less than 28 feet long, 8 inches diameter at the top, and about 13 inches diameter at the butt. This size will suffice for railway purposes, but in view of the arrangements to be made with the Complex Ores Limited—that they shall be allowed to carry some of their wires on these poles—it may be necessary to use a slightly longer pole to give the company more room for their wires above the telephone-wires of the railway.

65. *Erection of Poles*.—The cost of erection of poles will depend considerably upon the nature of the ground, as it is possible in rocky country that blasting may be necessary in excavating the holes for the same. On the other hand, where the ground is very soft and excavation simple, it will be necessary to provide heel and

breast blocks to prevent danger of the weight of the trolley-wire pulling the pole over in wet weather. In all cases the poles should be set in concrete, and the figure of 20s. per pole should represent the average cost, including struts and ties where necessary.

66. *Telephones*.—I have allowed for telephones along the line of route, erected in waterproof locked boxes and provided with insulated speaking-tube attachment, to prevent danger of shock through leakage of current from the live wire, at intervals of about 1 mile. These telephones, of course, will be provided at all wayside platforms, sidings, &c., but in addition they will be required at intervals of not more than about a mile for facility of operation in the event of a breakdown of the line or cars, or other matter requiring urgent report to head office. Telephone-wires will be twin-twisted and insulated, supported on a steel suspension-wire, as induction effects would prevent bare telephone-wires from giving satisfactory service.

67. *Lighting Stations*.—Wherever platforms are provided it will be advisable to provide lights to enable fruit and other freight to be handled by night with ease. The cost of such lights will be rather expensive, as in each instance it will be necessary to provide a stepdown transformer from the live trolley-wire, and switch suitable for operating at a pressure of 6600 volts. The stations would not be lit up ordinarily, but only as trains are passing. I have provided the sum of £10 per mile for the cost of wayside platform and station lighting.

68. *Span-wire Construction*.—In the streets of Hobart the span-wire construction to be adopted will have single trolley-wire, and I estimate will cost £1000 per mile. At turnouts and sidings on the private right-of-way where the construction required is span-wire with a trolley-wire and its supporting wires over each track, the cost will be little less than twice that of single-track construction of the side-bracket type, and I have allowed accordingly in my estimates of capital cost.

ROLLING STOCK.

69. *Passenger Coaches*.—As will be seen from the service charts, the maximum number of coaches in use at any one time for ordinary daily service is four, but in addition there are to be run frequent excursion services, and it will therefore be necessary to provide at least six coaches, so that there shall be one available for tourist purposes even though one coach may be temporarily disabled. If the tourist service attains the magnitude that Mr. Wertheimer, secretary of the Tourist Association, contemplates, it will probably be necessary to place further orders for passenger coaches at a very early date, as upon his expectations it may be necessary to run excursions requiring several coaches simultaneously upon the arrival of the largest of the passenger boats. Naturally for tourist excursions such as this it is essential that comfortable and attractive coaches shall be provided, differing in this respect from the conditions of service to suit exceptional Saturday afternoon and holiday traffic, when excursionists are prepared to put up with whatever accommodation may be provided. I have, however, only included six passenger coaches in my estimates, as this number will be sufficient to operate the daily service and allow some provision for tourist traffic, and, as I have elsewhere stated, it is the daily traffic that is the more essential feature of a line.

70. *Trailer Coaches*.—I consider that four trailer coaches will be ample initially, as normally there will not be more than two required in use, namely, upon the Kingston and Hobart trips. A third will frequently be required for Sunday-school picnic use and for pleasure parties to Kingston Beach, and this will leave one trailer as a spare in case of mishap.

71. *Goods Coaches*.—The Select Committee in their report consider that provision should be made for the carriage of 100 tons of freight nightly from the Huon district to Hobart during the fruit season. It will therefore be necessary to have not less than ten 20-ton coaches in the service to operate such traffic in the manner suggested in Paragraph 43 hereof, but as this exceptionally heavy traffic lasts only for a short period of the year, I have provided for ten goods coaches only in my estimates for Lines 1 and 2, with no provision for spares. As with a 100-ton goods train it is quite certain that one or two coaches will not be required to run the full distance, but only as far as Kingston or Sandfly, it would be possible in the event of one coach being disabled to convey by day, attached to one of the passenger cars, an empty coach from Hobart as far as this point, in readiness for the next night's

traffic. If, however, Line No. 3 is constructed, then a six-coach train will be occasionally called for, and I have therefore included two extra coaches in my estimates covering the construction of this line.

72. *Spares*.—It is quite essential that a liberal number of spares should be provided for the rolling stock, so that in the event of a breakdown of any part of the electrical gear it will not be necessary to hold up a coach until full repairs have been completed, but that the damaged part may be replaced at once and repairs effected when convenient. The provision I have made in my estimates for spares would provide all reasonable requirements in this direction, together with a proper proportion of wheels, axles, brake-blocks, and other parts which are liable to early destruction through wear or mishap.

RESUMPTION OF LAND.

73. I have to call particular attention to the fact that in the estimates of capital cost (Appendices E and I) I have made no allowance whatever for any purchase of land for the construction of the railway, the only item of land in the whole estimate being the sum of £400 for the car depot site. In this respect I have followed the report of the Select Committee, who were of the opinion that, owing to the present laws governing the acquisition of land for railway purposes, comparatively little compensation would be payable. This, however, is a matter that cannot be determined until the route is surveyed and it is seen exactly what land is required for the railway; and as I am not in a position to hazard even a suggestion on the probable amount to be paid for such land, I have not included any such item in my estimates. This fact must be borne in mind when considering the summary of estimates (Appendices H and L).

STREET-WIDENING.

74. I have not made provision in my estimates for the cost of any street-widening that may be found advisable in Hobart. It will certainly be necessary to widen Montpelier-retreat from Salamanca-place to Hampden-road to allow of sufficient clearance between electric cars and vehicles, but the cost of this widening, owing to the nature of buildings involved, will not be a very serious matter. It may also be deemed wise to widen this street from Hampden-road to near Quayle-street as well, for although it is wider here than between Salamanca-place and Hampden-road, still it is very narrow to allow of separate tracks for the Huon railway and the Sandy Bay trams. If this railway is constructed I suggest that the Act authorising same should include powers to purchase the properties abutting on Montpelier-retreat, as such properties could probably be resold at a figure that would practically cover the cost of widening.

WHARF ACCOMMODATION.

75. My estimates do not include any provision for a rental of a portion of the Government wharves for tramway purposes, nor for the erection of freight-sheds, offices, &c., thereon. No doubt in view of the large amount of traffic that it is contemplated this railway will bring to the wharves, the Government would be prepared to make whatever provision is necessary in this direction free of cost to the railway.

FUMIGATION.

76. As previously stated, I have made no provision in my estimates for buildings for this work, nor have I included in the estimates of revenue the charge of $\frac{1}{2}$ d. per case which presumably the railway will collect and hand over to the health authorities.

ESTIMATES OF REVENUE.

77. In these appendices I have based my figures directly upon the estimated revenue given in the report of the Select Committee, who took very voluminous evidence regarding the amount of freight and passenger traffic that the railway

would be likely to obtain. I also made general enquiries while I was in the district, and from what I could gather it seemed that the general impression was that the estimates of the Select Committee are certainly not upon the high side, especially in view of the fact that new land is being opened up so rapidly throughout the whole area.

78. For the Kingston and the North-West Bay and Sandfly districts I have taken the estimated revenue at the figures of the Select Committee's report, but with regard to the revenue to be derived from the Huon district, I have been unable to keep to the precise figures of the report, since in one case I have had to eliminate the amount of traffic that would have been obtained by the extension to the Weld River, and in the other case the traffic to be obtained from the extension to Franklin as well.

79. In general I have assumed that with the exception of the item of £2000 for "timber, stock, box material, and other produce and freight to and from the newly-opened land beyond the Upper Huon," which I have reduced to £750, the bulk of the Select Committee's estimated traffic to Huonville and the Upper Huon will still be carried by the line as far as Huonville, and, further, that if Line No. 3 from Huonville to Franklin is omitted, a certain proportion of the passenger traffic to Franklin will be obtained, and a much smaller proportion of the goods traffic. Also, I have somewhat modified the average rates both for passengers and for goods, as with the elimination of the Weld River extension the average length of haul will be reduced.

80. The tourist and holiday excursion traffic I have taken at the number given in the Select Committee's report, as I conclude that these would go to the Huon district rather than to any particular part. I have in the one case assumed that they will all travel to Huonville at a return fare of 5s., and in the other case that 6000 (or about one-third) will go on to Franklin at an increase of 6d. in the fare.

81. In comparing the estimates of revenue with and without the Franklin extension, it will be seen that there is a marked difference in the estimated revenue from the Huonville district in the two cases. This is due to the fact that I consider some £2500 worth of goods and passenger traffic from the Franklin district will travel by rail as far as Huonville even if the extension to Franklin is not constructed. This traffic appears in the Huonville figures in the estimate of revenue for Lines 1 and 2 (Appendix F), but of course is included in the Franklin figures in the estimate of Lines 1, 2, and 3 (Appendix J). I have drawn special attention to this, both because at first sight there may appear a discrepancy in the two estimates, and also because unless this point is noted a wrong impression might be drawn as to the extra revenue to be derived from a short extension such as this.

82. With regard to the passenger traffic upon the Kingston line, which the Select Committee estimate at 50,000 passengers at 2s. return, equals £5000, I am letting this estimate of revenue stand, as I consider it a reasonable one. I am of opinion, however, that the number of passengers carried will be considerably higher, as I expect to see a steady development between Sandy Bay and Kingston as a residential area, and therefore a large number of regular passengers who will enjoy the benefit of reduced fares by means of season tickets. In any case I consider that a fare of 2s. return between Hobart and Kingston—a distance of only 9 miles—is higher than is judicious, more especially in view of the fact that excursion steamers make the trip at 1s. return. I have therefore altered the details of the estimate to 75,000 passengers at 1s. 4d., equals £5000.

OPERATING EXPENSES.

83. *Staff.*—I estimate that the necessary staff at the Kingston offices for the operation of this line will be a superintendent, two revenue and record clerks, one stenographer, and one boy; and as elsewhere stated I have allowed for one goods clerk each at Hobart, Sandfly, and Huonville, and also one at Franklin in the estimates inclusive of that line. I have not made allowance for booking clerks at any point on the line, as I recommend that the collection of fares should be in the manner of a tramway, the conductor issuing and punching tickets on the car in accordance with the distance to be travelled. The only booking of tickets beforehand would be by excursionists, arrangements being made with the Tourist Association for the issue of these.

84. *Permanent-way Maintenance*.—The staff necessary to keep this line in order would be five men (six including Line No. 3), which is at the usual allowance of one man to every 6 miles of track. For convenience of minor repairs it would be advisable that three men should live in the neighbourhood of Kingston and two at Sandfly or Huonville, but the full gang would be necessary for special work, such as replacing worn rails and other urgent work which must be completed without delay. Permanent-way men would be provided with hand-operated trucks for getting about over the lines.

85. *Overhead Maintenance*.—The chief work under this heading will be the regular inspection of all overhead equipment, and for this work, as well as for speedy repairs in the event of any portion of the overhead gear coming down, I recommend that a tower wagon driven by a petrol motor shall be provided for the inspection gang. This of course will run upon the rails in order that it may follow the track upon the private right-of-way without trouble. Some little difficulty may be met in arranging for this inspectional work, as it will be necessary that it shall be carried out by day, and at the same time without interference with the regular running of the cars, but by choosing the most suitable time for the inspection of the more frequently traversed part between Hobart and Kingston, it should be possible to deal with this work satisfactorily.

86. *Rolling Stock Maintenance*.—As elsewhere stated the staff provided for this purpose will not necessarily be precisely the same number of men all the year round, but the number I have estimated for should represent the average number upon the staff. As has been pointed out, the rolling stock maintenance staff will be drawn upon considerably for tourist traffic, winter freight traffic, &c., as may be found necessary.

87. I have not provided in my estimates for carpenters or painters, as there would not be sufficient work to provide more than very intermittent occupation for such men. Arrangements should be made with the Railway Department for the occasional borrowing of tradesmen for special work from the Railway repair-shops, as well as for the carrying out there of all heavier work—the turning of wheel-treads, for example—that might be beyond the scope of the staff and appliances at the Kingston sheds. The cost of such services is included in the item "Material—Wheels, Oil, Sundries, &c."

CAR MILEAGE ESTIMATES.

88. The estimate of the car mileage for the passenger service is quite straightforward, being derived directly from the time-tables and running schedules given in Appendices S to W. For the freight service the car mileage is derived by detail consideration of the estimate of traffic to be carried to each point of the line. In these estimates I have not made any allowance for the amount of freight carried by passenger trains, as this will mainly be small bulky parcels, and I consider will only amount to about 5 per cent. or 10 per cent. of the total freight traffic. From the figures of the tonnage to be carried I have ascertained the number of goods coaches required during the course of the year to each point of the line on the basis that the 20 ton coaches will average 10 tons of freight each way. This I think is a reasonable figure, as during the height of the fruit season when the trucks running to Hobart are often quite full there will be comparatively little back freight, while at other times of the year when the traffic is not so heavy, and back freight becomes a more important part, the amount of fruit and other produce going towards Hobart will be smaller, and the coaches cannot be expected to run fully loaded. I have assumed that the coaches to each of these districts run the full distance from the centre of that district to Hobart, making no allowance for the shorter distance traffic, which, particularly in regard to the box traffic towards Huonville and Franklin, will be of some importance. This will compensate for the fact that during the winter time there will necessarily be a fair idle mileage of cars running empty back from Hobart to the Kingston depot. It will be seen that for Lines 1 and 2 a total number of 1075 car trips are required, and from this I derive the figure of goods trains upon 220 nights in the year, trains in general starting off with five coaches. For Lines 1, 2, and 3 (Hobart to Franklin) a corresponding figure of 1260 car trips is obtained, and this requires goods trains upon 250 nights in the year, allowing for occasional six-coach trains in the busy season.

PASSENGER REVENUE PER CAR MILE AND PASSENGERS PER TRIP.

89. I have prepared these estimates as a check upon the estimated revenue from passenger traffic and the service schedules that I have drawn up.

90. It will be seen that the revenue to be derived from passenger traffic amounts to about 21d. per car mile. This is a very reasonable figure considering that the cars are of 50 seats and fares are based upon an average figure of about 1d. per mile.

91. The estimate of passengers per trip is of doubtful value, save as an approximate indication of the extent of loading of the cars, and would be quite valueless were it not that with a line such as this the bulk of the passengers will be travelling over a complete section of the line. From these returns it will be seen that the number of passengers per trip, *i.e.*, the approximate average number of persons in the car, is about 20 for the ordinary passenger service between Kingston and Huonville, where it is not proposed to use trailers excepting occasionally. I have in these figures, however, allowed for the fact that the tourist trips will be specially arranged for large numbers, and will be running with cars almost fully loaded. For the service between Kingston and Hobart I have, as above stated, taken a total of 75,000 passengers instead of the figure of 50,000 given in the Select Committee's report, and upon this basis the average passengers per trip amount to about 25. This is a higher number than could be hoped for in regular service without a considerable use of trailers, as in general with a frequent service and railway conditions such as are here met, only from 30 to 40 per cent. of the seats are occupied on the average.

92. These figures in general indicate that in order to obtain the passenger revenue shown upon the revenue estimates (Appendices F and J) the services proposed should adequately meet the legitimate requirements of the public, with a reasonable use of trailers between Kingston and Hobart at busy times.

SUMMARY OF RECOMMENDATIONS AS TO ITEMS NOS. 5 AND 1.

93. As the outcome of my investigations upon the points of reference Nos. 5 and 1, viz.—

5. Generally to advise your Government as to the construction of this railway;

1. As to the best methods of constructing the railway—

I have the honour to summarise my recommendations and conclusions as follows :—

94. The operation of Lines 1 and 2, Hobart to Kingston, and thence to Huonville, should for the first year after the opening of the line to traffic result in a net surplus of revenue over operating costs equal to 4.04 per cent. on the capital cost exclusive of land; and if Line No. 3—Huonville to Franklin—is also constructed, the net surplus from the three lines should be 4.24 per cent. upon their capital cost (see Appendices H and L). It is thus seen that apart from the cost of land resumption the revenue to be derived from these three lines should from the start more than pay operating costs and interest on capital, and in view of the fact that a large amount of Government land eminently fitted for fruit-growing in the neighbourhood of the Huon is not yet taken up, I consider that the immediate construction of these three lines is a matter well deserving of serious consideration. It is of course outside my province to advise whether a return of this nature, which will allow of no contribution to any reserve or sinking fund, is sufficient to warrant the construction of the railway, that being a matter of public policy, but I may state that there is no reason from an engineering point of view to render a sinking or reserve fund more desirable with a Government electric railway than with one adapted for steam operation.

95. Should it be decided to construct a railway to the Huon, I strongly recommend that the extension from Huonville to Franklin (Line No. 3) should be constructed simultaneously with the main line from Hobart to Huonville, as the extra revenue to be derived from this extension will give a very considerable surplus after paying for the extra costs of operation.

96. Line No. 4 up the banks of the River Huon to the Weld River I cannot recommend for the present, as there are too few settlers to be served to warrant its construction.

97. Line No. 5 (Ranelagh branch) I recommend should not be considered until the line from Hobart to Franklin is in operation.

REFERENCE ITEM 2.

"Whether the quotation of a certain electric supply company is reasonable."

98. In their letter of 2nd November, 1910, printed in the report of the Select Committee (Appendix B), the Complex Ores Limited tentatively suggest a supply of power for operating the line "of a character suitable for that purpose" at the rate of £5 per horsepower per annum if 750 horsepower is required, and at the rate of £6 per horsepower per annum for a lesser amount, with a minimum of 500 horsepower; but it is definitely stated that the letter is not to be taken as a contract, but merely as an indication of the broad lines on which the company will be prepared to deal. In looking into this matter, however, it seemed to me that the company's engineers in going into the question had failed to realise that, while their supply has a frequency of 50 cycles per second, it is essential for railway work that the frequency should be of not more than 25 cycles, and preferably of about 15 cycles, per second. The moment of this fact is seen when it is remembered that while the necessary transformation of voltage and phase may be carried out with stationary apparatus, involving little capital cost and requiring only occasional attention, yet transformation from one frequency to another cannot be effected without the use of expensive running machinery whose operation necessitates constant supervision. I therefore approached the company's chief engineer, Mr. Butters, who makes an approximate quotation (subject to confirmation direct to the Tasmanian Government) of £5200 per annum for a maximum supply of 675 horsepower—*i.e.*, at the rate of £7 15s. per horsepower per annum—for current converted to the pressure of 6600 volts single-phase and at the frequency of about 16 cycles per second, which I recommend for this line. In this revised quotation I consider that the company are offering quite as good terms as they contemplated originally, as I estimate that the cost of the converting machinery with buildings and foundations would be £9000, and that the cost of running the station would be £900 per annum exclusive of capital charges, while in addition there will be a loss of about 100 horsepower in the machinery at time of full load.

99. With the passenger coaches of the type described under Reference Item 1, and with the heaviest running schedule contemplated, I consider that the maximum power required by the railway will not exceed 675 horsepower, except possibly for very short periods of, say, half a minute. It is quite impossible in railway working to fix an absolute limit of power beyond which the demand shall never rise, but presumably the engineers of the Complex Ores Limited realise this, and have based their quotation upon the normal maximum load and not upon such occasional momentary peaks. It is quite a simple matter to provide automatic switches which will allow of momentary overloads, and at the same time prevent the railway from exceeding the stipulated load for more than a prearranged interval of, say, 30 seconds. Further, upon a system such as that of the Complex Ores Limited such momentary peaks will be comparatively insignificant, in view of the magnitude of their load and the nature of their diversity factor.

100. I have therefore based my estimates of operating costs of the railway upon the assumption that the charge for electric power is the lump sum of £5200 per annum for a maximum demand of 675 horsepower; and, all things considered, I regard this figure as a very reasonable one both to the railway and to the Complex Ores Limited. Upon the basis of the equipment of Lines 1 and 2 from Hobart to Huonville, and the running schedules annexed, and after allowing for the goods and special traffic, power in repair-shops, &c., I estimate that the units per annum used on the system will be 600,000 Board of Trade units supplied to the trolley-wire, and for Lines 1, 2, and 3, Hobart to Franklin, 670,000 Board of Trade units (*vide* Appendices N and Q), these figures being based upon an estimated consumption of power of 100 watt hours per ton-mile. This estimate is arrived at as a result of plotting the speed-time-curves for the various parts of the route. A

customary figure is 70 to 80 watt hours per ton-mile, but the power consumption will be abnormally high upon this line on account of the hilly nature of the route throughout the greater part of its length and the long grades of 1 in 30 on both sides of Vince's Saddle. Again, for the passenger traffic between Hobart and Kingston a high figure must be taken, as no allowance has otherwise been made for the ton-mileage of trailer cars.

101. At a total cost of £5200 this means that the cost of electricity will be at the rate of 2·08d. per unit supplied to the trolley-wire if Lines 1 and 2 only are equipped, and at the rate of 1·86d. per unit if Line 3 is also constructed. At first sight undoubtedly these rates seem upon the high side, but it must not be forgotten that the cost of supplying current to a railway like this, with very infrequent service, is necessarily excessive as compared with current supplied to a tramway, owing to the fact that the momentary demand is altogether disproportionate to the average current required. Further, the maximum load on a railway is not greatly increased by an increase in the number of separate cars operating upon the system, and consequently the traffic upon the system may be increased very considerably without increasing the maximum demand of 675 horsepower from the Complex Ores Limited, and therefore without exceeding the annual payment of £5200 for power. It will thus be seen that the cost of current per unit should be considerably reduced in years to come as the traffic upon the line develops.

102. In default of a supply of electricity being given by the Complex Ores Limited I certainly do not think it would be possible either to generate electricity for this line or to make arrangements with any other firm for the purchase of current, except at a considerably enhanced cost, especially as current of the low frequency desirable for railway work is almost too low to be serviceable for general purposes.

REFERENCE ITEM 3.

"Whether there are sources from which the Government could generate by water its own power for the operation of the railway."

103. I have made enquiries and investigations as to whether there are any sources from which the Government could generate by water its own power for the operation of the proposed railway, and although there are several small streams flowing into the Huon River, the fluctuation of the flow is such that it would be necessary to construct reservoirs to give the supply during dry seasons, and I am of the opinion that, in view of the small amount of power required, the capital charges per unit generated would be too great to allow of it being a commercial proposition.

REFERENCE ITEM 4.

"Whether or not such course would be advisable."

104. Under the circumstances, and in view of the remarks in regard to Reference Item 3, I do not consider it would be advisable for the Government to contemplate erecting their own generating-station, especially in view of the reasonable offer they have received from the Complex Ores Limited.

RECOMMENDATIONS AS TO ITEMS 2, 3, AND 4.

105. I therefore recommend that if the construction of a railway to the Huon is decided upon, an agreement should be entered into with the Complex Ores Limited on the basis of the tentative offer made to me by their chief engineer, Mr. Butters, as above outlined. I must point out, however, that the agreement should be drawn up with care, as there are various technical details that should be explicitly provided for in order to ensure that in steadiness and continuity the electrical power supplied by the Complex Ores Limited should be satisfactory for railway-operation. Further, the agreement should make provision for the supply of power being increased beyond the rate of 675 horsepower now arranged for as soon as extensions of the line and developments of the traffic render this amount insufficient; and the terms for such increased maximum demand should be upon a sliding scale, as with a greater supply the expenses of conversion will be in a lesser ratio to the supply demanded.

RECAPITULATION.

106. The foregoing report shows that :—

- (1) It would be advisable to construct a railway from Hobart to Franklin *via* Kingston, Sandfly, and Huonville.
- (2) Such railway should be electrically operated on the single-phase system.
- (3) Electricity should be conveyed to the cars by means of the overhead trolley-wire system.
- (4) The supply of electrical power for the railway should be purchased from Messrs. Complex Ores Limited.
- (5) The resumption of the Sandy Bay tramway is inadvisable.
- (6) The cost of construction of the railway will be £227,000, exclusive of cost of land-resumption and street-widenings.
- (7) The revenue for the first complete year of operation will be £21,360.
- (8) The operating expenses for the first complete year of operation will be £11,743.
- (9) The balance of revenue of £9617 over operating expenses equals 4·24 per cent. on the above capital cost.

I have the honour to be.

Sir,

Your obedient Servant,

W. G. T. GOODMAN, Consulting Engineer.

To the Honourable ALEC. HEAN, Esq.,
Minister for Railways, Tasmania.

APPENDICES.

APPENDIX A.

HUON RAILWAY ESTIMATES.

ESTIMATE OF COST PER MILE OF PERMANENT-WAY IN STREETS OF HOBART.

	£	s.	d.
Excavation, 1900 cubic yards at 3s. 6d.	333	0	0
Sleepers, 2200 at 2s. 6d.	275	0	0
Ballast, including rolling, blinding, lifting, and packing, 2000 cubic yards at 6s. per cubic yard	600	0	0
Rails, running, 80 lb. per yard, 126 tons at £8 per ton	1008	0	0
Rails, check, 40 lb. per yard, 63 tons at £8 per ton	504	0	0
Fastenings	180	0	0
Plate-laying, 3s. 4d. per yard	294	0	0
Bonding, joints, 265 at 4s. 6d.	60	0	0
Bonding, cross, 30 at 5s. 6d.	8	5	0
Special work, proportionate cost	80	0	0
Sundries	100	0	0
Total	£3442	5	0
Say	£3450		

APPENDIX B.

HUON RAILWAY ESTIMATES.

ESTIMATED COST PER MILE OF PERMANENT-WAY ON PRIVATE RIGHT-OF-WAY.

	£	s.	d.
Formation (in hilly country)	700	0	0
Sleepers, 200, 7' 6" x 8" x 5", at 2s. 6d.	250	0	0
Ballast, including lifting and packing, 4s. per lineal yard	352	0	0
Rails, running, 61 lb. per yard, 96 tons at £8 per ton	768	0	0
Rails, check, for quarter distance, 40 lb. per yard, 8 tons at £8 per ton	64	0	0
Fastenings, 1/7th cost of rails, say	115	0	0
Plate-laying, 1s. 6d. per lineal yard	132	0	0
Clearing	100	0	0
Fencing and gates, post and wire, one barbed and five plain	120	0	0
Bonding, joints, 265 at 3s.	40	0	0
Bonding, cross, 30 at 5s. 6d.	8	5	0
Culverts, drains, bridges, &c., say	200	0	0
Special work, proportionate cost	60	0	0
Sundries	50	0	0
Total	£2959	5	0
Say	£2960.		

APPENDIX C.

HUON RAILWAY ESTIMATES.

ESTIMATE OF COST PER MILE OF OVERHEAD EQUIPMENT—SIDE-BRACKET TYPE.

	£	s.	d.
Trolley-wire, 4/0 B. and S. gauge, '460" dia., 3400 lb. per mile, at £80 per ton, delivered on site	121	0	0
Catenary wire, 1½" circ. galvd. stranded steel, 25 cwt. per mile, at £20 per ton ...	25	0	0
Messenger wire, 11 cwt. per mile, at £20 per ton	11	0	0
Wooden poles, 50 per mile (including pull-off poles) at 5s., delivered	12	10	0
Bracket-arm, with tie, erected on pole, including bolts, number 44, at 15s.	33	0	0
Insulator and pin, with fittings, number 44, at 10s.	22	0	0
Suspension-links, 8 per span, 330 per mile at 5s.	82	10	0
Suspension-clips, 660 per mile at 2s. 6d.	82	10	0
Telephone-wire, No. 16, 600 meg. twin-twisted, supported on galvd. steel wire, erected	45	0	0
Lightning-wire, barbed, galvanised iron	10	0	0
Insulators and pins for lightning and telephone wires, 100 at 1s. 6d.	7	10	0
Erection of poles, including concrete and heel and breast blocks where necessary, at 20s.	50	0	0
Erection of catenary suspension, complete	150	0	0
Telephone-box on pole, one per mile	20	0	0
Lighting of platforms, sidings, &c., proportionate cost	10	0	0
Pull-offs, protection to telegraph and telephone wires, &c., allow per mile	50	0	0
Total	£732	0	0

APPENDIX D.

HUON RAILWAY ESTIMATES.

ESTIMATE OF COST OF ROLLING STOCK—LINES 1 AND 2, HOBART TO HUONVILLE.

<i>Passenger Coach</i> —50 seats with baggage compartment, equipped with 200 K.V.A. transformer, four 50-horse power motors, air-brake, &c., and mounted on two four-wheeled bogies.		£	£
Transformer, 16 cycles, 200 K.V.A.	£450		
Motors and equipment	700		
Air-brake with motor-driven compressor	125		
Trucks, pair for 35 tons, high speed	300		
Coach body	800		
	<u>£2375</u>		
Six coaches as above at £2375		14,250	
Spares (transformer, motor, armaturcs, wheels, axles, &c.), say		1450	
		<u>15,700</u>	
<i>Trailer Coach</i> —50 seats, open type, on four-wheeled bogie:			
Truck with air-brake fittings but no compressor	£100		
Body	400		
	<u>£500</u>		
Four trailers as above at £500			2000
<i>Goods Coach</i> —20 tons capacity, closed type, with 100 K.V.A. transformer, two 45 horsepower motors, air-brake, &c., mounted on two four-wheeled bogies: for multiple-unit control:			
Transformer, 16 cycles, 100 K.V.A.	£250		
Motors and equipment	500		
Air-brake with motor-driven compressor	100		
Trucks, pair for 35 tons, freight type	250		
Coach body, closed type, side doors.....	275		
	<u>£1375</u>		
Ten coaches as above at £1375		13,750	
Spares (transformer, motor, armatures, wheels, axles, &c.), say		1250	
		<u>15,000</u>	
Total			<u>£32,700</u>

ESTIMATE OF COST OF ROLLING STOCK—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

	£
As above for Lines 1 and 2	32,700
With the addition of two extra goods coaches at £1375	2750
	<u>35,450</u>
Total	<u>£35,450</u>

APPENDIX E.

HUON RAILWAY ESTIMATES.

ESTIMATE OF CAPITAL COST OF RAILWAY (EXCLUSIVE OF LAND RESUMPTION)—LINES 1 AND 2, HOBART TO HUONVILLE.

Permanent-way Construction.

Hobart to Kingston—Length, 9 miles:	£	£
Three miles along Main-road, city terminus to Sandy Bay, at £3450 per mile	10,350	
Six miles, Sandy Bay to Kingston, at £2960 per mile	17,760	
Bridge over Brown's River	250	
Kingston to Huonville—22 miles, plus 1 mile for sidings: total 23 miles:		
Eight miles through good country, at £2760 per mile	22,080	
Fifteen miles through hilly country, at £2960 per mile	44,000	
Bridge over North-West Bay River	3000	
		<u>97,840</u>

<i>Overhead Construction.</i>		£	£
City to Sandy Bay—Three miles, at £1000 per mile		3000	
Sandy Bay to Huonville—29 miles, at £732 per mile		21,228	
			24,228
<i>Rolling Stock.</i>			
Six passenger coaches at £2375 each		14,250	
Spares for ditto		1450	
Four trailer coaches at £500 each		2000	
Ten motor goods coaches, each 20 tons capacity, at £1375 each		13,750	
Spares for ditto		1250	
			32,700
<i>Car Depot.</i>			
Depot buildings		5600	
Machine tools		1450	
Office and store-room		750	
Land		400	
Deploying tracks		800	
Overhead construction in yard		180	
			9180
<i>Sundries.</i>			
Shed-accommodation at Huonville		200	
Sundry sheds along route		600	
Time-recorder clocks		100	
Motor tower-wagon, breakdown appliances, &c.		2000	
			2900
			£166,848
<i>Engineering and Contingencies.</i>			
Fifteen per cent., say .....	...		25,027
			£191,875
Say	£192,000		

APPENDIX F.

HUON RAILWAY ESTIMATES.

ESTIMATE OF REVENUE—LINES 1 AND 2, HOBART TO HUONVILLE.

<i>Kingston District.</i>		£	£
Apples, 30,000 cases, at 6s. per ton		225	
Small-fruit, 600 tons, at 6s. per ton		180	
Passengers, 75,000, at 1s. 4d. return		5000	
Firewood, back freight, and sundries		1000	
Subsidy for mails, Kingston, North-West Bay, and Sandfly districts		250	
			6655
<i>North-West Bay and Sandfly.</i>			
Apples, 30,000 cases, at 2d. per case		250	
Small-fruit and other general farm produce, 1200 tons, at 6s. per ton		360	
Timber, firewood, back freight, &c., 300 tons, at 5s. per ton		750	
Passengers (including tourists), 5000, at 4s. return		1000	
			2360
<i>Huonville and District.</i>			
Apples, 180,000 cases, at 2d. per case		1500	
Small-fruit and other general freight, 1000 tons, at 8s. per ton		400	
Back freight, 2600 tons, at 6s. per ton		780	
Timber, box material, and other produce, 3000 tons, at 5s. per ton		750	
Passengers (ordinary), 7000, at 5s. return		1750	
Passengers (tourist), 17,000, at 5s.		4250	
Mail subsidy		400	
			9830
Total .....	...		£18,845

APPENDIX G.

HUON RAILWAY ESTIMATES.

ESTIMATE OF OPERATING COSTS—LINES 1 AND 2, HOBART TO HUONVILLE.

General Expenses.

	£	s.	d.	£	s.	d.
Superintendent, per annum	350	0	0			
Revenue and record clerks, two at £120 per annum	240	0	0			
Goods clerks, three at £120 per annum	360	0	0			
Stenographer, per annum	80	0	0			
Boy, per annum	45	0	0			
Tickets, stationery, &c., per annum	60	0	0			
Telephones, per annum	12	0	0			
Accidents and compensation, per annum	120	0	0			
				1267	0	0

Permanent-way Maintenance.

One ganger at 9s. per day } per annum	640	0	0			
Four men at 8s. per day }	110	0	0			
Material				750	0	0

Overhead Maintenance.

One man at 10s. per day } per annum	437	0	0			
Two men at 9s. per day }	90	0	0			
Material	100	0	0			
Motor tower-wagon, annual cost				627	0	0

Rolling Stock Maintenance.

One mechanic at 12s. per day	} per annum.....	858	0	0		
One armature-winder at 10s. per day						
Two labourers at 8s. per day						
One car-examiner at 9s. per day						
One cleaner at 8s. per day		190	0	0		
Material—Wheels, sundries, oil, &c., per annum					1048	0 0

Transportation Charges.

Summer Service (Passenger)--	£	s.	d.			
Week Days—Seven crews (drivers, 10s. per day; conductors 8s. per day), per week	37	16	0			
Sundays—Two crews, working nine hours per day, at 1½ rates	2	10	7			
	<hr/>					
26 weeks at	£40	6	7	=	1048	11 2

Winter Service (Passenger)—

Week Days—Four crews (drivers, 10s. per day; conductors, 10s. per day)	£24	0	0		
Sundays—Two crews, working nine hours per day, at 1½ rates	2	16	3		
26 weeks at	£26	16	6	=	697 2 6

One extra day (to make 365) at £4	4	0	0			
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Total per annum	£1749	13	8			
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Say	£1750	0	0			
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Freight Service—

Two crews (driver, 10s.; conductor, 8s.—for 220 nights), per annum	396	0	0			
Uniforms	50	0	0			
				2196	0	0

Power Costs.

Say .....	...	5200	0	0			
Total .....	...	£11,088	0	0			

APPENDIX H.

HUON RAILWAY ESTIMATES.

SUMMARY OF ESTIMATES, CAPITAL COST, REVENUE, AND OPERATING COSTS—LINES 1 AND 2, HOBART TO HUONVILLE.

	£
Estimated capital cost (Appendix E)	192,000
Estimated revenue (Appendix F)	18,845
Estimated operating cost (Appendix G)	11,088
Estimated gross profit (exclusive of capital charges)	7757
Ratio of gross profit to capital cost	4·04 per cent.

APPENDIX I.

HUON RAILWAY ESTIMATES.

ESTIMATE OF CAPITAL COST OF RAILWAY (EXCLUSIVE OF LAND RESUMPTION)—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

Permanent-way Construction.

	£	£
Hobart to Kingston—Length, 9 miles:		
Three miles along Main-road, city terminus to Sandy Bay, at £3450 per mile	10,350	
Six miles, Sandy Bay to Kingston, at £2960 per mile	17,760	
Bridge over Brown's River	250	
Kingston to Huonville.—22 miles, plus 1 mile for sidings; total, 23 miles:		
Eight miles through good country, at £2760 per mile	22,080	
Fifteen miles through hilly country, at £2960 per mile	44,400	
Bridge over North-West Bay River	3000	
Huonville to Franklin.—Length, 5 miles:		
Five miles through good country, at £2760 per mile	13,800	
Bridge at Huonville over Huon River	10,000	
		121,640

Overhead Construction.

City to Sandy Bay.—Three miles, at £1000 per mile	3000	
Sandy Bay to Huonville.—29 miles, at £732 per mile	21,228	
Huonville to Franklin.—Five miles, at £732 per mile	3660	
		27,888

Rolling Stock.

Six passenger coaches at £2375 each	14,250	
Spares for ditto	1450	
Four trailer coaches at £500 each	2000	
Twelve motor goods coaches, each 20 tons capacity, at £1375 each	16,500	
Spares for ditto	1250	
		35,450

Car Depot.

Depot buildings	5600	
Machine tools	1450	
Office and store-room	750	
Land	400	
Deploying tracks	800	
Overhead construction in yard	180	
		9180

Sundries.

Shed accommodation at Huonville	200	
Shed accommodation at Franklin	200	
Sundry sheds along route	600	
Time-recorder clocks	100	
Motor tower-wagon, breakdown appliances, &c.	2000	
		3100

£197,258

Engineering and Contingencies.

Fifteen per cent., say	29,587
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Total £226,845

Say £227,000

APPENDIX J.

HUON RAILWAY ESTIMATES.

ESTIMATE OF REVENUE.—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

	£	£
<i>Kingston District.</i>		
Apples, 30,000 cases, at 6s. per ton	225	
Small-fruit, 600 tons, at 6s. per ton	180	
Passengers, 75,000, at 1s. 4d. return (average).....	5000	
Firewood, back freight, and sundries	1000	
Subsidy for mails, Kingston, North-West Bay, and Sandfly districts	250	
		6655
<i>North-West Bay and Sandfly.</i>		
Apples, 30,000 cases, at 2d. per case	250	
Small-fruit and general farm produce, 1200 tons, at 6s. per ton	360	
Timber, firewood, back freight, &c., 3000 tons, at 5s. per ton	750	
Passengers (including tourists), 5000, at 4s. return	1000	
		2360
<i>Huonville and District.</i>		
Apples, 180,000 cases, at 2d. per case	1500	
Small-fruit and general freight, 800 tons, at 8s. per ton	320	
Back freight, 2000 tons, at 6s. per ton	600	
Timber, box material, and other produce, 3000 tons, at 5s. per ton	750	
Passengers (ordinary), 5000, at 5s. return	1250	
Passengers (tourist), 11,000, at 5s. return	2750	
Mail subsidy	250	
		7420
<i>Franklin and District.</i>		
Apples, 60,000 cases, at 2d. per case	500	
Small-fruit and other goods and produce, 500 tons, at 8s. per ton	200	
Back freight, 2500 tons, at 6s. per ton	750	
Passengers (ordinary), 5000, at 5s. 6d. return	1375	
Passengers (tourist), 6000, at 5s. 6d. return	1650	
Passengers (local), 6000, at 10d. return	250	
Mail subsidy	200	
		4925
Total		£21,360

APPENDIX K.

HUON RAILWAY ESTIMATES.

ESTIMATE OF OPERATING EXPENSES.—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

	£	s.	d.	£	s.	d.
<i>General Expenses.</i>						
Superintendent, per annum	350	0	0			
Revenue and record clerks, two at £120 per annum	240	0	0			
Goods clerks, four at £120 per annum	480	0	0			
Stenographer, per annum	80	0	0			
Boy, per annum	45	0	0			
Tickets, stationery, &c., per annum	65	0	0			
Telephones, per annum	12	0	0			
Accidents and compensation, per annum	125	0	0			
				1397	0	0
<i>Permanent-way Maintenance.</i>						
One ganger at 9s. per day } per annum	765	0	0			
Five men at 8s. per day ... }	115	0	0			
Material	200	0	0			
Upkeep of Huon Bridge				1080	0	0
<i>Overhead Maintenance.</i>						
One man at 10s. per day }	437	0	0			
Two men at 9s. per day }	96	0	0			
Material	100	0	0			
Motor tower-wagon, annual cost				633	0	0
<i>Rolling Stock Maintenance.</i>						
One mechanic at 12s. per day	983	0	0			
One armature-winder at 10s. per day						
Three labourers at 8s. per day						
One car-examiner at 9s. per day						
One cleaner at 8s. per day	200	0	0			
Material—Wheels, sundries, oil, &c.				1183	0	0

Transportation Charges.

Summer Service (Passenger)—

Week Days—Seven crews (drivers, 10s. per day; conductors, 8s. per day), per week	£37 16 0	£	s.	d.	£	s.	d.
Sundays—Two crews, working nine hours per day, at 1½ rates	2 10 7						
26 weeks at	£40 6 7 =	1048	11	2			

Winter Service (Passenger)—

Week Days—Four crews (drivers, 10s. per day; conductors, 10s. per day), per week	24 0 0						
Sundays—Two crews, working nine hours per day, at 1½ rates	2 16 3						
26 weeks at	£26 16 3 =	687	2	6			

One extra day (to make 365), at	4 0 0						
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Total per annum	£1749 13 8						
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Say	1750 0 0						
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Freight Service—

Two crews (driver, 10s.; conductor, 8s.—for 250 nights), per annum	450 0 0						
Uniforms	50 0 0						
					2250	0	0

Power Costs.

Say	5200 0 0						
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Total	£11,743 0 0						
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APPENDIX L.

HUON RAILWAY ESTIMATES.

SUMMARY OF ESTIMATES, CAPITAL COST, REVENUE, AND OPERATING COSTS.—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

	£
Estimated capital cost (Appendix I)	227,000
Estimated revenue (Appendix J)	21,360
Estimated operating costs (Appendix K)	11,743
Estimated gross profit (exclusive of capital charges)	9617
Ratio of gross profit to capital cost	4.24 per cent.

APPENDIX M.

HUON RAILWAY ESTIMATES.

ESTIMATE OF CAR MILEAGE AND SERVICE OF FREIGHT TRAINS.—LINES 1 AND 2, HOBART TO HUONVILLE.

Tons of Freight Carried, as per Estimate of Revenue, Appendix F.

	Kingston District.	San fly District.	Huonville District.	Totals.
Freight of—				
Apples	750	750	4500	6000
Small-fruit, &c.	600	1200	1000	2800
Back freight, &c. .. .	4000	3000	2600	9600
Timber	—	—	3000	3000
Tons of freight per annum	5350	4950	11,100	21,400
Car trips required at 20 tons per return trip, say ..	270	250	555	1075
Length of trip to Hobart and return (miles) ..	18	35	62	—
Car miles per annum	4860	8750	34,410	48,020

Number of trains starting out as five-coach trains from Hobart = 215 per annum; or say 220 trains per annum of four or five coaches at start.

APPENDIX N.

HUON RAILWAY ESTIMATES.

ESTIMATE OF TOTAL CAR MILEAGE AND POWER CONSUMPTION.—LINES 1 AND 2, HOBART TO HUONVILLE.

Car Mileage.

	Miles.	Miles.
Summer Service—		
Four trips, Hobart to Huonville and return, 62 miles, equal to	248	
Ten trips, Kingston to Hobart and return, 18 miles, equal to	180	
	<hr/>	
	428	
156 days at 428 miles per day		66,768
Winter Service—		
Three trips, Hobart to Huonville and return, 62 miles, equal to	186	
Six trips, Kingston to Hobart and return, 18 miles, equal to	108	
	<hr/>	
	294	
156 days at 294 miles per day		45,864
Sundays (Summer and Winter)—		
Nine trips, Kingston to Hobart and return, 18 miles, equal to 162 miles.		
53 days (Sundays and Good Friday), at 162 miles per day.....		8586
		<hr/>
		121,218
Special tourist trips, Kingston to Hobart, Huonville, Hobart, and return to Kingston, 175 trips at 80 miles per trip		14,000
		<hr/>
Total passenger-car miles per annum	135,218	
Freight Service—48,020 car miles per annum	48,020	
	<hr/>	
Total	183,238	
	<hr/>	
Say	185,000 car miles	

Power Consumption.

	Ton-miles.
Passenger Service—135,218 per car mile, at 33 tons, say	4,470,000
Freight Service—48,020 car miles, at 25 tons average, say	1,200,000
	<hr/>
	5,670,000
	<hr/>
	Units.
Power required at 100 watt hours per ton-mile, equal to	567,000
Lighting, power and repair shops, &c., say	33,000
	<hr/>
Total power consumption per annum	600,000
	<hr/>

APPENDIX O.

HUON RAILWAY ESTIMATES.

ESTIMATES OF PASSENGER REVENUE PER CAR MILE AND PASSENGERS PER TRIP.—LINES 1 AND 2, HOBART TO HUONVILLE.

Revenue per Car Mile.

	£
Revenue from passenger traffic, as per Appendix F—	
Kingston district	5000
North-West Bay and Sandfly	1000
Huonville and district	6000
	<hr/>
Total	£12,000
	<hr/>
Passenger-car miles, as per Appendix N	135,218
Revenue per car mile from passenger traffic	21·3d.
	<hr/>

Passengers per Trip.

Huonville to Kingston—

Trips (return), summer service, four per day, 156 days	624
Trips (return), winter service, three per day, 156 days	468
Total ordinary service	1092
Trips, tourist	175
Total	1267
Passengers, ordinary, from Huonville	7000
Passengers, tourist, from Huonville	17,000
Passengers, ordinary and tourist, from Sandfly	5000
Total	29,000
Average passengers per trip	23
175 tourist trips at 45·8 passengers per trip	8000
1092 ordinary trips at 19·2 passengers per trip	21,000

Kingston to Hobart—

Trips (return), summer service, fourteen per day, 156 days	2184
Trips (return), winter service, nine per day, 156 days	1404
Trips (return), Sundays, nine per day, 53 days	477
Trips, tourist	175
Total	4240
Passengers, from beyond Kingston as above	29,000
Passengers, Kingston and Hobart	75,000
Total	104,000
Average passengers per trip	24·5

APPENDIX P.

HUON RAILWAY ESTIMATES.

ESTIMATE OF CAR MILEAGE AND SERVICE OF FREIGHT TRAINS.—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

Tons of Freight Carried, as per Estimate of Revenue, Appendix J.

	Kingston District.	Sandfly District.	Huonville District.	Franklin District.	Totals.
Freight of—					
Apples	750	750	4500	1500	7500
Small-fruit, &c.	600	1200	800	500	3100
Back freight, &c.	4000	3000	2000	2500	11,500
Timber	—	—	3000	—	3000
Tons of freight per annum	5350	4950	10,300	4500	25,100
Car trips required at 20 tons per return trip	270	250	515	225	1260
Length of trip to Hobart and return (miles)	18	35	62	72	—
Car miles per annum	4860	8750	31,930	16,200	61,740

Number of trains starting out as five-coach trains from Hobart = 252 per annum; or say 250 trains per annum of four, five, or six coaches at start.

APPENDIX Q.

HUON RAILWAY ESTIMATES.

ESTIMATE OF TOTAL CAR MILEAGE AND POWER CONSUMPTION.—LINES 1, 2, AND 3, HOBART TO FRANKLIN.

Car Mileage.

	Miles.	Miles.
Summer Service—		
Three trips, Hobart to Franklin and return, 72 miles, equal to	216	
One trip, Hobart to Huonville, and return, 62 miles	62	
Ten trips, Kingston to Hobart, and return, 18 miles, equal to	180	
	<u>458</u>	
156 days at 458 miles per day .....	...	71,448
Winter Service—		
Three trips, Hobart to Franklin and return, 72 miles, equal to	216	
Six trips, Kingston to Hobart and return, 18 miles, equal to	108	
	<u>324</u>	
156 days, at 324 miles per day .....	..	50,544
Sundays—		
Nine trips, Kingston to Hobart and return, 162 miles.		8586
53 days (Sundays and Good Friday), at 162 miles per day		<u>130,578</u>
Special Tourist Trips—		
Kingston to Hobart, Huonville, Hobart and Kingston, 100 trips at 80 miles...	8000	
Kingston to Hobart, Franklin, Hobart and Kingston, 75 trips at 90 miles...	6750	
	<u>14,750</u>	
Total passenger-car miles per annum .....	...	145,328
Freight Service—61,740 car miles per annum .....	...	61,740
Total .....	...	<u>207,068</u>

Power Consumption.

	Ton-miles.
Passenger Service—145,328 car miles, at 33 tons average, say	4,800,000
Freight Service—61,740 car miles, at 25 tons average, say	1,550,000
Total	<u>6,350,000</u>
	Units.
Power required at 100 watt hours per ton mile, equal to	635,000
Lighting, power and repair shop, &c., say	<u>35,000</u>
Total power consumption per annum	<u>670,000</u>

APPENDIX R.

HUON RAILWAY ESTIMATES.

ESTIMATES OF PASSENGER REVENUE PER CAR MILE, AND PASSENGERS PER TRIP.—LINES 1, 2, AND 3, FRANKLIN TO HOBART.

Revenue per Car Mile.

	£
Revenue from passenger traffic, as per Appendix J—	
Kingston district	5000
North-West Bay and Sandfly	1000
Huonville	4000
Franklin and district	3275
Total	<u>£13,275</u>
Passenger-car miles, as per Appendix Q	145,328
Revenue per car mile from passenger traffic	<u>21·9d.</u>

Passengers per Trip.

Franklin to Huonville—

Trips (return), summer and winter, three per day, 312 days	936
Trips (return), tourist	75
Total	1011
Passengers, ordinary	5000
Passengers, tourist	6000
Passengers, local	6000
Total	17,000
Average passengers per trip	16·8

Huonville to Kingston—

Trips (return), summer service, four per day, 156 days	624
Trips (return), winter service, three per day, 156 days	468
Trips, tourist	1092
Total	1267
Passengers, ordinary, from Huonville	5000
Passengers, tourist, from Huonville	11,000
Passengers, ordinary, from Franklin	5000
Passengers, tourist, from Franklin	6000
Passengers, ordinary and tourist, from Sandfly	5000
Total	32,000
Average passengers per trip	25·3

175 tourist trips at 45·8 passengers per trip = 8000.
1092 ordinary trips at 22 passengers per trip = 24,000.

Kingston to Hobart—

Trips (return), summer service, fourteen per day, 156 days	2184
Trips (return), winter service, nine per day, 156 days	1404
Trips (return), Sundays, nine per day, 53 days	477
Trips, tourist	175
Total	4240
Passengers from beyond Kingston, as above	32,000
Passengers, Kingston and Hobart	75,000
Total	107,000
Average passengers per trip	25·2

APPENDIX S.
TIME-TABLE.

HOBART, KINGSTON, AND HUONVILLE.—SUMMER SERVICE.
“ Down ” Trains—Week Days.

Hobart	Dep.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
		8·15	9·6	10·15	11·35	12·36	2·0	3·15	4·9	5·15	6·5	6·50	8·0	9·0	11·0
Kingston	Arr.	9·0	9·51	11·0	p.m.	12·20	1·21	2·45	4·0	4·54	6·0	6·45	7·35	8·45	9·45
	Dep.	9·5	...	...	12·25	...	2·50	...	...	...	...	...	8·50	...	...
Sandfly	Arr.	9·38	...	...	12·58	...	3·23	...	...	...	...	...	9·23	...	...
	Dep.	9·40	...	...	1·0	...	3·25	...	...	...	...	...	9·25	...	...
Huonville.....	Arr.	10·30	...	...	1·50	...	4·15	...	...	...	...	...	10·15	...	...

“ Up ” Trains—Week Days.

		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Huonville ...	Dep.	...	...	7:30	...	...	1:0	...	...	2:35	...	...	5:15	...	...
Sandfly	Arr.	...	...	8:20	...	...	11:50	...	...	3:25	...	...	6:5	...	...
	Dep.	...	...	8:22	...	...	11:52	...	...	3:27	...	...	6:7	...	...
							p.m.								
Kingston	Arr.	...	...	8:55	...	...	12:27	...	...	4:0	...	...	6:40	...	...
	Dep.	7:0	8:15	9:0	10:11	11:30	12:30	1:55	3:9	4:5	5:9	6:5	6:45	7:55	10:0
							p.m.								
Hobart	Arr.	7:45	8:55	9:45	10:56	12:5	1:15	2:40	3:54	4:50	5:54	6:45	7:30	8:40	10:45

APPENDIX T.

TIME-TABLE.

HOBART, KINGSTON, AND HUONVILLE.—WINTER SERVICE.

“ Down ” Trains—Week Days.

		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hobart	Dep.	9:5	10:15	12:15	2:45	5:15	7:0	8:6	9:0	11:0	
Kingston	Arr.	9:50	11:0	1:0	3:30	5:55	7:45	8:51	9:45	11:45	
	Dep.	9:55	...	...	3:35	...	...	8:56	...	...
Sandfly	Arr.	10:28	...	...	4:8	...	...	9:29	...	...
	Dep.	10:30	...	...	4:10	...	...	9:31	...	...
Huonville	Arr.	11:20	...	...	5:0	...	...	10:21	...	...

“ Up ” Trains—Week Days.

		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Huonville	Dep.	...	7:30	...	12:0	...	...	5:24	...	...
Sandfly	Arr.	...	8:20	...	12:50	...	...	6:14	...	...
	Dep.	...	8:22	...	12:52	...	...	6:16	...	...
Kingston	Arr.	...	8:55	...	1:25	...	...	6:49	...	...
	Dep.	8:15	9:0	11:15	1:30	4:15	6:5	6:54	8:0	10:0	
					p.m.						
Hobart	Arr.	9:0	9:45	12:0	2:15	5:0	6:50	7:39	8:45	10:45	

APPENDIX U.

TIME-TABLE.

HOBART, KINGSTON, HUONVILLE, AND FRANKLIN.—SUMMER SERVICE.

“ Down ” Trains—Week Days.

		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hobart	Dep	7:30	9:5	10:15	11:42	12:35	1:45	3:5	3:55	5:20	6:5	6:51	8:0	9:0	11:0
Kingston	Arr.	8:15	9:5	11:0	p.m.	1:20	2:30	3:50	4:4	6:0	6:45	7:35	8:45	9:45	11:45
	Dep.	8:20	...	...	12:32	...	2:35	...	...	...	...	...	8:0	...	...
Sandfly	Arr.	8:53	...	...	1:5	...	3:8	...	...	...	...	...	9:23	...	...
	Dep.	8:55	...	...	1:7	...	3:10	...	...	...	...	...	9:25	...	...
Huonville	Arr.	9:45	...	...	1:57	...	4:0	...	...	...	...	...	10:15	...	...
	Dep.	9:55	...	...	...	...	4:10	...	...	...	...	...	10:25	...	...
Franklin	Arr.	10:15	...	...	...	...	4:30	...	...	...	...	...	10:45	...	...

“ Up ” Trains—Week Days.

		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Franklin	Dep.	...	...	7.0	...	...	10.30	...	...	...	...	...	4.45	...	...
Huonville	Arr.	...	...	7.20	...	...	10.50	...	...	...	...	...	5.5	...	...
	Dep.	...	...	7.30	...	...	11.0	...	...	2.20	...	...	5.15	...	...
Sandfly	Arr.	...	...	8.20	...	...	11.50	...	...	3.10	...	...	6.5	...	...
	Dep.	...	...	8.22	...	...	11.52	...	...	3.12	...	...	6.7	...	...
Kingston	Arr.	...	...	8.55	...	...	12.25	...	...	3.45	...	...	6.40	...	...
	Dep.	6.30	8.15	9.0	10.10	11.37	12.30	1.45	3.0	3.50	5.15	6.5	6.45	7.54	10.0
Hobart	Arr.	7.15	8.55	9.45	10.55	12.22	1.15	2.25	3.45	4.35	6.0	6.45	7.30	8.39	10.45

APPENDIX V.

TIME-TABLE.

HOBART, KINGSTON, HUONVILLE, AND FRANKLIN.—WINTER SERVICE.

“ Down ” Trains—Week Days.

		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hobart	Dep.	...	9.5	10.0	12.0	2.0	3.15	5.15	7.5	8.0	11.0
Kingston	Arr.	...	9.50	10.45	12.45	2.45	4.0	5.55	7.50	8.45	11.45
	Dep.	...	9.55	...	...	2.50	...	...	7.55	...	...
Sandfly	Arr.	...	10.28	...	...	3.23	...	...	8.28	...	...
	Dep.	...	10.30	...	...	3.25	...	...	8.30	...	...
Huonville	Arr.	...	11.20	...	...	4.15	...	...	9.20	...	...
	Dep.	...	11.30	...	...	4.25	...	...	9.30	...	...
Franklin	Arr.	...	11.50	...	...	4.45	...	...	9.50	...	...

“ Up ” Trains—Week Days.

		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Franklin	Dep.	...	...	7.0	...	...	12.15	...	...	5.0	...
Huonville	Arr.	...	...	7.20	...	...	12.35	...	...	5.20	...
	Dep.	...	...	7.30	...	...	12.45	...	...	5.30	...
Sandfly	Arr.	...	...	8.20	...	...	1.35	...	...	6.20	...
	Dep.	...	...	8.22	...	...	1.37	...	...	6.22	...
Kingston	Arr.	...	...	8.55	...	...	2.10	...	...	6.55	...
	Dep.	...	8.15	9.0	11.0	1.0	2.15	4.15	6.3	7.0	10.0
Hobart	Arr.	...	8.55	9.45	11.45	1.45	3.0	5.0	6.48	7.45	10.45

APPENDIX W.

TIME-TABLE.

HOBART AND KINGSTON.—SUNDAY SERVICE.

“ Down ” Trains.

		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Hobart	Dep.	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15	9.15
Kingston	Arr.	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0

“ Up ” Trains.

		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Kingston	Dep.	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10
Hobart	Arr.	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55	8.55



1912.

PARLIAMENT OF TASMANIA.

EXPLOSIVES DEPARTMENT:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command

[Estimated cost of printing (325)—£1 4s. 3d.]

Magazines and Explosives Department,
Head Office, Hobart, August, 1912.

SIR,

I HAVE the honour to submit herewith my annual report on the working of "The Explosives Act, 1900," and "The Inflammable Oils Act, 1910," for the year ending June 30, 1912.

Importations.

There is a falling off in the amount of explosives imported during the year, due, no doubt, to the somewhat dull state of the mining industry, and the Mt. Lyell strike, during the period under review. The quantities of each explosive imported are shown in the table below, compared with those of the previous year.

Kind of Explosive.	1911-12.		1910-11.	
	Amount.	Value.	Amount.	Value.
		£		£
Nitro compounds..... lbs.	283,500	14,175	430,450	21,522
Chlorate compounds ... lbs.	5000	250	12,600	600
Blasting powder lbs.	61,600	2220	31,250	104
Sporting powder lbs.	12,575	943	13,850	1038
Sporting cartridges..... No.	660,600	2752	709,000	2954
Detonators No.	328,500	986	355,000	1065
TOTAL .....	...	£21,320	...	£28,224

All explosives which have been imported during the year have been of good quality and condition, so that none has had to be condemned or shipped back to port of origin. The explosives, upon being removed from the importing vessel on to the wharves at each port, have been carefully removed without unnecessary delay, either to the public magazines, or to the various private magazines which are provided and licensed for their safe storage.

Private Magazines.

Seventy-five private magazines have been inspected during the year; found to be in satisfactory order, kept properly, and were therefore duly licensed. A special check inspection was made in several instances, but no fault could be found with the state of the premises visited. No difficulty has been experienced by the inspectors in having requirements attended to, the owners in almost every case being most willing to assist.

Selling.

I have still some reason to believe that persons not holding the required selling permits offer explosives for sale. Notwithstanding that, there has been a large increase in the number of permits issued during the year.

Conveyance.

The usual precautions have been taken to secure the safe handling of explosives, and the inspectors have done their best to make sure that the regulations in this regard have not been evaded when explosives have had to be removed from place to place.

Storing.

During the year a storekeeper at Latrobe was found to be storing explosives exceeding the quantity allowed by the Act, but through the inspector not taking out a search warrant before entering the premises, no prosecution could be successfully undertaken. With this exception no complaint has been made as to any excessive quantities being stored in any private magazine during the year.

New Explosives.

No applications have been received during the year for the registration of any new explosive.

Manufacture.

No application for the manufacture of any explosive has been made during the year.

Accidents.

I am pleased to be able to again report that no accident has been reported in connection with the transport or storing of any explosives in bulk during the year.

Public Magazines.

The three public magazines at Hobart, Launceston, and Strahan are reported by their keepers to be in good order, and the usual attention has been given, to prevent the risk from fire, by seeing that all dead grass, rubbish, gorse, &c., have been kept clear from the various buildings, tramways, wharves, &c.

Inflammable Oils.

There has been considerable extra work entailed on the staff of the Department in initiating the working of "The Inflammable Oils Act, 1910"; but I am able to report that the various parties concerned are now taking the necessary steps to comply with the provisions of this Act; although some soreness was manifest at first by some who thought the provisions of the Act were too onerous. During the year large brick stores have been erected in Hobart and Launceston by the Vacuum Oil Company Ltd., capable of holding very large quantities of oil. The Hobart store has been passed and duly licensed. Fifty-nine premises have been inspected and registration certificates issued for same during the year in all parts of the State. Many places where carbide of calcium is stored are very inaccessible and remote, and difficulty has been experienced in reaching these.

Revenue.

The total revenue from all sources has been £496 10s. 7½d., which, exclusive of fees under "The Inflammable Oils Act, 1910," is an increase of £68 10s. 4d. over last year, and including those fees, an increase of £84 5s. 4d. The revenue has suffered owing to the large quantities of explosives which are now stored in large private magazines on the West Coast, when they were previously stored in the Government magazine at Strahan. The items of revenue are as under:—

	£	s.	d.
Fees for private magazines	75	0	0
Fees under "Inflammable Oils Act" ...	15	15	0
Fees for storage of explosives	405	15	7½
	£496	10	7½

Staff.

The members of the staff have all worked well during the year, and I have to convey my thanks to them for their readiness at all times to assist me in having the duties of the Department carried out as well as possible.

I have, &c.,

E. T. ROSS,

Chief Inspector Magazines and Explosives.

The Hon. the Chief Secretary.



1912

 PARLIAMENT OF TASMANIA.

INSPECTION OF MACHINERY DEPARTMENT:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£1 10s. 6d.]

INSPECTION OF MACHINERY DEPARTMENT: REPORT FOR 1911-12.

Inspection of Machinery Department,
Head Office, Hobart, September 2, 1912.

SIR,

I HAVE the honour to submit herewith my annual report on the working of "The Inspection of Machinery Act, 1902," and "The Inspection of Machinery Act, 1909," for the year ending 30th June, 1912.

The mining industry has been dull during the year, and owing to that and other causes a large number of boilers have been idle, and the amount of inspection work has been about the same as during last year; whereas, had it been an ordinary year, there would be a considerable increase to show.

The staff of the Department has been kept busy during the year. Acting under instructions, a large amount of work has been done for the various marine boards, and this, of course, takes up much of the inspectors' time, which would otherwise be available for the inspection work under the provisions of the Act.

The inspectors have had very little trouble in getting their requirements carried out, most owners of machinery now recognising that it pays to have their gear in good order; but pressure has had to be brought to bear upon some here and there who try to evade their responsibilities in this regard.

I am again pleased to be able to say that no accident has occurred to any steam boiler during the year which has caused any bodily injury or loss of life to any person.

Considerable difficulty has been experienced in persuading owners of machinery to keep properly certificated enginedrivers in charge of their boilers and engines, and proceedings were taken in three cases during the year for breaches of the section of the Act relating to this.

Twenty new boilers were constructed in the State during the year, which is an increase

of five over last year; but I would like to see many more than that made here, as a good article can be turned out when required by the various foundries. No difficulty has been experienced by the inspectors in fixing the pressure to be allowed on these new boilers, the manufacturers in all cases being very willing to adopt any suggestions made as to scantlings, &c. In several instances where boilers have been imported from the mainland States it has been found that the pressures allowed there were too high, and a reduction has had to be made upon being put to work here, or in some cases the pressure has been allowed to stand, but the boilers have been strengthened to allow of that.

During the year 888 boilers were inspected out of 1011 which were at work, and 11 were condemned, certificates being issued for 877. In addition to these, 84 river steamer boilers were inspected. Repairs to boilers were ordered by the inspectors in 198 cases, and were duly carried out by the owners to their satisfaction. Reductions on the working pressures in use were ordered in 31 instances, the safety valves being reset to the altered pressure, the usual reason being that the age of the boiler would not justify the cost of any extensive repairs. In addition, 568 machinery plants were inspected during the year, 170 of them being fenced and otherwise protected to secure safety for those working at and in the vicinity of them. There were 249 steam, and nine vacuum, gauges tested; and of these, 218 were adjusted and set to agree with the standard control gauges, while another 31 were condemned altogether as unreliable and misleading.

Twenty-five candidates presented themselves for examination for Port Engineers' Certificates, and three failed to pass, 22 certificates being granted. For Land Enginedrivers' Certificates, 129 candidates presented themselves, of which number 20 failed, and 109 passed and obtained certificates. For Engine-

drivers' Permits, 150 applications were made, 124 of them being successful. There was no examination held during the year under the provisions of "The Merchant Ships' Officers' Examination Act, 1898."

Twenty boilers were constructed locally during the year, under the eye of the inspectors of this Department, who saw that good material and workmanship were put in, in each case.

Twenty-eight elevators were inspected and tested during the year, and certain alterations made to ensure safety.

During the year 25 accidents, as occurring with machinery, have been reported, of which one proved fatal, 14 serious, and 10 were of a trivial nature.

Revenue.

The total revenue for the year has amounted to £1489 10s., being a small decrease on that for last year.

Particulars of Revenue are as under:—

Fees payable on Land Boilers.	Fees payable on Land Machinery.	Fees payable on Marine Boilers and Machinery	Fees payable for Engine-drivers' Certificates.	Fees payable for Engine-drivers' Permits.	Fees for Board of Trade Certificate.	TOTAL.
£1138 10s.	£71	£109	£109	£62	Nil	£1489 10s.

Accidents.

On September 27, 1911, a turner named Percy Rundle, employed at Messrs. Salisbury Foundry Company's premises, Launceston, had one of his fingers almost severed by being caught on a lathe chuck.

On October 10, 1911, a man named Gordon Corelly, employed at the Mt. Cleveland T.M. Company's concentrating mill, was attempting to put a small belt on a pulley whilst in motion, with the result that his clothes were caught, and he received a nasty shaking about and bruising.

On October 3, 1911, a young man employed at Messrs. W. Coogan's furniture factory, at Launceston, had two fingers of his right hand taken off in a buzzer planing machine, the guard for protecting it having been removed before the accident.

On October 18, 1911, at Messrs. Suter and Merry's premises, at Launceston, a precisely similar accident to the above happened to one, Arthur F. Suter, who lost two fingers on his left hand.

On January 30, 1912, a man named George Jones, employed at Messrs. H. Jones & Co.'s jam factory, at Hobart, was adjusting the dies on a tin-plate stamping machine when in motion, and had part of his left hand taken off by the machine. There is a lever to stop the motion of the punch, but this was not used by the operator.

On January 19, 1912, a girl named Alice Munting had her left hand crushed by getting it caught in a steam mangle, at Messrs. Johnstone Bros and Co.'s laundry, at Launceston.

On February 24, 1912, a sampler named W. O'Connor was ascending in a lift at the aerial ropeway, at the Mt. Lyell Mining and Railway Company's mine at Mt. Lyell, when the head-piece of the lift broke and injured the man's jaw.

On February 5, 1912, Henry Hoyle, engaged at Messrs. Chas. Russen & Co.'s biscuit factory, at Launceston, had his left arm broken below the elbow. There were two loose belts hanging on a running shaft, and Hoyle caught hold of one of these, and at the same time his foot got caught in the other, with the result that it wound him up to the shaft and caused the injury.

On March 8, 1912, George Hudson, employed at Henry Boxhall's sawmill, at Undervood, had his right arm taken off. He was assisting to put a belt on a pulley whilst the shaft was in motion (always a dangerous proceeding), when his clothing in some way got caught, and he was wound round the shaft, with the above result.

On March 28, a man named George Bently received serious injuries from a revolving circular saw at McGuire's sawmill, at Uxbridge. He was removing the saw from the spindle, and while he was engaged at this, the engine was started in mistake, thus revolving the saw, and inflicting the injury.

On April 25, 1912, at Newman Arnold's biscuit factory, at Hobart, Frank Wilson was engaged in attending to a machine for cutting biscuits. A biscuit got stuck in the cutter, and he endeavoured to clear it with his finger, instead of using the stick which is provided for the purpose, with the result that his finger was badly crushed.

On May 14, 1912, a man named M. Christie, engaged at the Mt. Lyell Company's loading-station at Mt. Lyell, was pushing a bucket, when it became derailed, and catching his left foot badly crushed it.

On May 31, 1912, John Wener was employed on a small winding-plant at the Bischoff Extended T.M. Company's Mine, at Waratah, which was driven by friction gear, and the rope got out of its place. In attempting to get it back into its position, his apron became entangled in the rope, with the result that his right hand got under the rope and was very badly crushed.

On June 15, 1912, a fatal accident, whereby one, Thomas Millwood, lost his life, happened at I. Pearce's sawmill, Patersonia. A piece of wood caught on the top of a revolving saw, flew forward, and struck Millwood.

On June 12, 1912, at Messrs. Crisp & Gunn's sawmill, at Hobart, a young man named Percy Chapple had his right hand bruised on a buzzer bench. He was planing a short piece of board, and as the board came into contact with the knives, it jumped and jammed his hand against the table, badly bruising it.

Synopsis of Duties Performed.

Inspection of boilers and machinery, under the provisions of "The Inspection of Machinery Act, 1902," and "The Inspection of Machinery Act, 1909"; Engineer and Iron Shipwright Surveyors to the Hobart, Launceston, Leven, Mersey, Table Cape, and Strahan Marine Boards; Examiners in Steam to the same; Examiners in Steam, under the provisions of "The Merchant Ships' Officers' Examination Act, 1898"; Examiners of Land Enginedrivers. One officer is a warden of the Strahan Marine Board; two officers are inspectors under "The Explosives Act, 1900," and "The Inflammable Oils Act, 1910"; and four are inspectors under "The Factories Act, 1910."

I have, &c.,

E. S. ROSS,

Chief Inspector of Machinery.

The Hon. the Chief Secretary.

APPENDIX.

Return for the Year ending 30th June, 1912.

Description of Information.	Number.	Description of Information.	Number.
Certificates granted to land boilers... ..	877	Boilers condemned	11
Extra inspection of land boilers	419	Accidents ending fatally	1
Total inspection of land boilers	1296	Accidents causing serious bodily harm... ..	14
Marine declarations taken out	101	Accidents, trivial	10
Extra inspections of marine boilers and machinery	161	Certificates issued to land enginedrivers	109
Grand total of inspections	1543	Permits issued to land enginedrivers	124
Steam-gauges tested and found serviceable ...	249	Certificates issued to port engineers	22
Steam-gauges tested and adjusted	218	Certificates issued under the provisions of "The Merchant Ships' Officers Examination Act. 1898"	0
Steam-gauges condemned	31		
Boilers found defective and owners instructed to have same repaired	198		
Elevators inspected and tested	28		

E. S. ROSS, Chief Inspector of Machinery.





1912.

PARLIAMENT OF TASMANIA.

LAUNCESTON FIRE BRIGADE BOARD:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command

[Estimated cost of printing (325) — £2 6s. 6d.]

LAUNCESTON FIRE BRIGADE BOARD: REPORT FOR 1911.

SIR,

In pursuance of "The Fire Brigades Act, 1883" (47 Vict. No. 13), this Board has the honour to report as follows:—

1. The Brigade has maintained its full complement of officers and men, who have attended practices and fires, and carried out their duties efficiently. The personnel of the officers has been changed owing to the resignation of Superintendent R. Bennell. Mr. W. J. McElwee was appointed Superintendent, and Mr. C. G. Croft to the position of Deputy-Superintendent.

2. The Superintendent reports the plant is now in a serviceable condition.

3. The number of fires and alarms attended by the Brigade during the year was 36, as per annexed report.

4. The expenditure for the year was £1245 9s. 5d.; less unclaimed amounts £2 12s. 6d., uninsured property, £18 15s., and less sale of plant £1 7s. 7d.; leaving a net expenditure of £1212 14s. 4d.

5. There have been 12 meetings of the Board during the year.

A. P. WINDSOR, Chairman.

The Hon. the Chief Secretary.

STATEMENT showing Expenditure for the Year ending 31st December, 1911, and its Distribution amongst the Contributing Bodies.

RECEIPTS.			£	s.	d.	EXPENDITURE.			£	s.	d.
Contributions—						Salaries			241	16	8
Tasmanian Government	407	11	4			Wages			178	0	0
Municipal Council, Launceston	407	11	6			Practice Fees			150	0	0
Insurance companies	407	11	6			Allowances	£175	4	6		
			1222	14	4	Assistance reels	46	13	0		
								£221	17	6	
						Less recoveries and unclaimed amounts		21	7	6	
									200	10	0
						Horse-hire			50	0	0
						Purchase of horse, and breaking			45	10	0
						Plant	£40	6	11		
						Less Sale of Plant	1	7	7		
									38	19	4
						Law costs			39	9	11
						Sundry expenses			29	15	3
						Interest on Government loan	£32	11	9		
						Interest on mortgage	20	0	0		
						Interest on overdraft, National Bank	3	12	6		
									56	4	3
						Insurances			42	18	8
						Horse-feed			29	19	10
						General charges			21	18	8
						Harness			17	15	6
						Repairs to plant			14	10	6
						Rates and taxes			10	17	6
						Printing and stationery			10	18	6
						Telephone attendant			10	10	0
						Repairs to buildings			5	2	5
						Uniforms			7	17	6
						Rental of ground, Elphin-road			3	5	0
						Veterinary surgeon			2	16	6
						Rental, telephone			3	0	0
						Cash Account fee, National Bank			0	10	0
						Retiring allowance to R. Bennell (late Superintendent)—first monthly payment			10	8	4
									£1222	14	4

The Board has an advance of £300 towards the annual outlay, contributed in equal proportions by the above bodies, which amount is adjusted quarterly.

KEITH RITCHIE, Secretary
Launceston, 26th February, 1912.

A. P. WINDSOR, Chairman.

Examined and certified to be correct.
J. E. BENNISON, Auditor-General.
23rd July, 1912

Date.	Time.	Locality.	Trades.	Occupied by.	Construction.	Extent of Damage.	How Insured.		Inquest.	Origin and Remarks.
							Building.	Contents.		
Jan. 1	2.15 p.m.	Brisbane-street	Dwelling	Mr. Clayton	Brick	Slight	Com. Union	...	None held	Mantel drape caught fire
2	15.15 p.m.	Inveresk	Ditto	Mr. Newey	Wood	Roof damaged	Mutual	...	Ditto	Roof caught from chimney
2	5.5 p.m.	Cimitiere-street	Ditto	Mr. Prissall	Brick	Ditto	Liverpool, London, & Globe	...	Ditto	Unknown
2	9.30 p.m.	Brisbane-street	Ditto	...	Brick	Ditto	Derwent & Tamar	...	Ditto	Kerosene lamp
3	2.15 p.m.	Near Rifle-range	Farm	Mr. Southerwood	...	Slight	Derwent & Tamar	...	Ditto	Sparks from train set fire to crop
23	4 p.m.	Cameron-street	Dwelling	Mrs. Bell	Wood	Ditto	Mutual	...	Ditto	Roof caught from chimney
28	6.30 p.m.	St. John-street	Cordial factory	Mr. Milsom	Wood & brick	Ditto	Ditto	...	Ditto	Roof of engine-house destroyed
28	5 p.m.	Near Rifle-range	Farm	Mr. Southerwood	...	Ditto	Derwent & Tamar	...	Ditto	Sparks from train fired crop
29	9 p.m.	Westbury-road	Dwelling	Unoccupied	Brick	...	...	...	Ditto	Children set gorse on fire
8	3.10 p.m.	Elphin-road	Ditto	Mr. Cartwright	Ditto	...	...	...	Ditto	Rubbish in garden fired fences, &c.
10	6.45 p.m.	William-street	Boarding-house	Mrs. Titmus	Wood	Very slight	Derwent & Tamar	...	Ditto	Chimney on fire
19	3 p.m.	Margaret-street	Dwelling	Mrs. Cannon	Wood	...	...	...	Ditto	Turpentine and beeswax boiling over
April 3	4.10 a.m.	Patterson-street	Printing office	Ralph & Young	Brick	...	...	...	Ditto	Paper & rubbish on fire
5	9 p.m.	Cameron-street	Dwelling	Mr. Cartwright	Ditto	...	...	...	Ditto	False alarm from chimney
14	3.45 p.m.	Tamar-street	Ditto	Mr. Burr	Ditto	Slight	...	...	Ditto	Defective flue set fire to floor
16	12.40 a.m.	York-street	Workshop	Mr. A. Kidd	Ditto	Ditto	Mutual	...	Ditto	Incendiary set fire through broken window
17	12.15 p.m.	Frederick-street	Dwelling	Mr. P. Jones	Ditto	Inside damgd.	Com. Union	Colonial Mutual	Ditto	Pantry; house greatly damaged
5	6.55 p.m.	Pathurst-street	Ditto	Mr. McCulloch	Ditto	...	Mutual	...	Ditto	Chimney on fire
14	9 p.m.	Charles-street	Ditto	Mr. Crawford	Wood	Very slight	Ditto	...	Ditto	Chimney
18	5 a.m.	Railway-yard	Trucks	Government	Ditto	Slight	Norwich Union	Colonial Mutual	Ditto	Lime set fire to trucks
26	7.50 a.m.	Charles-street	Foundry	Salisbury & Co.	Wood & iron	Extensive	...	...	Ditto	Building machinery and stock damaged
June 1	6.30 a.m.	Cormiston	Farm	Mr. Thompson	Wood	Ditto	Com. Union	...	Ditto	Barn, hop-kiln contents destroyed
July 8	9.10 a.m.	Tamar-street	Bakehouse	Mr. Russen	Brick & wood	R'f. destroyed	Mutual	...	Ditto	Gas-stove; roof and contents destroyed
17	1.40 p.m.	King-street	Dwelling	Mr. Rowbottom	Wood	...	Ditto	...	Ditto	Chimney
2	3 p.m.	Charles-street	Bakehouse	Mr. Crosby	Brick	...	Ditto	...	Ditto	Bakehouse; fire noticed at once
11	5.10 p.m.	Barrow-street	Dwelling	Mrs. Jarman	Ditto	Slight	Ditto	...	Ditto	Small gas-stove set fire to drapery
27	1.20 a.m.	Mowbray	Ditto	Empty	Ditto	Gutted	New Zealand	...	Ditto	Unknown; greatly damaged
28	11.55 p.m.	St. John-street	Merchants	Meredith & Room	Ditto	...	United South British	...	Ditto	Motor-cycle caught fire
12	7.15 a.m.	Esplanade	Dwelling	Mrs. Thompson	Ditto	Slight	...	...	Ditto	Smoking in bed; bedding destroyed
21	10.25 p.m.	Railway-yard	Trucks	Government	Wood	Ditto	...	...	Ditto	Timber in trucks on fire
25	4 p.m.	Canning-street	Dwelling	Dr. Parker	Brick	...	...	...	Ditto	Rubbish and pine trees on fire
28	9.50 p.m.	Margaret-street	Ditto	Mr. Matthews	...	...	...	...	Ditto	Chimney and matches
3	9.45 a.m.	Gunn-street	Ditto	Mr. Wootton	Wood	Slight	Mutual	...	Ditto	Children fired bedding
19	8.10 a.m.	St. John-street	Wool merchant	H. W. Lee & Co.	Brick	Very slight	Queensland	...	Ditto	Supposed from electric wires
24	2.20 a.m.	Catact Hill	Cottage	Empty	Ditto	R'f. destroyed	Manchester	...	Ditto	Set on fire; roof destroyed
29	9 p.m.	Brisbane-street	Sawmill	J. & T. Gunn	Ditto	...	...	...	Ditto	Accidental ringing of alarm

W. J. McELWEE, Superintendent.





1912.

PARLIAMENT OF TASMANIA.

DEPARTMENT FOR NEGLECTED CHILDREN:
REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£3 12s. 6d.]

DEPARTMENT FOR NEGLECTED CHILDREN: REPORT FOR 1911-12.

SIR,
Hobart, 23rd August, 1912.

I HAVE the honour, in accordance with the provisions of Part I. of "The Youthful Offenders, Destitute and Neglected Children Act, 1896," to submit my report of the work of this Department for the year ending 30th June, 1912.

During the year 90 children were committed to the care of the Department, and were placed as follows:—

Boarded out with mothers	7
Boarded out with foster-mothers	43
Placed in Boys' Training School	13
Placed in Boys' Home, Hobart	5
Placed in Girls' Industrial School, Hobart	2
Placed in Girls' Industrial School, Launceston	4
Placed in St. Joseph's Orphanage, Hobart	11

Placed in Magdalen Home, Hobart	3
Placed at service	2
Total	90

The seven children placed with their mothers have since been discharged. In one case the Department was able to bring the parents together, after they separated, and they are now maintaining their own family. In the other case the mother obtained employment, and made arrangements with her sister to take charge of her children.

Three girls were placed in the Magdalen Home, as they were too old to be admitted to an industrial school, and were not fitted for service.

Two boys placed at service are progressing favourably.

Ages.

Under 1 Year.	1 to 2.	2 to 3.	3 to 4.	4 to 5.	5 to 6.	6 to 7.	7 to 8.	8 to 9.	9 to 10.	10 to 11.	11 to 12.	12 to 13.	13 to 14.	14 to 15.	15 to 16.	Total.
4	4	5	3	6	4	7	4	4	7	8	6	10	4	7	7	90

Religious and Birth-places.

Protestant.	Roman Catholic.	Total.	Tasmania.	England	Total.
61	29	90	89	1	90

Parentage.

Father a drunkard, mother dead	11
Father and mother separated	9
Illegitimate	15
Father dead, mother immoral	1
Father and mother living	18
Father poor, mother dead	14
Father and mother dead	5
Father deserted, mother poor	12
Father dead, mother poor	3
Father a drunkard, mother in asylum ...	1
Father poor, mother deserted	1
Total	90

Mortality.

During the year three deaths occurred—one at Hobart and two at Launceston. In one case an infant 14 days old, one of twins, was in a weak state of health when taken over by the Department, the mother having died in childbirth. In another case, a child of 10 years of age, the cause of death was tuberculous meningitis. The other child, aged three years, was boarded out with its mother, and died from the effects of eating unripe fruit.

Expenditure.

Return A shows the expenditure of the Department for the year. The gross cost was £3481 7s. 4d., or an increase of £651 7s. 4d. over the cost for 1910-11. The increase in expenditure is accounted for by the higher daily average of children maintained and the more liberal scale of allowance now made for their maintenance. The sum of £314 0s. 5d. was collected from relatives, which makes the net cost of the Department £3167 6s. 11d.

Industrial and Training Schools.

Return B shows the number of children maintained in each school and under the boarding-out system. It will be seen that there were 250 children being maintained on the 30th June, 1912, or 27 more than on the same date last year. The daily average number maintained was 243·57, at a net cost of £14 15s. 3d. per head.

Apprentices.

On the 30th June, 1912, there were 73 wards of the Department at service in various parts of the State, and the amount deposited to their credit in the State Savings Bank amounts to £273 12s. 10d. This money is held in trust for the sole use of the apprentice when he or she attains the age at which they pass from the control of the Department.

Reports.

Attached will be found the annual reports of the various industrial schools throughout the State. All appear to be doing good work in connection with the children placed in their charge.

Remarks.

The work of the Department during the year has gone along smoothly, the officers performing their duties to my entire satisfaction. The appointment of an inspecting nurse to visit children boarded out in Hobart and suburbs has been of great assistance in dealing with all classes of children coming under the notice of the Department. The foster-parents gladly accept her assistance in matters connected with the children under their charge, and the children now bear a healthy and clean appearance.

The Inquiring Officer at Launceston having reached the age of retirement, I would recommend that a nurse be appointed as his successor.

During the year I visited the home of each foster-mother in Launceston, and ordered the removal of children from two homes which I did not consider satisfactory. I also inspected the Boys' Home, Hobart, and the Girls' Industrial School, Launceston. Both these institutions have rather limited accommodation for the number of inmates being maintained. With your approval, a sum of £100 was provided to assist the Governors of the Launceston Industrial School in carrying out extensive additions to the school.

Owing to the limited number of inmates of the Boys' Training School, the positions of discipline officer and female attendant were abolished, and the boys transferred to a portion of the New Town Infirmary set apart for that purpose, and placed under the care of the head warder. Of the 11 boys committed to the school during the year, 6 were placed with suitable masters in the country, 2 were discharged to their parents, 1 absconded, and 2, being under the age to be apprenticed, are still in the school. Every effort is made to licence boys to farmers directly they are sent to the school or attain the age of 13 years.

A new feature in connection with the boarding-out system was the provision for a picnic to the whole of the children. On the 20th December 90 children were given a river picnic to New Norfolk, and on the 11th January 47 children boarded out in Launceston were taken to Rosevears. In both instances the children heartily enjoyed themselves, and I would recommend that they be provided with an annual outing on similar lines.

In connection with the picnic at Launceston I desire to thank the Hon. C. Russen, M.L.C., and His Worship the Mayor, and Alderman G. Paton, for their assistance in making the outing a pleasant one.

I have, &c.,

H. E. PACKER, Secretary.

The Honourable the Chief Secretary.

A.

RETURN showing the Expenditure and Repayments in connection with the Neglected Children Department for the Year 1911-12.

EXPENDITURE.	AMOUNT.	RECEIPTS.	AMOUNT.
	£ s. d.		£ s. d.
Boys' Home, Hobart.....	464 3 11	Cash received for Maintenance	314 0 5
Industrial School for Females, Hobart	293 1 1		
Ditto, Launceston	348 5 11		
St. Joseph's Orphanage, Hobart	234 17 8		
Maintenance of Children under the Boarding-out System	2140 18 9	Balance, being net cost to the State	3167 6 11
	£3481 7 4		£3481 7 4

BOYS' HOME INDUSTRIAL SCHOOL.

Hobart, 31st July, 1912.

SIR,

THE Governors of the above institution submit to you their annual report to the 31st March, 1912.

During the 12 months there have been 10 boys admitted, 4 have been apprenticed, and 5 have been surrendered to their parents and to the Department. There were 33 boys in the Home on 31st March last, their ages being from eight up to 15.

The education of the boys is attended to. The older boys attend the Trinity State school, and their progress has been very satisfactory. The younger boys are taught in the Home under a qualified teacher, and the report of the inspector, Mr. S. O. Lovell, upon their annual examination reflects credit upon the teacher and pupils. The garden and grounds are looked after by the boys, under the supervision of the Master, and the neat condition of the Home and its surroundings speak well for all concerned.

Vegetables and milk were sold during the 12 months, leaving a net profit of £90.

The finances continue in a satisfactory condition. Receipts for 12 months from all sources amounted to £978 8s. 10d., including £414 12s. 4d. as Government contributions, and £563 16s. 6d. from other sources; and the expenditure, £982 7s. 6d., including the annual payment of £50 to the endowment fund and £91 19s. 4d. to the Metropolitan Drainage Board.

There is a credit on current account of £112 8s. 7d., taking into account the previous balance of £116 7s. 3d.

The accounts were audited by the Hon. Jas. Murdoch, M.L.C.

The Master and Matron render excellent services, which are much appreciated by the Governors.

I have, &c.,

G. W. SHOOBRIDGE,

Chairman of Governors.

The Secretary Neglected Children Department.

HOBART GIRLS' INDUSTRIAL SCHOOL.

IN presenting the report for 1911, the Committee wish to call the attention of their friends and subscribers to the fact that although this is only the 43rd report, they enter upon their "jubilee" in 1912, the first general meeting having taken place on 18th June, 1862. They feel they have much cause for thankfulness that they have been enabled to carry on the work of so many good women who have "entered into their rest."

Forty-one children are now in the School; 26 are paid for by Government, six by friends, the rest by donations and subscriptions. There is a slight increase in the money earned by washing, £133 12s. 4d., against £124 12s. last year.

The Committee have especial pleasure in knowing that many of the girls who have been trained in the institution are conducting themselves well in domestic service.

The year has been an eventful one, as the children have passed through three epidemics—of mumps, measles, and chicken-pox—very much interfering with the working of the institution, as well as with the daily lessons.

In November a fire occurred in the back part of the building, one dormitory being rendered useless for a time; fortunately the building and household effects were well insured. The Committee would like to take this opportunity to thank both the Commercial Union and the Norwich Union insurance companies for the prompt and highly satisfactory manner in which the repairs, &c., were carried out. Acting under the advice of the Commercial Union Insurance Company, the Trustees and Committee agreed to roof the main building with iron, at the cost of £97 10s., to correspond with the repaired roof.

A legacy of £103 5s. 8d. was most thankfully received from the estate of the late Mrs. M. J. Dunstan.

Lady Barron again presented the prizes at the annual prize-giving, a special one being awarded to a girl who had been in her situation for three years. Lady Barron very generously promised £1 per year to the most deserving girl, the amount to be placed to her credit in the Savings Bank.

A small fair was held in aid of the School in May, which was opened by Her Ladyship, and a ball organised by Mesdames Windsor and Lines, in June, realising together £45 6s. 2d. We are most grateful to all those who helped us at both functions.

We also would most heartily thank Miss Clarke and the Roydon scholars for the handsome cheque they gave to the School, which was a very great help to us.

It was with sincere regret that the Committee accepted the resignation of R. M. Johnstone, Esq., I.S.O., as Auditor, who has undertaken that duty for 30 years. Mr. Ernest Wright has kindly agreed to take his place.

The Committee wish to express their gratitude to the Rev. G. W. Sharp and the Rev. A. Martin for their kindness in continuing their weekly religious instruction; to the Misses Mercer and Blore, who take the Sunday afternoon classes; to the doctors for their ever-ready assistance; to Mr. Rodway and Mr. E. Wright; to the Matron and her willing staff for all their attention and care of the children; and to our many kind friends who have been so generous with gifts of all kinds throughout the year.

Number of inmates, December, 1910 ...	39
Admitted ...	7
	—
	46
Left to friends ...	1
Left for service ...	4
	—
	5
	—
Remaining in institution, 1911 ...	41
	—

Hobart Girls' Industrial School in Account with Hon. Treasurer, to 31st December, 1911.

Dr.				Cr.			
1911.	£	s.	d.	1911.	£	s.	d.
To balance from last year...			15 10 6	By salaries ...	150	6	8
„ Donations and subscriptions...	190	7	9	„ Wages ...	22	12	6
„ Earnings ...	124	5	6	„ Provisions ...	321	18	1
„ Government grant-in-aid...	251	18	4	„ Clothing ...	71	10	1
„ Guesdon bequest...	123	4	2	„ Fuel and light ...	30	1	6
„ Fox bequest ...	5	8	3	„ Soap ...	3	14	0
„ Dexter bequest ...	5	5	9	„ Stationery and printing ...	6	5	6
„ Support of children ...	29	6	0	„ Furniture and repairs...	49	8	4
„ Proceeds of ball ...	16	12	6	„ Insurance and rates ...	20	10	0
„ Proceeds of fair ...	31	19	10	„ Telephone ...	2	4	7
„ Insurance ...	15	0	0	„ Chemist ...	6	17	5
			793 8 1	„ Hire of chairs ...	0	18	0
				„ Miscellaneous ...	5	14	0
						692	0 8
				„ Balance ...		116	17 11
						£808	18 7
ASSETS.				LIABILITIES.			
1911.	£	s.	d.	1911.	£	s.	d.
To building "Kensington House ...	4149	13	2	Nil.			
„ Commercial Bank of Tasmania ...	116	17	11	By balance ...		4266	11 1
	£4266	11	1			£4266	11 1

Examined and found correct,
E. C. WRIGHT, Hon. Auditor.

January 22, 1912.

LAUNCESTON GIRLS' INDUSTRIAL SCHOOL.

Annual Report of the Girls' Industrial School to June 30, 1912.

THE Governors and Committee, in again presenting their annual report, feel deeply thankful to God for continued mercies and the encouragement that has attended the work of the past year.

The health of the children in the institution has been remarkably good, no cases of illness having occurred, with the exception of the little epileptic sufferer (Eva Kernan), who, by medical advice, has been transferred to the hospital at New Town.

The Sunday school and weekly religious instruction on Friday afternoons have been held; the former under the care of Misses Tevelin and Turner, and the latter an alternate Fridays by Revs. J. W. Bethune and S. J. Atkins. Mr. Atkins was appointed temporarily in place of Rev. H. C. George, who was unable to attend through ill-health. Of the fourteen girls who went up for the "Diocesan Examination in Religious Knowledge," twelve passed very creditably, to the satisfaction of Rev. J. W. Bethune, who spared no pains in preparing them. To these untiring workers in this most important department, our warmest thanks are tendered.

During the past year the Matron, Miss Brumby, asked to be relieved of her duties in view of her approaching marriage, and in April last terminated her engagement, with the consent of the Governors and Committee, who presented her with a gift and testimonial in appreciation of her faithful service. Your Committee have been fortunate in securing the services of Miss McGregor, of Victoria, whose capable management has already begun to manifest itself; while her keen interest in the welfare of the children seems to introduce the "mother" element into the Home, a boon to these children, who have been so early deprived of this tender relationship.

Miss Jones, who has only lately taken up the duties of Sub-Matron (in Miss Mahoney's place), is giving every satisfaction, and her good influence in the laundry is much valued. In the day school and evening classes (which are held for the elder girls, who are employed in the laundry during the day), Miss Stronach, the teacher, is also doing good work, and under her firm and kind discipline satisfactory progress is being made.

We are pleased to report that the enlargement of the sleeping accommodation (by extending the large dormitory over the kitchen, pantry, and scullery) has been successfully accomplished by Messrs. J. & T. Gunn, at a cost of £296, the plans being provided by Mr. A. North free of charge, to whom the Governors and Committee tender very sincere thanks. In response to the Hon. Treasurer's request for £1 for £1 subsidy, the Government generously gave us £100 towards the building expenses, and other kind friends who were appealed to have donated £40 0s. 9d., which has been received by the Secretary: Mrs. H. Reed, Mt. Pleasant, £10; Mrs. Gibsou, Scoue, £10; Mr. Greeu, £5; Mrs. J. Gunn, £5; Mrs. T. Gunn, £5; Mrs. Miller, £1; Mr. and Mrs. H. Lakin, £1; Caledonian Society, £1; a friend (per Mr. Mason), £1; G.W., 10s.; smalls sums, 10s. 9d.—in all, £40 0s. 9d. We have also benefited to the extent of £100 under the will of the late Mrs. Whitehead, of Latrobe, who in this kindly beneficence, has perpetuated the Saviour's care for the little ones.

The earnings in the laundry show a decrease on former years, being only £60 10s. 10d., but which we hope to retrieve under the present management.

On December 13 the annual break-up and prize-giving took place at the school, the children acquitting themselves very creditably, their writing and essay competition being commended, also the laundry work, which was exhibited in the school-room, called forth much praise. The prizes were presented

by Mrs. Oldham, who spoke kind words of encouragement. Several of the "old girls" were present, and evinced much interest in the proceedings. The Rev. J. W. Bethune, who was absent through indisposition, sent his special prizes for the religious knowledge with a letter of regret at not being able to be present.

Afternoon tea, which was provided by the ladies, was served out under the trees.

Before concluding, it is our pleasing duty to again thank Dr. Parker for his honorary services as medical adviser; also the proprietors of the "Examiner" for daily paper and two copies of "Courier"

weekly; and all our kind friends who have entertained the young folk and those who have so constantly supplied the school with fruit, vegetables, and other useful necessaries.

Number of girls remaining in school,	
June, 1911.....	28
Admitted during the year	8
Discharged	6
Died	Nil.
Remaining in school, June 30, 1912 ..	30

S. W. SCOTT, Hon. Secretary.

Girls' Industrial School, Launceston, Balance Sheet, June 30, 1912.

LIABILITIES.			ASSETS.		
	£	s. d.		£	s. d.
Sundry creditors		49 10 2	Sundry debtors	139	3 8
Capital	£2586	16 11	Property	2500	0 0
Ditto, from Revenue Account	609	1 8	Furniture	227	6 8
		3194 18 7	Stock of stores		10 10 0
			Cash in hand of Treasurer	£0	5 0
			Ditto, Matron	1	8 0
			Ditto, in Bank of Australasia,		
			Launceston	365	15 5
				367	8 5
				£3244	8 9
	£3244	8 9			

ST. JOSEPH'S ORPHANAGE AND INDUSTRIAL SCHOOL, HOBART.

Annual Report for 1911.

THE Governors of St. Joseph's Orphanage have much pleasure in presenting the 33rd annual report of the Institute for the year ending December 31, 1911.

The number of children in the Orphanage on January 1, 1911, was 29. Twenty were admitted during the year; 7 were discharged; leaving 42 in the Institute on December 31, 1911. Of the 7 children discharged during the year, none went out to service, all having returned to their homes at the desire of their parents.

The health of the children during the past year has been good. No deaths have occurred for many years.

The work of the Institute has been carried on satisfactorily during the past year under the guidance of the Sisters of Charity. The Governors desire to place on record the valuable services rendered by the good Sisters, who, in the cause of charity, give up their lives for the good work without pay or reward for their labours in this world.

The school was examined by Mr. Inspector Lovell, whose report is attached herewith. The same attention continues to be bestowed on the domestic training of the girls.

The Governors desire to tender their sincere thanks to the many kind friends who have assisted in forwarding the good work done by the Institute, particularly to the Hon. G. H. Butler, who continues to give his professional services gratuitously; to the Hon. E. Mulcahy, for again organising the pleasure-trip to Port Arthur for the benefit of the Orphanage; to Mr. Rodway, dentist; and the following, who sent donations of fruit or vegetables:—The late Mrs. Cellibrand, South Arm; Mr. Casey, Franklin; Mr. McMullen, Franklin; Mrs. Hilda Mills, Port Cyg-

net; Mr. Rabbit, Franklin; Mr. John Ryan, Franklin; Mr. Hankin, Snake Plains; Mr. Hill, Port Cygnet; Mrs. John Osborne, Sandy Bay; Mrs. Grant, New Town; Mr. O'Brien, Clarendon Hotel; Mrs. Martin, Cascades; Mrs. Jarman, Hobart; Mr. Dewhurst, Hobart; Mrs. Bibby, Hobart; also several anonymous donors of fruit; Mrs. Wells, milk and eggs; Mrs. Gleeson, provisions; Mrs. Henright, provisions; Mr. Dowling, Hobart, confectionery and cakes; Mr. W. G. Gibson, flour; Hon. W. H. Burgess, sweets and periodicals; Mrs. G. H. Butler, sweets; Master Sprott, sweets.

Many kind friends sent gifts of money and goods to brighten the Christmastide for the little ones, notably Mrs. Coyle, Sandy Bay; Mr. John Davern, Hobart; and Mr. P. Malone, Hobart.

The Governors desire to also thank the Committee of the H.A.C.B. Society for the donation of £3 received from the proceeds of St. Patrick's Day sports.

The English Amusement Company and Mr. Stacey (of His Majesty's Theatre) gave the children several invitations to afternoon entertainments. Messrs. O'May Bros. kindly gave their boat gratis for the children's excursion to Lindisfarne.

The Governors again appeal to the public for a continuance and increase of their support.

The retiring Governors are Monsignor Gilleran and Monsignor Beechinor.

The teaching is very effective, methods of instruction being calculated to arouse the pupils' interest and promote mental activity. On the whole, the teaching has been carried on with the same marked success which it has been my uniform duty and pleasure to record for so many years past.

PHILIP HENNEBRY.
MARTIN GILLERAN, } Hon.
M. GOUZAGA RUSSELL. } Treasurers.
HENRY SHIRLEY, Hon. Secretary.

Balance-sheet of Receipts and Expenditure for Year ending 28th February, 1912.

[illegible]

THE HISTORY OF THE

REIGN OF THE EMPEROR OF THE ROMAN EMPIRE

Year	Event	Emperor
180	Death of the Emperor	Septimius Severus
181	Accession of the Emperor	Septimius Severus
182	Death of the Emperor	Septimius Severus
183	Accession of the Emperor	Septimius Severus
184	Death of the Emperor	Septimius Severus
185	Accession of the Emperor	Septimius Severus
186	Death of the Emperor	Septimius Severus
187	Accession of the Emperor	Septimius Severus
188	Death of the Emperor	Septimius Severus
189	Accession of the Emperor	Septimius Severus
190	Death of the Emperor	Septimius Severus
191	Accession of the Emperor	Septimius Severus
192	Death of the Emperor	Septimius Severus
193	Accession of the Emperor	Septimius Severus
194	Death of the Emperor	Septimius Severus
195	Accession of the Emperor	Septimius Severus
196	Death of the Emperor	Septimius Severus
197	Accession of the Emperor	Septimius Severus
198	Death of the Emperor	Septimius Severus
199	Accession of the Emperor	Septimius Severus
200	Death of the Emperor	Septimius Severus



1912.

PARLIAMENT OF TASMANIA.

TASMANIAN MUSEUM AND BOTANICAL
GARDENS:

REPORT OF THE TRUSTEES FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—18s.]

THE TASMANIAN MUSEUM AND BOTANICAL GARDENS: REPORT OF THE TRUSTEES
FOR 1911-12.

THE TASMANIAN MUSEUM.

1st July, 1912.

SIR,

THE improvements of the several departments have been many and distinctive.

The Board has been subject to slight alterations in its personnel. C. E. Webster, Esq., was appointed by the Government to the position of Crown Trustee, to fill the vacancy caused by the retirement of A. G. Webster, Esq. Professor Flynn and Samuel Clemes, Esq., were appointed by the Royal Society of Tasmania.

Museum.—The most prominent change in the appearance of the building is the repainting of the entrance hall and several of the rooms. This will give an opportunity to rearrange the whole of the collections in these rooms.

During the year the historical series of water-colour drawings of Tasmanian plants by Mrs. Louisa Meredith was hung in the Tasmanian room by the kindness of Mrs. Jane Grant in contributing the cost of frames (£7).

Mr. T. W. H. Clarkē presented two of the best preserved and most handsome ungulate mammals that have yet entered the building (*Cobus defassa* and *Connochaetes taurina*).

The Curator presented a classified collection of 230 eggs of Australian and Tasmanian birds.

The arrangement is under several heads of economic value, and with a view to a general lesson.

It was with regret that the Trustees found it necessary to close the building during all holidays and

Sundays. The exhibits have greatly increased, and the care of them in proportion. It was found impossible to add to the staff because of the smallness of the Government subsidy.

Art Gallery.—As noted in the Report of 1910 the want of funds again prohibited any purchase being made. A water-colour drawing of the Australian artist Hans Heyser was presented by subscribers.

ROBERT HALL, Curator and Secretary.

The Hon. the Chief Secretary.

THE BOTANICAL GARDENS.

12th August, 1912.

GENTLEMEN,

I HAVE the honour to forward a report on the condition and progress of the Botanical Gardens for the year 1911.

With a better supply of water for irrigation the lawns have been beautifully green throughout the summer months. This, together with the flower-beds, filled with choice strains of flowering plants, have presented a most pleasing attraction to visitors.

The plants under glass in the new range of glass-houses have had special attention, and a good stock of plants is constantly being raised in the nursery.

The new bush-house, erected last year at the southern end of the gardens, has been furnished with rhododendrons, camelias, azaleas, and cyclamens, whilst in the centre a large bed has been prepared and planted with a collection of Tasmanian ferns

Climbing plants have been planted to grow up the sides and front of the structure, and when fully grown will give a pleasing effect, and render shade to the plants growing inside.

A rustic shelter-house will be built during the winter months for the convenience of visitors and children on that portion of the gardens reserved for a play and picnic ground.

The tea-house erected 2½ years ago for the purpose of providing afternoon tea to the visitors to the Gardens, not proving the success desired, has been removed to a more convenient part of the grounds, and reconstructed to serve as an herbarium and economic museum. As museum collections are of inestimable value as a lasting source of authentic information, and can never be over-estimated, a commencement has been made to prepare specimens of the Tasmanian flora, and I trust soon to have a complete collection of at least all the known varieties of our Tasmanian flora, with the seeds, specimens of timber collected, and accurately described.

I am in hopes later to add prepared fibres, resins, gums, dyes, &c., produced from Tasmanian and Australian plants, together with diseases of plants, showing on portions of the trees, as items of interest and education.

A commencement has been made to prepare labels for correctly naming the large collection of trees and

shrubs growing in the gardens. To facilitate this a lady assistant has been engaged.

In the nursery department steady progress is being made. An additional bush-house and glass-house have been erected to supply the wants of the plant-houses, and the ever-increasing bedding plants required for transplanting in the garden. The borders generally have received every possible attention.

During the prevalence of heavy rains great damage is caused to many of the walks owing to the hilly nature of the grounds. The frequency of the damage to the paths is a severe tax on the limited amount of labour employed.

During the winter months the City and Cadet Bands have played selections of music in the Gardens on Sunday afternoons.

Approximately the number of visitors to the Gardens for the year was 70,490.

The rainfall for 1911 was 27·04 inches, the heaviest rainfall being during the month of March, when 6·38 inches of rain fell in 14 wet days, and the lowest in July, 0·82 inches, in 11 days.

I have, &c.,

JOHN WARDMAN, Superintendent.

To the Trustees of the Botanical Gardens.

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3 FEB 1914



1912.

PARLIAMENT OF TASMANIA.

INTER-STATE SHIPPING:

REPORT OF SELECT COMMITTEE WITH MINUTES OF PROCEEDINGS,
EVIDENCE, AND APPENDICES.

Brought up by Mr. Bakhap, December 12, 1912, and ordered by the House of
Assembly to be printed.

*SELECT COMMITTEE appointed on the 3rd September, 1912, with power to send for
Persons and Papers, to inquire into and report upon the matter of Maritime Transpor.
between Tasmania and the other States of the Commonwealth, and the providing of
greater facilities for the development of Tasmanian trade.*

MEMBERS OF THE COMMITTEE.

MR. BELTON.
MR. HAYS.
MR. HOWROYD.
MR. SHERIDAN.

MR. VALENTINE.
MR. WHITSITT.
MR. BAKHAP. (*Mover.*)

DAYS OF MEETING.

Wednesday, September 11; Friday, September 13; Wednesday, September 25; Friday, September 27; Monday, September 30; Tuesday, October 1; Wednesday, October 2; Friday, October 11; Friday, October 18; Saturday, October 19; Monday, October 21; Thursday, October 24; Friday, October 25; Saturday, November 16; Monday, November 25; Saturday, December 7; Monday, December 9; Tuesday, December 10; Wednesday, December 11; Thursday, December 12.

REPORT.

THE Select Committee appointed by your Honourable House on the 3rd day of September last, for the purpose of "comprehensively inquiring into and reporting upon the matter of maritime transport between Tasmania and the other States of the Commonwealth, and the providing in connection therewith of greater facilities for the development of Tasmanian trade," has now the honour to submit the following Report:—

Your Committee, in pursuance of leave granted by your Honourable House, visited Launceston, Devonport, Ulverstone, Burnie, and Huonville, and examined representative witnesses residing in those centres and adjacent towns and districts, the interests of which are vitally affected by the shipping services to the mainland States.

Witnesses were drawn from Stanley in the north-west to Scottsdale in the north-east, and from as far south as Port Cygnet. Several meetings were also held in Hobart, where a large number of witnesses were examined, including the local representatives of the Union Steamship Company of New Zealand, and Huddart, Parker, Limited. In all your Committee held 20 sittings and examined 58 witnesses.

Through the Honourable the Premier, a request for information regarding the policy adopted by the Japanese Government for the development of its mercantile marine, and more particularly in connection with the steamship services from Japan to Formosa, Corea, and China, was addressed to the Japanese Consul in Sydney. A reply was received giving direct answers to the list of questions drawn up by your Committee, and also full details of the extensive system of subsidies to shipping companies that has been instituted by the Japanese Government. Similarly a letter was addressed to the Honourable the Premier of Western Australia, asking for particulars of the State-owned steamship services established some time ago by the Western Australian Government. Up to the time of compiling this Report no reply has been received.

The matter of maritime transport to and from the other States is disclosed to be a many-sided one, and your Committee has experienced the greatest difficulty in making recommendations which may prove of practical value to your Honourable House.

The question is that of selecting from things desirable and improvements suggested and sought after those that present a possibility of accomplishment. No difficulty was experienced in securing the assent of witnesses examined to the self-evident proposition that as Tasmania is an insular State, it is vital to her producing and exporting interests that shipping services to the mainland should be of a high order of excellence and frequency. To translate this ideal into practical action, which involves no probability of direct loss, is not however an easy task. Practically all the witnesses examined were unanimous on two points; the great and expanding value to the State of the tourist passenger traffic, and the present and prospective importance of the State of Queensland as a market for Tasmanian primary products, with the great necessity of securing a service to Queensland, which will obviate transshipment of goods at Sydney.

A large number of witnesses showed particular insistence in regard to urging the desirability of a frequent and high-class service between Tasmania and Victoria.

This point of view is best demonstrated by an illustration drawn from the evidence of the Hon. George Collins, in which the witness states in effect that if the slenderest isthmian connection existed between Tasmania and Victoria long ere this a railway would have been constructed to connect the two communities, and that a train would leave Launceston and Melbourne daily for alternate destinations. The conclusion is then advanced that as this service is physically impossible of achievement there should be a daily steamer service each way in lieu thereof.

The only qualifying statements in regard to the value of Queensland as a market for Tasmanian products are contained in the evidence of Mr. Eva and the Honourable J. W. Evans, the Hobart representatives respectively of the Union and Huddart, Parker Companies.

These witnesses assert that increased consignments to Queensland would probably reduce the present sound, not to say high, prices obtainable in that market. However, most of the other witnesses were very optimistic regarding the absorbing power of the Queensland market.

There can be no doubt that, compared with the producers of the State of Victoria, who enjoy facilities for regular shipment in the same bottom, and in large steamers right along the eastern coast of the continent up to tropical Queensland, the Tasmanian primary producers suffer from serious, and in some lines, fatal disadvantages when competing for Queensland trade. It must be borne in mind that the State of Victoria exports primary products to the Queensland market, which are similar to those consigned from Tasmania, and that as time passes and while the present disadvantages which prejudice the producers and consignors of this State continue, the Victorians will get a tighter grip on the Queensland market, and their better position largely constituted, if not wholly so, by their superior shipping facilities will be accentuated in a trade sense.

To show the value which Tasmanian commercial men place on the advantage of being able to consign to Queensland without transshipment, it may be stated that a witness, Mr. Henry Jones, offered, on behalf of his firm, a subsidy of £1000, spread over four years, to any organization establishing a service from Hobart to Queensland.

The fact that the commercial men and producers of every important exporting district along the seaboard of the State desire a service to Queensland, makes the matter most complex. It is obviously out of the question at present to secure that a steamer bound for Queensland shall call once a week at every Tasmanian port of standing where the direct service is desired. A service with Queensland is ardently sought by the people of N.W. Tasmania in particular. Your Committee has carefully considered this matter and subjoins a recommendation in connection therewith.

Your Committee holds what is generally called the tourist traffic to be incontestably of immense present importance to the State, and considers that if judiciously encouraged and catered for it is capable of being greatly expanded with beneficial commercial results to Tasmania and the people of the mainland.

Launceston is the main portal through which tourists enter Tasmania, but almost without exception those who avail themselves of the Melbourne to Launceston service visit the southern portion of the State, and most of those who come to Hobart from Sydney visit the north before returning to the mainland. To thoroughly and systematically expand this traffic the most attractive and up-to-date service from Melbourne to Launceston and *vice versa*, and the lowest fares compatible with business economy are prime factors. In connection with this matter, your Committee makes a recommendation towards the end of this report.

At a very early stage of the inquiry, your Committee was tendered various suggestions and heard many opinions as to the best line of action to be taken to secure an improvement in the services about which dissatisfaction has been expressed, and the principal of these may be catalogued in the following order:—

- (1.) That a Tasmanian steamship company should be formed, and then subsidised by the State to enter into competition with the companies now in the interstate trade.
- (2.) That the companies at present in the trade between Tasmania and the mainland should be subsidised by the State or the Commonwealth to provide better boats and more frequent services.
- (3.) That one or more of the companies now trading up the East Coast of the continent from Melbourne as far as Northern Queensland, should be negotiated with and subsidised by the State, to bring about regular calls at Tasmanian Ports.
- (4.) That the State should enter into the interstate trade by chartering vessels or having them constructed for the purpose of competing with companies now trading.
- (5.) That the Commonwealth should own and run steamers between Tasmania and the mainland.
- (6.) That the Commonwealth Government should pay Tasmania a subsidy if this State establishes a line of steamers between the north of the State and Victoria.

The argument is advanced in support of the last suggestion that, as the Commonwealth is constructing an expensive railway through at least one of the States to give it rapid communication with Eastern Australia, it is quite legitimate for the Commonwealth to be asked to help

Tasmania to provide the very best for herself in the way of steamship communication with the mainland, as maritime transport is alone available to our Island State. Your Committee unanimously endorses this line of reasoning.

Your Committee does not attempt to marshal the arguments ordinarily employed by persons who support comprehensive State enterprise or the reasons urged by those in favour of its restriction to few and special channels, but believes that the geographical relation of this State to the mainland and the particular necessities accompanying the development of its resources in large measure justify the contention that the Government of Tasmania should not in deference to any generally salutary principle of non-interference with extra-territorial commerce, hold itself debarred from entering into the shipping trade between Northern Tasmania and Victoria whenever such action seems opportune or desirable. The principle that the State ought to generally encourage private enterprise should not be used to circumscribe and limit its own action when exceptional conditions necessitate that as a matter of policy it should attempt something in the way of development of its resources that no company operating on purely commercial lines can be reasonably expected to undertake.

Many of those who eagerly advocate State action in regard to this particular shipping service between Northern Tasmania and Victoria use the argument that as the State owns the railways it should establish a connecting link of its own with the mainland. It must be pointed out, however, that conditions are not identical in regard to steamship and railway ownership. Before the State Railways can be competed with by privately-owned railways, legislative permission has to be obtained for the construction of the latter, and thus competition can be absolutely prevented.

Bass Straits are not territorial waters, but part of the marine highway of nations, and even if the State had power to arbitrarily erase competition with its own steamship service, it does not at all follow that it would be right or desirable that action of the kind indicated should be taken. In other words, a State-owned steamer service across the Straits would have to be prepared to meet organised competition on the part of the companies now in the trade.

If the State-owned line, besides ensuring a more frequent service, did not cause a reduction in the amounts charged for passenger fares and cargo freights, the reasons for its establishment would not at any time carry much weight. This phase of the matter entails a survey of the commercial value of the interstate shipping trade. Naturally the most reliable information regarding this cardinal feature is in the possession of the companies now operating, and having in view the possibility of direct State action being advocated and recommended, your Committee thought it unfair to press for any detailed disclosures on this point from the shipping companies' local representatives, who were examined as witnesses.

It is fair to them to state that they were frank enough, but they are not policy-directing officers, and could not have supplied complete information in any case without permission and assistance from the head offices of their companies.

Mr. Eva, Hobart Manager for the Union S.S. Company of New Zealand, acknowledged that the Hobart to Sydney service "was not unprofitable," but stated that only rarely were the vessels in the trade exercised to their full passenger or cargo carrying capacity.

The Honourable J. W. Evans, C.M.G., Hobart Manager for Huddart, Parker Limited, stated that the s.s. "Westralia," trading on his Company's account between Hobart and Sydney, was a boat much better than those hitherto in the service and was paying, but that a profitable result was shown only by not allowing anything for depreciation, and that the companies engaged in the shipping trade between Tasmania and the mainland had recently seriously considered the prospect of having to charge increased fares and freights, but were reluctant to take the step unless forced by trade necessities.

Your Committee therefore has had in its estimate of the value of the interstate trade in an income producing sense, to depend almost solely on external evidence and on statistics which lately have not been furnished in that detailed and analysed form which obtained some years ago.

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In connection with this phase of the inquiry your Committee obtained great assistance from Mr. Clyde Black, who has specialised as an investigator of matters connected with shipping, and who supplied your Committee with valuable statistical compilations and extracts.

Your Committee is of the opinion that the Hobart to Sydney trade is profitable, and that the trade between Launceston and Melbourne, in particular, and Northern Tasmania and the other States in general, furnishes good financial results to those engaged in it.

The Hobart to Melbourne trade is on the whole well catered for, although the vessels running from Melbourne to Hobart sometimes berth here in Hobart at hours inconvenient to passengers. Improvements in the services between Launceston and Sydney and Hobart and Sydney were desired by many witnesses, and can be incidentally effected if the recommendation of your Committee in connection with a service to Queensland is adopted by your Honourable House, and can be practically carried out.

Your Committee did not find dissatisfaction with the mail services as acute or as widespread as was anticipated. Its expression is almost solely confined to Launceston business men, who desire a better service during the winter months. Any improvement in the vessels trading across the Strait, and an increased frequency of boat runs will of course remedy anything in this connection that is at present unsatisfactory.

As far as the charging of equal freights and fares by the companies now trading between Tasmania and the mainland may be construed as eliminating competition, it is eliminated, but it is doubtful if the association between the companies which some years ago waged a fare and freight war with each other to their substantial mutual loss is much other than that they are parties to an arrangement which standardises the fares and freights at a profit-earning level, but which does not prevent each company independently reaching out for all available trade.

It was suggested by some witnesses that there exists an arrangement between the shipping companies of Australia, by virtue of which spheres of influence are marked out, resulting in a benevolent partition of trade, and precluding, for instance, the Union S.S. Company from embarking in the trade with Queensland. The companies' local representatives disclaimed all knowledge of such an arrangement, and your Committee secured no definite evidence that justifies it in conclusively opining that it exists.

Freights and fares between Tasmania and the mainland have been markedly and substantially reduced during the last quarter of a century, but recently passenger fares have been increased, and it is probable that they are nowadays too high to permit of the tourist traffic to Tasmania attaining its full stature.

In connection with the suggestion that State action should be taken either by direct intervention in the trade, or by the adoption of a subsidy system, many witnesses urged that any direct losses would be counterbalanced by indirect benefits. It is obvious that this argument can be pressed too far, for a number of State enterprises, useful in themselves, but productive of direct momentary loss, would seriously embarrass any State Treasurer, and of necessity greatly add to the already heavy burdens of direct taxation. Your Committee, therefore, has exercised the greatest circumspection in making its recommendations.

Your Committee is of opinion that any action on the part of the State to secure improved shipping services to the mainland, and particularly to Queensland, should be carefully co-ordinated with a railway policy of internal development, which would cause freight to be cheaply concentrated at the principal ports until such time as the volume of production from the country behind harbours of a less important order justified addition to the ports of touch.

Several witnesses urged that the Commonwealth should be asked to establish a line of steamers between Tasmania and Victoria on the ground that the Commonwealth financial resources would better stand the strain of possibly enduring competition with the existing lines.

Your Committee is of opinion that any service of a State owned character that may be established should be owned and controlled by Tasmania, as the development of the resources of the State and the serving more particularly of its interests constitute the best argument in

favour of the proposal, and your Committee believes that the Commonwealth should most substantially subsidise State effort in the event of action being taken by the Tasmanian Government.

Your Committee is of opinion that if a State-owned service is established at any time, it should not be under direct political control, but should be placed under the administration of a Trade Commissioner.

Your Committee is of opinion that there is no obligation on the part of the Commonwealth to assist Tasmania in connection with any services other than the one indicated.

The representatives of the shipping companies who were examined stated that there existed opportunities for negotiation between this State and their companies, which might lead to the securing of the improved services which so many Tasmanian people desire, and that they were certain the companies would enter into negotiations with a favourable disposition.

The Master-Warden of the Marine Board of Hobart and Mr. Clyde Black during the course of their evidence referred to the subject of a Dock for the Port of Hobart. Your Committee believes that such a magnificent harbour as that of Hobart should possess docking facilities, as a Dock would greatly advantage shipping services.

Your Committee has the honour to recommend :—

- (1.) That one or more of the companies now trading from Melbourne up the eastern coast of Australia to Northern Queensland be approached by the Government, with a view to ascertaining on what terms they would provide steamers to alternately call at one or two ports of Northern Tasmania and at Hobart. The Union S.S. Company and Huddart, Parker, Limited, could be included in these negotiations.
- (2.) That the companies now engaged in the trade between Launceston and Melbourne be asked on what terms they will provide another vessel of the "Loongana" type to run in the trade.
- (3.) That in the interests of the tourist traffic and the full development of Tasmania's trade resources, the Government should open up negotiations with the Commonwealth Ministry with a view of ascertaining the largest amount of subsidy that will be paid to the State of Tasmania in the event of the Tasmanian Government deciding to build two vessels of a modern type to trade between Northern Tasmania and Victoria, and that action be taken according to the nature of replies received to the above questions.
- (4.) That whenever the Marine Board of Hobart decides to take action in connection with Dock construction, the Government of the State should give reasonable assistance to the undertaking.
- (5.) Finally Your Committee recommends that in any negotiations with the companies now engaged in the trade between Tasmania and the mainland the companies should be asked to remember that Tasmania's interests, owing to her geographical position, require low freights and fares to rule between this State and the other parts of the Commonwealth, and that they should negotiate on the basis of a moderate trade profit on the capital invested and necessary for improved services, if they desire to see the State refrain from competition with them.

Your Committee has now the honour to submit its Report to the favourable consideration of your Honourable House.

THOMAS J. K. BAKHAP, Chairman.

No. 1 Committee Room,
House of Assembly,
12th December, 1912.

MINUTES OF PROCEEDINGS.

WEDNESDAY, SEPTEMBER 11, 1912.

The Committee met at 9.45 o'clock.

Members present.—Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Sheridan, Mr. Valentine, Mr. Whitsitt, and Mr. Bakhap (Mover).

The Order of the House appointing the Committee was read by the Clerk.

Mr. Bakhap was appointed Chairman.

The Committee deliberated.

Resolved, That all witnesses give their evidence under the Statutory Declaration (1 Geo. V. No. 20, Section 23). (Mr. Sheridan.)

Ordered, That the following witnesses be summoned to give evidence on Friday next, 13th instant:—

Mr. W. M. Williams, President, Chamber of Commerce, Hobart, at 9 o'clock.

Mr. E. Hawson, Secretary, Chamber of Commerce, Hobart, at 10.30 o'clock.

The Hon. G. P. Fitzgerald, at 11 o'clock.

Mr. Henry Jones, at 11.30 o'clock.

The Honourable W. H. Burgess, Master-Warden, Marine Board of Hobart, at 2.30 o'clock.

At 10.20 o'clock the Committee adjourned till Friday next, 13th instant, at 10 o'clock.

FRIDAY, SEPTEMBER 13, 1912.

The Committee met at 10 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

The Minutes of last Meeting were read and confirmed.

Mr. William Micah Williams, President of the Chamber of Commerce, Hobart, was called, made the Statutory Declaration, and examined.

Mr. Williams withdrew.

The Honourable George Parker Fitzgerald, M.E.C., was called, made the Statutory Declaration, and examined.

Mr. Fitzgerald withdrew.

Mr. Henry Jones, Merchant, Hobart, was called made the Statutory Declaration, and examined.

Mr. Jones withdrew.

The Committee deliberated.

Ordered, That the following witnesses be summoned for this afternoon:—

Mr. W. D. Peacock, at 3 o'clock.

Mr. J. H. G. Murdoch, at 4 o'clock.

At 1.10 o'clock the Committee adjourned till 3 o'clock.

The Committee met at 3 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

Mr. William Davidson Peacock, Merchant, was called, made the Statutory Declaration, and examined.

Mr. Peacock withdrew.

Mr. John Hugh Germain Murdoch, Grain Merchant and Miller, was called, made the Statutory Declaration, and examined.

Mr. Murdoch withdrew.

At 5.10 o'clock the Committee adjourned *sine die*.

WEDNESDAY, SEPTEMBER 25, 1912.

The Committee met at 2.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Valentine, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.

Resolved, That the Chairman write to the Hon. the Premier, requesting him, (1) to communicate with the Hon. the Premier of Western Australia as to particulars of State-owned Steamers; and (2) to communicate with the Consul-General for Japan, in Sydney, for information in regard to State-subsidised and State-owned Steamships in Japan. (Mr. Howroyd.)

Ordered, That the following witnesses be summoned for Friday, 27th instant:—

Mr. John Henry Dickenson, at 10 o'clock.

Mr. Clyde Black, at 10.30 o'clock.

Mr. Thomas Murdoch, at 11 o'clock.

Mr. P. S. Seager, at noon.

Mr. C. E. Webster, at 2.30 o'clock.

Mr. W. T. Thorpe, at 3.15 o'clock.

Resolved, That the Committee will meet at the Tourist Bureau, Public Buildings, Launceston, on Monday, 30th instant, at 3 o'clock.

At 2.55 o'clock the Committee adjourned till Friday, 27th instant, at 10 o'clock.

FRIDAY, SEPTEMBER 27, 1912.

The Committee met at 10.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Sheridan, Mr. Valentine, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

Ordered, That the witnesses summoned for this afternoon be discharged.

The Chairman put in—

1. Letters, dated respectively July 18 and July 24, 1912, from the Union Steamship Company and Huddart, Parker Limited, in reply to Deputation from Chambers of Commerce in regard to Interstate Steamer Service. (Exhibit I.)

2. Letter, dated September 14, 1912, from Messrs. W. D. Peacock & Co., covering, (a) Schedule of Shipments of Manufactured Goods to Sydney and Brisbane from September, 1911, to August 31, 1912; (b) Circular to Fruitgrowers on Season 1912. (Exhibit II.)

Mr. John Henry Dickenson, Fruitgrower, South Bridgewater, was called, made the Statutory Declaration, and examined.

Mr. Dickenson put in—

Account Sales (5) of Fruit belonging to Messrs. Dickenson Bros., sold in Wellington, Brisbane, and Sydney, in 1911 and 1912. (Exhibit III.)

Mr. Dickenson withdrew.

Mr. Clyde Burton Black, Journalist, Hobart, was called, made the Statutory Declaration, and examined.

Mr. Black withdrew.

Mr. Thomas Murdoch, Merchant, Hobart, was called, made the Statutory Declaration, and examined.

Mr. Murdoch withdrew.

Mr. Philip Samuel Seager, Chairman of the Committee of the Tourist Association, was called, made the Statutory Declaration, and examined.

Mr. Seager withdrew.

The Committee deliberated.

Ordered, That the following witnesses be summoned for Monday next, 30th instant, in the Tourist-office, Launceston:—

The Hon. George Collins, M.L.C., President, Chamber of Commerce, for 3 o'clock.

The Acting Master-Warden, Marine Board, Launceston, at 3.30 o'clock.

The Secretary, Chamber of Commerce, Launceston, at 4 o'clock.

Mr. W. A. Whitaker, Chairman, Traders' Association, Launceston, at 4.30 o'clock.

For Tuesday, 1st October:—

Mr. H. Young, St. Leonards, at 10.30 o'clock.

Mr. David T. Medwin, "Woodlawn," East Tamar, at 11 o'clock.

At 12.50 o'clock the Committee adjourned, to meet in the Tourist-office, Launceston, on Monday next, 30th instant, at 3 o'clock.

MONDAY, SEPTEMBER 30, 1912.

The Committee met in the Tourist-office, Launceston, at 3 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

The Honourable George Thomas Collins, M.L.C., ex-President of the Chamber of Commerce, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Collins withdrew.

Mr. Alexander Evans, Acting Master-Warden, Marine Board, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Evans withdrew.

Mr. William Alexander Whitaker, President of the Launceston Traders' Association, was called, made the Statutory Declaration, and examined.

Mr. Whitaker withdrew.

The Committee deliberated.

Ordered. That the following witnesses be summoned for to-morrow:—

Mr. C. Nickalls, Secretary, Launceston Chamber of Commerce, for 11.45 o'clock.

The Secretary, Launceston Marine Board, for 12.30 o'clock.

Mr. G. E. Harrap, Vice-President, Chamber of Commerce, Launceston, for 2.30 o'clock.

Mr. Thompson, Manager of Messrs. Henry Bills & Co., for 3.15 o'clock.

At 6 o'clock the Committee adjourned till to-morrow, at 10.30 o'clock.

TUESDAY, OCTOBER 1, 1912.

The Committee met in the Tourist-office, Launceston, at 10.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. Harry Young, Agriculturist, St. Leonards, was called, made the Statutory Declaration, and examined.

Mr. Young withdrew.

Mr. David Thomas Medwin, Orchardist, "Wood-lawn," East Tamar, was called, made the Statutory Declaration, and examined.

Mr. Medwin withdrew.

At 1 o'clock the Committee adjourned till 2.30 o'clock.

The Committee met again at 2.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, and Mr. Valentine.

Mr. Charles Nickalls, Secretary, Chamber of Commerce, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Nickalls withdrew.

Mr. George Stewart Meredith, Secretary, Marine Board, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Howroyd took his seat.

Mr. Meredith withdrew.

Mr. Leonard Bradbury Thompson, Managing Partner, Messrs. Henry Bills & Co., Furniture Manufacturers, was called, made the Statutory Declaration, and examined.

Mr. Thompson withdrew.

At 4.30 o'clock the Committee adjourned till to-morrow, at 10 o'clock.

WEDNESDAY, OCTOBER 2, 1912.

The Committee met in the Tourist-office, Launceston, at 10 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, and Mr. Valentine.

Mr. Frederick Richard Unsworth, Wine and Spirit Merchant, was called, made the Statutory Declaration, and examined.

Mr. Unsworth withdrew.

Mr. John Joseph Broomby, Produce Merchant, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Broomby withdrew.

At 12.20 o'clock the Committee adjourned *sine die*.

FRIDAY, OCTOBER 11, 1912.

The Committee met at 10.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Hays, Mr. Howroyd, and Mr. Sheridan.

The Minutes of the last Meeting were read and confirmed.

Resolved. That the Members of the Committee and the Clerk of the House be allowed £1 a day for their personal expenses during their absence from home while serving on the Committee, and that the Official Short-hand-writer be allowed 10s. a day for his personal expenses. (Mr. Howroyd.)

The following accounts were passed for payment:—

T. J. K. Bakhap, personal expenses, six days, at £1 per day, £6.

James Belton, personal expenses, five days, at £1 per day, £5.

F. D. Valentine, personal expenses, three days, at £1 per day, £3.

Herbert Hays, personal expenses, six days, at £1 per day, £6.

C. R. Howroyd, personal expenses, three days, at £1 per day, £3.

J. T. H. Whitsitt, personal expenses, one day, at £1 per day, £1.

J. K. Reid, personal expenses, five days, at £1 per day, £5.

E. O. Rowland, personal expenses, two days, at 10s. per day, £1, and 1st Class railway fare, Hobart-Launceston, 19s. 6d., £1 19s. 6d.

The Chairman put in—

Return of the Number of Tourists during the last three Seasons. (Appendix A.)

Mr. Louis Manton Shoobridge, Landholder, was called, made the Statutory Declaration, and examined.

Mr. Shoobridge withdrew.

Mr. Charles Ernest Webster, Merchant, Hobart, was called, made the Statutory Declaration, and examined.

Mr. Webster withdrew.

At 12.50 o'clock the Committee adjourned till 2.30 o'clock.

The Committee met again at 2.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Hays, Mr. Howroyd, and Mr. Sheridan.

The Hon. Henry Dobson, President of the Tourist Association, was called, made the Statutory Declaration, and examined.

Mr. Valentine took his seat.

Mr. Dobson withdrew.

The Hon. Frank Bond, M.L.C., Merchant, Hobart, was called, made the Statutory Declaration, and examined.

At 4.30 o'clock the Committee adjourned *sine die*.

FRIDAY, OCTOBER 18, 1912.

The Committee met in the Municipal Council Chamber, Devonport, at 2 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Howroyd, Mr. Valentine, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

Mr. William Levitt Wells, Storekeeper, Latrobe, was called, made the Statutory Declaration, and examined.

Mr. Hays took his seat.

Mr. Wells withdrew.

Mr. Edgar Horatio Douglas Keene, Landholder, "Tantallon," Spreyton, was called, made the Statutory Declaration, and examined.

Mr. Keene withdrew.

Mr. Edwin Thomas Clements, Produce Merchant, Devonport, was called, made the Statutory Declaration, and examined.

Mr. Clements withdrew.

Mr. Edwin Ingledew, Produce Merchant and Master-Warden, Marine Board of Mersey, was called, made the Statutory Declaration, and examined.

Mr. Ingledew withdrew.

Mr. Samuel Beattie, Draper, Devonport, was called, made the Statutory Declaration, and examined.

Mr. Beattie withdrew.

Mr. David Clark Finlayson, Engineer, Devonport, was called, made the Statutory Declaration, and examined.

Mr. Finlayson withdrew.

At 5.30 o'clock the Committee adjourned till 9.30 o'clock to-morrow.

SATURDAY, OCTOBER 19, 1912.

The Committee met in the Municipal Council Chamber, Devonport, at 9.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. Henry Hector McFie, Warden, Municipality of Devonport, was called, made the Statutory Declaration, and examined.

Mr. McFie withdrew.

Mr. Alexander Fyfe Stenhouse, Merchant, Devonport, was called, made the Statutory Declaration, and examined.

Mr. Stenhouse withdrew.

Mr. Henry Browne, General Manager, Don Trading Company, Devonport, was called, made the Statutory Declaration, and examined.

Mr. Browne withdrew.

At 10.55 o'clock the Committee adjourned, and proceeded to Ulverstone.

The Committee met in Furner's Hotel, Ulverstone, at 2 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Hays, Mr. Howroyd, Mr. Sheridan, Mr. Valentine, and Mr. Whitsitt.

Mr. Edward Hobbs, Warden, Municipality of Leven, and Chairman of the Leven Harbour Trust, was called, made the Statutory Declaration, and examined.

Mr. Hobbs withdrew.

Mr. Thomas Collett, Auctioneer, Ulverstone, was called, made the Statutory Declaration, and examined.

Mr. Collett withdrew.

Mr. Charles Washington Brown, Commission Agent, Ulverstone, was called, made the Statutory Declaration, and examined.

Mr. Brown withdrew.

Mr. John William Brown, Storekeeper, Ulverstone, was called, made the Statutory Declaration, and examined.

Mr. Brown withdrew.

At 5.10 o'clock the Committee adjourned, to meet in the Municipal Council Chamber, Burnie, on Monday, next, 21st instant, at 10 o'clock.

MONDAY, OCTOBER 21, 1912.

The Committee met in the Council Chamber, Burnie, at 9.45 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Howroyd, Mr. Sheridan, Mr. Valentine, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

Mr. Percival Boyd Willis, Secretary, Marine Board of Burnie and Table Cape, was called, made the Statutory Declaration, and examined.

Mr. Willis put in—

Statistics of Inward and Outward Cargo of the Ports of Burnie and Wynyard for the Year 1911 and the Half-year ended June 30, 1912. (Exhibit IV.)

Mr. Willis withdrew.

Mr. Frederick Archer Callaway, Flourmillier and Chairman of the Wynyard Butter Factory, Wynyard, was called, made the Statutory Declaration, and examined.

Mr. Callaway withdrew.

Mr. William Joseph Alderson, Sawmillier, Wynyard, was called, made the Statutory Declaration, and examined.

Mr. Alderson withdrew.

Mr. Louis Schutz Cumming, Produce Merchant, Burnie, was called, made the Statutory Declaration, and examined.

Mr. Cumming withdrew.

The following account was passed for payment:—

Mr. F. A. Callaway, Wynyard, hire of motor to convey Mr. Callaway and Mr. Alderson from Wynyard to Burnie, and return, 15s.; and two luncheons, at 2s. 6d., 5s.—£1.

At 12.20 o'clock the Committee adjourned.

The Committee met on the train at Burnie Railway-station at 2 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

Mr. Ernest Plummer, Warden, Municipality of Circular Head, made the Statutory Declaration, and examined.

At 2.45 o'clock the Committee adjourned *sine die*.

THURSDAY, OCTOBER 24, 1912.

The Committee met in No. 1 Committee-room at 10 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Sheridan, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

The Chairman put in—

1. Statement showing Comparative Wharfages of the Marine Board of Burnie and Table Cape, 1904-1912. (Exhibit V.)
2. Return showing Number of Boxes of Butter shipped from Burnie during the Year 1911. (Exhibit VI.)
3. Letter from the Hon. the Premier covering letter from the Japanese Consul-General at Sydney, giving information as to State Subsidies and Bounties to Navigation in Japan. (Appendix B.)

The following accounts were passed for payment:—

E. Plummer, Stanley, expenses in attending before the Committee as a witness, £4 3s. 10d.

T. J. K. Bakhap, personal expenses, four days, at £1, £4.

J. T. H. Whitsitt, personal expenses, three days, at £1, £3.

Herbert Hays, personal expenses, two days, at £1, £2.

F. D. Valentine, personal expenses, five days, at £1, £5.

James Belton, personal expenses, one day, at £1, £1.

W. Sheridan, personal expenses, five days, at £1, £5.

C. R. Howroyd, personal expenses, four days, at £1, £4.

J. K. Reid, personal expenses, five days, at £1, £5.

E. O. Rowland, personal expenses, five days, at 10s.; railway fare, Hobart-Burnie, return, including sleeper, £6 5s. 2d.

At 10.30 o'clock the Committee adjourned *sine die*.

FRIDAY, OCTOBER 25, 1912.

The Committee met at 10.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, and Mr. Sheridan.

The Minutes of the last Meeting were read and confirmed.

The Honourable William Henry Burgess, M.E.C., Merchant, Hobart, and Master-Warden of the Marine Board of Hobart, was called, made the Statutory Declaration, and examined.

Mr. Burgess withdrew.

Mr. Joseph Cook, Wool Merchant and Leatherdresser, Glenorchy, was called, made the Statutory Declaration, and examined.

Mr. Cook withdrew.

Mr. Henry Nickolls, Manager, Cascade Brewery Company, was called, made the Statutory Declaration, and examined.

Mr. Nickolls withdrew.

At 12.40 o'clock the Committee adjourned till 2.45 o'clock.

The Committee met again at 2.45 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, and Mr. Howroyd.

Mr. William Townsend Thorp, Produce Merchant, Hobart, was called, made the Statutory Declaration, and examined.

Mr. Sheridan took his seat.

Mr. Thorpe withdrew.

At 3.45 o'clock the Committee adjourned *sine die*.

SATURDAY, NOVEMBER 16, 1912.

The Committee met in the Municipal Council Chamber, Huonville, at 11 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Hays, Mr. Sheridan, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. Daniel Edward Ryan, Warden, Municipality of Huon, was called, made the Statutory Declaration, and examined.

Mr. Ryan withdrew.

Mr. Arthur Davies, Warden, Municipality of Port Cygnet, was called, made the Statutory Declaration, and examined.

Mr. Davies withdrew.

At 1 o'clock the Committee adjourned till 2.30 o'clock.

The Committee met at 2.30 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Hays, Mr. Sheridan, and Mr. Valentine.

Mr. Nathaniel Benjamin Barnett, Storekeeper, Franklin, was called, made the Statutory Declaration, and examined.

Mr. Barnett withdrew.

At 3.30 o'clock the Committee proceeded to Mr. C. G. Frankcomb's house at Ranelagh.

The Committee met at Mr. C. G. Frankcomb's house, Ranelagh, at 3.45 o'clock.

Mr. Courtney George Frankcomb, Orchardist, Ranelagh, was called, made the Statutory Declaration, and examined.

Mr. Frankcomb withdrew.

Mr. Thomas Amesbury Frankcomb, Orchardist, Ranelagh, was called, made the Statutory Declaration, and examined.

Mr. Frankcomb withdrew.

At 4.45 o'clock the Committee adjourned *sine die*.

MONDAY, NOVEMBER 25, 1912.

The Committee met in the Tourist-office, Launceston, at 10 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

An apology was received for the absence of Mr. Hays. The Minutes of the last Meeting were read and confirmed.

Mr. Leonard Stanthorpe Bruce, Secretary, Northern Tasmanian Tourist Association, was called, made the Statutory Declaration, and examined.

Mr. Bruce withdrew.

Mr. George Edward Harrap, Merchant, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Harrap withdrew.

Mr. Alfred Charles Ferrall, Manager, Tasmanian Soap and Candle Company, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Ferrall withdrew.

Mr. Frederick Arthur Edginton, Merchant, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Edginton withdrew.

At 1 o'clock the Committee adjourned till 2 o'clock.

The Committee met at 2 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

Mr. John Blyth Hayes, Agriculturist, Scottsdale, was called, made the Statutory Declaration, and examined.

Mr. Hayes withdrew.

Mr. Alexander Coplestone, Pastoralist, Scottsdale, was called, made the Statutory Declaration, and examined.

Mr. Coplestone withdrew.

The following accounts were passed for payment:—

T. J. K. Bakhap, personal expenses, November 16, 23, 24, and 25, four days, at £1 per day, £4.

J. Belton, personal expenses, October 25, one day, at £1 per day, £1.

Herbert Hays, personal expenses, October 25, November 15, 16, and 17, four days, at £1, £4.

C. R. Howroyd, personal expenses, October 25, one day, at £1 per day, £1.

W. Sheridan, personal expenses, November 16, 23, 24, 25, four days, at £1, £4.

F. D. Valentine, personal expenses, November 16, 24, 25, three days, at £1, £3.

J. K. Reid, personal expenses, November 16, 24, 25, 26, four days, at £1, £4.

E. O. Rowland, personal expenses, November 16, 24, 25, 26, three and a half days, at 10s., and railway fare, 19s. 6d., £2 17s. 6d.

J. B. Hayes, Scottsdale, expenses in attending at Launceston as a witness, November 25, 1st Class return railway fare, Scottsdale-Launceston, 14s.; one day's personal expenses, 15s.—£1 9s.

Alexander Coplestone, Scottsdale, expenses in attending at Launceston as a witness, November 25, 1st Class return railway fare, Scottsdale-Launceston, 14s.; one day's personal expenses, 15s.—£1 9s.

E. O. Rowland, refund of amount paid for typing evidence, £2 1s. 8d.

At 3.25 o'clock the Committee adjourned *sine die*.

SATURDAY, DECEMBER 7, 1912.

The Committee met at 10.45 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Sheridan, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. Clyde Burton Black was recalled, and further examined.

Mr. Black withdrew.

Mr. Ernest Arthur Eva, Hobart Manager Union Steamship Company of New Zealand, was called, made the Statutory Declaration, and examined.

Mr. Eva withdrew.

The following accounts were passed for payment:—

Mr. John Vranisan, reporting 377 folios evidence at Launceston on October 1 and 2, at 6d. per folio, £9 8s. 6d.; and two attendances at £1 1s., £2 2s.; £11 10s. 6d.

Mr. E. O. Rowland, refund of amount paid for typing evidence, 652 folios, at 2d., £5 8s. 3d.

At 1.15 o'clock the Committee adjourned till Monday next, at 10 o'clock.

MONDAY, DECEMBER 9, 1912.

The Committee met at 10 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, and Mr. Howroyd.

The Minutes of the last Meeting were read and confirmed.

The Hon. John William Evans, C.M.G., M.H.A., Hobart Manager, Huddart, Parker Company Limited, was called, made the Statutory Declaration, and examined.

Mr. Sheridan took his seat.

Mr. Evans withdrew.

The Committee deliberated.

The following accounts were passed for payment:—

Mr. Belton, personal expenses, December 8 and 9, two days, at £1, £2.

Mr. Hays, personal expenses, December 7, 8, and 9, three days, at £1, £3.

Mr. Howroyd, personal expenses, December 8 and 9, two days, at £1, £2.

At 11 o'clock the Committee adjourned till to-morrow at 3 o'clock.

TUESDAY, DECEMBER 10, 1912.

The Committee met at 3 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, and Mr. Sheridan.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated upon the general lines of the Draft Report.

The following account was passed for payment:—

G. A. Hogarth, shorthand writer, four attendances, at £1 1s., £4 4s.; and taking and transcribing 581 folios, at 6d., £14 10s. 6d.; £18 14s. 6d.

At 3.45 o'clock the Committee adjourned till to-morrow, at 6.45 o'clock.

WEDNESDAY, DECEMBER 11, 1912.

The Committee met at 6.45 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Belton, Mr. Hays, Mr. Howroyd, Mr. Sheridan, Mr. Valentine, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

The following account was passed for payment:—

Messrs. Webster, Rometch, and Duncan, hire of motor, to convey the members of the Committee to the Huon District on November 16, £7 15s.

The Chairman brought up the Draft Report, and the Committee proceeded to consider the same.

At 7.30 o'clock the Committee adjourned till to-morrow at 10 o'clock.

THURSDAY, DECEMBER 12, 1912.

The Committee met at 10 o'clock.

Members present.—Mr. Bakhap (Chairman), Mr. Hays, Mr. Valentine, and Mr. Whitsitt.

The Minutes of the last Meeting were read and confirmed.

The Draft Report was further considered, and agreed to.

Resolved. That a Gratuity of £10 be paid to Mr. E. O. Rowland for special services rendered to the Committee.

At 10.30 o'clock the Committee adjourned *sine die*.

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EVIDENCE.

FRIDAY, SEPTEMBER 13, 1912.

WILLIAM MICAH WILLIAMS *called and examined.*

Mr. Williams made the Statutory Declaration.

1. *By the Chairman.*—What is your name? William Micah Williams.

2. You are President of the Hobart Chamber of Commerce—you reside in Hobart, and are a trader here? Yes.

3. Have you taken part in any meeting having for its object the consideration of the question of the shipping services between Tasmania and the other States? Yes; one or two.

4. Have you been a member of any deputation to any of the authorities of the Commonwealth or shipping companies in regard to the matter? Yes; I have taken part in several deputations; and in Melbourne, about two months ago, with Mr. Peacock, and Mr. Harrap (of Launceston), we waited upon Mr. Appleton, of the Huddart, Parker Company, and Mr. Johnston, of the Union Steamship Company, by appointment.

5. Are you aware of anything in the nature of public discontent existing? Yes; it is very general. In Hobart, in particular, I know more about it.

6. The interstate shipping service is important in three respects—the postal, the passenger, and the goods traffic? That is so.

7. I think the members of this Committee would be well pleased if you would, in your own way, detail the causes of discontent—general or particular—and the steps that you have taken to remove these causes, and the suggestions you have offered in person or with others? That is my difficulty. I was hoping that I would be led by questions put to me. My difficulty is that I have nothing definite to give you; no figures to go upon. The steps I have taken are these: I have been a member of the Chamber of Commerce for a number of years, and also a prominent member of the Tourist Association. Both these organisations are interested, one in the commercial interests of Hobart, and the other in the tourist traffic. I have always regarded the latter as one of our best assets. I have known that the tourist traffic has not been satisfactory. I am referring more particularly to between here and Sydney. I have of my own knowledge known people come here on a holiday who have had to put up with steerage accommodation, and tents have even had to be put up to provide accommodation. That has been going on for a number of years, and has come before us in the Tourist Association. We have waited upon the shipping authorities here time after time with regard to improving the service. A few years ago they did try for a month or six weeks by putting on the “Mararoa,” and we were told it did not pay to put on a boat of that kind. The difficulty I saw in the matter then was that they did not give the people of New South Wales sufficient notice of putting on a boat like that. People going away for a holiday do not make up their minds at once to come. I dare say they are forecasting now where they shall spend their holidays, and if they can see there is a good opportunity to come to Tasmania I know a number would come. But the reply they have given to me is that they were not sure of the accommodation, as upon returning they might have to put up with steerage accommodation, and

of course no one likes that. The answer the steamship companies gave to that was that it was only sleeping accommodation; the passengers go to the same tables as those in the saloon. No one, however, likes to pay for a saloon passage and get steerage accommodation. I do not think the arrangement was given a fair chance. The conditions now have altered altogether. The tourist traffic has grown; Hobart has grown; and I am looking forward to Hobart being the place to which visitors from the whole of the Commonwealth will come to spend their holidays. I may be wrong, of course, but I think in years to come Hobart will be much larger than now, partly because of that, but also for other reasons, such as climate, and so on. I think that Tasmania has a big future. I may say here that I have been interested in the articles appearing in the newspapers from time to time with regard to Hobart as a port of call. I have travelled to England three times in the past six years, and I feel confident that the time of big ships is coming, and I believe they are coming to Australia. In going to England I found that people choose the biggest boats, and the same on the Atlantic. I have been in a 21,000-ton boat from Liverpool to New York, and if travelling again I would certainly look for a boat of that size. I am given to understand that one boat of that size can carry as much cargo (and cheaper) as two boats half the size. A boat, for instance, of, say, 30,000 tons can carry almost as much cargo as two boats of 15,000 tons, and at a cheaper rate.

8. The scope of our enquiry, Mr. Williams, is limited to the shipping facilities between Tasmania and the other Australian States, so that we cannot directly investigate the matter of shipping facilities to European countries? But what I am telling you is directly interesting to Tasmania. It seems to me there is no port in Australia that can accommodate the big ships as we can in Hobart, and if this is made a big centre there is quicker communication, *via* the Cape, than through the Suez Canal. We could get our mails quicker by the present service. Not only for passenger traffic, therefore, but for goods traffic as well, I think there is a possibility of these big ships coming here and distributing their cargo and passengers for the other States.

9. Yes; I see your point? That was one of the main things which caused me to take up the question and call public meetings. It was stated in the newspaper when the “Ionic” came in that there were 300 passengers landed here, and that no provision was made for getting them away. I thought that monstrous. We are doing everything possible to popularise our port, and the shipping companies are not alive to the position; and if the authorities who send the passenger boats find they cannot be distributed quickly they will stop sending them, and go to other ports of the Commonwealth. A week or two before that there was an article in the paper regarding merchants getting their produce away; that was at the time of the drought. They could not find vessels to take this produce away. A good deal had been said about coaling, and the three things induced me to call that public meeting, knowing at the same time they did not cater for us from a tourist point of view as they ought. Hence the first meeting that was held. There was a number of people present, representing the City Council, the Tourist Association, the Chamber of Commerce, and the general

public. The result was a deputation was appointed, consisting of myself, Mr. Peacock, and any representative from Launceston, to wait upon the steamship companies in Melbourne. We expected Mr. Sullivan, Mr. Collins, and Mr. Harrap, of Launceston, would be on the deputation, but only Mr. Harrap was in Melbourne, and we three waited upon those two representatives of the companies there. We felt nothing could be done here. We put all our arguments before them, but they seemed to imply that the service did not pay, particularly between Hobart and Sydney. That was rather a surprise to us, because we knew of the quantity of fruit that was being sent away. Mr. Harrap said the same with regard to the "Wakatipu" from Launceston to Sydney. We came away not satisfied with the result. I was in doubt what to do when I came back. I had been thinking a good deal about the question, and my mind diverted to what was being done by the Commonwealth Government with regard to Western Australia, and I thought it would be a reasonable thing to ask that Government to do something for us. We are as much isolated as Western Australia, and if they can build that railway for the benefit of that State it is reasonable to ask for something to be done for Tasmania, particularly as we are paying portion of the cost of the railway for which we receive no direct benefit. I had a consultation with some of the Federal members with regard to it, and they did not think it at all possible. All they could do was to assist the postal service. Then I thought there was no reason why we should not ask for a more direct postal service between Sydney and Hobart. The mails now come *via* Melbourne, and nearly as quickly as directly, but with a faster boat they could be brought quicker.

10. You had in contemplation the sending of the mails direct to Hobart instead of by way of Melbourne? Yes; that was only in order to get over the difficulty with the Commonwealth Government. If they could subsidise a mail service, and not a company, I thought the difficulty might be overcome that way. I called another public meeting, which unfortunately turned out rather a fiasco; not that there was dissatisfaction.

11. It had more to do with the wording of the resolutions? Yes; there was general dissatisfaction with regard to the service. When the companies spoke about the service not paying, I do not think that could be said with regard to the Launceston to Melbourne service, because the subsidy, I believe, is £11,000 a year to Launceston and £2000 to the North-West Coast. That comes out at about £73 5s. per trip; that is from Launceston to Melbourne and back to Launceston. I think it a fair average to say there are 200 passengers per trip. I turned up the newspaper this morning, and there were 157 passengers travelled across on the last trip.

12. And this is the fog end of winter? Yes. That looks like a fair average; that is £400 a trip. Put that on to the £73 that is practically £500 a trip, and in addition there is the cargo and other things. I could not get any information with regard to the number of passengers from Sydney to Hobart.

13. Could the Tourist Association give you that? I do not think so. They keep a record of people calling upon them, but not of passengers; and that is not a fair estimate. I have tried here and in Launceston to get the number of passengers who come, but without success.

14. Still, if people call and write their names in the books and give their addresses it might not be impossible to get an estimate.

15. *By Mr. Howroyd.*—The shipping offices have the record of the number of passengers? Yes; but

could you get it?—If I had had time I should have on the 15th of each month counted the number of passengers, which should give a fair estimate.

16. *By the Chairman.*—It may be possible to get exact information from other sources? Yes.

17. Does the question of interstate shipping affect you in regard to your importations? It does, materially. Owing to the strike, instead of getting my goods direct here, they came through Melbourne, but I have had to pay 30s. a ton extra for freight. I thought perhaps that it was on account of the strike that the companies had taken advantage of it.

18. Which strike are you referring to? The strike in England. The freight from England to Hobart is 57s. 6d., and that *via* Melbourne is 87s. 6d., which shows it is much cheaper to come by way of Hobart. That will weigh with people in the other States too. I think the freight from here to Sydney is 15s. a ton. I get goods by direct boats for 57s. 6d. a ton, for which I had to pay 87s. 6d. *via* Melbourne. I fancy the ordinary rate to Melbourne would be practically the same. I think the extra is for coming by the Orient and P. & O. boats.

19. You have said it costs you 30s. extra to have your goods sent here *via* Melbourne? Yes; but I could get them by cargo boats cheaper to Melbourne; but that would not be so quick.

20. You say the freight from Hobart to Sydney is 15s. per ton, and it would not be more to Melbourne. consequently the rate from Melbourne to Hobart, 30s., is twice that charged from Hobart to Sydney? No; you could not put it that way. It is the Orient boats and the P. & O. boats that charge the extra freight. What I want to show is that it is cheaper to get goods by the route that comes here than by the Orient or P. & O. lines. Most of the drapery goods come by those two boats because of the quick service. Indirectly that is in favour of Hobart as a port of call.

21. Everything else being equal you will always import to Hobart direct? Yes. The instructions I have given are to send that way.

22. Do you export anything? No. We send things, of course, all over the Commonwealth, but most of my goods go by post.

23. You have dealt with the passenger traffic from a tourist point of view, and have shown the advantages of Hobart as a port of distribution for goods from European countries. Have you any knowledge of any disability the trading community generally is suffering from because of insufficient postal facilities owing to the alleged poor steamer service? No; the postal service is, on the whole, satisfactory. We have only one day we do not get a direct mail from the mainland. I think that is Thursday or Saturday.

24. You have spoken of the other States of the Commonwealth being linked up by the transcontinental railway. That will put all the States of the Commonwealth in the way of having land as well as water communication? Yes.

25. But Tasmania, because of its geographical position, must always regard shipping communication as a prime force for its development? Yes.

26. Have you any suggestions to make regarding the improvement of shipping communication with the other States?—Did you make any to those people representing the shipping companies? We asked particularly for a better service between here and Sydney, especially in the summer, and more particularly for passenger traffic; but we also asked for better communication with Queensland.

27. What general or particular answer did you get? That the service would not pay; that was practically all we got from them.

28. They did not give you any detailed reasons? No; they said they were not a philanthropic institution.

29. They said it did not pay even at present? Yes.

30. And its rate of expansion did not justify any improvement? That is what they stated. In regard to that I may say that Mr. Hughes, the Secretary of the Board, happened to be passing through Hobart about three weeks ago. I waited upon him and told him of the general dissatisfaction. I put the whole case before him, and he assured me that the whole thing was having serious consideration. They had spent a good deal of time over it, and if at all possible they would do something. I asked him if they would do anything for the coming summer.

31. You think, then, that your approaching them had at least the effect of stimulating serious consideration of the problem? Yes.

32. And Mr. Hughes told you they were taking steps in the direction of providing a better service? Yes. He said he would lay the whole case again before them. He said that we must recognise this—that they had to make the thing pay. I agreed, and said I did that in my own business, and that he must have the interests of the shareholders at heart, but the greater facilities given for traffic the more it induces traffic. We have instances of that kind in our tramways and railways. He agreed with that. I pointed out to him the necessity of making up their minds early, and letting the public know what they were going to do, because people make up their minds months before where they will spend their holidays.

Mr. Belton: That is an important point.

33. *By the Chairman.*—This conversation more particularly referred to the traffic between Hobart and Sydney? Yes.

34. Was there any allusion as to trade between Hobart and Queensland? He said if it could be done it would be; they would entertain it. They were not in league with the other companies, and there was no arrangement made.

35. He gave you the impression that he did not care about indulging in anything experimental? Yes.

36. Has it ever occurred to you that it would be desirable for Tasmania to take into consideration the having a steamship service between here and the other States of its own?—This Committee has for its object the making of enquiry into every phase of the question; and if you have thought of that we would like to hear you? I am not in favour of any extensive nationalisation of trades, but I have said, and I repeat it here, if the companies will not provide the accommodation we must look to the State or the Commonwealth. We cannot afford to be in an isolated position, and if private enterprise will not help us we must look to other sources. But I should like the State to do it rather than the Commonwealth.

37. You believe any nationalisation of the service should be undertaken by the State rather than by the Commonwealth? Yes.

38. Because it would be run more in the interests of Tasmanian trade? Yes. I think it possible some arrangement might be made with the Queensland Government. We might get some small subsidy from them.

39. You think there might legitimately be a conference between the two States with that object in view? I think so.

40. *By Mr. Howroyd.*—That would be in the event of running a steamer between here and Brisbane? Yes.

41. *By Mr. Sheridan.*—Calling in at Sydney? Yes.

42. *By the Chairman.*—Have you given any consideration to an intermediate course, that is, the

subsidising of private shipping companies by Tasmania to secure a better service? The question has been considered whether we should not try to get up a company, but we have to contend against a company which has to go to Melbourne, and it would be hard to fight a company like that.

43. It is an Australian-owned company, is it not? I could not say; it is a New Zealand company.

44. At one time there was a Tasmanian company? Yes; and a satisfactory one.

45. Was it an enterprising one? Yes; I think so.

46. Was it up to date with regard to the needs of the traffic at that time? Yes.

47. What was its history? I could not give you that.

48. It was merged eventually into the Union Company? Yes; the "Oonah" was one of its boats, and the "Talune."

49. The "Oonah" is still running in their service? Yes; the "Talune," the "Oonah," the "Flora," and the "Pateena" are still running.

50. Many of the boats belonging to the Tasmanian company which existed many years ago are still running in the interstate service? Yes; the "Oonah" for instance.

51. *By Mr. Howroyd.*—Two or three are trading in New Zealand waters? Yes. I think that shows they kept up to date.

52. *By the Chairman.*—You hold that the company the shares of which were largely held in Tasmania kept fully abreast of Tasmanian requirements? Yes. I think it is a pity they ever gave up.

53. *By Mr. Sheridan.*—Were they running the mails? Yes.

54. *By the Chairman.*—What would you have to say to the State assisting in the organisation of a steamship company and taking a large block of shares—that would be different again from subsidising? I do not think that would be a wise thing to do.

55. You are aware the British Government has a large block of shares in the Suez Canal? Yes; but I think the State should own a service like this altogether.

56. You do not think the combination would be an advantage? I think it would establish rather a dangerous precedent.

57. Is there any other phase of the inquiry regarding which you could give us information? There is one thing I would like the company to do, and I mentioned it to them. I went to Melbourne the week before last in the "Manganui," their latest boat. We left here at 5 p.m. and reached Melbourne at midnight. It is possible, and I think would be to the advantage of the State generally, if they left Melbourne, say at 10 a.m., and arrived here (which they could do) at 7 p.m. That would mean only one night at sea, which would induce people to come here. They could do the same to Melbourne. There are not very many passengers who come this route, because they generally arrive at about 4 o'clock in the morning. You are disturbed the whole night with the noise of the winches, and so on. If they left early in the morning it is possible to get here practically in daylight in the summer time. Improved boats from Hobart to Sydney would give us a quicker trip. Twenty-three years ago it took the "Oonah" 48 hours to do the trip, and at present it takes the "Paloona" 46 hours, so there has been practically no difference in the speed for 20 years. There is discontent among those passengers who, when they come here find they cannot get to the other States—they go home and complain of that; and the same with people who have to go back in the steerage—they tell their friends. A gentleman from Auckland told me he was pleased to find I was taking this ques-

tion up. He often came to Hobart, and would like to come round by way of Sydney, but he could not put up with the class of boat; he preferred to come direct.

58. You think if the shipping service between here and the other States were materially improved there would be a great increase in the volume of passengers? Yes.

59. Particularly into Tasmania? Yes; because all the discomforts prevent people coming again, and they tell their friends. There is another question—that of the Navigation Bill—which will affect us. A large number of people come here by the mail-boats, and we will lose that traffic unless better boats are provided.

60. You mean that the Navigation Bill will stop boats carrying passengers from State to State? Yes; and we would not lose that traffic if better boats were provided.

61. You think it almost imperative to increase the standard of the interstate service? Yes. I had an interview with the Federal members when I was in Melbourne, and strongly advised them to fall in with the idea of Western Australia, and make provision for passengers to be allowed to travel from State to State.

62. Did you interview any members of the Commonwealth Ministry or heads of departments? No. We have done it here, the Postmaster-General particularly. We have recommended the acceptance of the B proposal, which will provide for three days a week to Launceston and three days to Burnie, which would give a daily service.

63. *By Mr. Belton.*—Tenders are called for that, are they not? Yes; A, B, and C. C was a daily service to Launceston, which Mr. Fraser states cannot be done. The members I interviewed said they were hopeful something would be done for Tasmania, because of the delay in deciding about the contract. The day I was there Mr. Jensen had asked the question in the House, and the reply was that they were conferring with the companies.

64. *By the Chairman.*—Does your Chamber keep any accurate statistics of interstate trade? No; we keep nothing of that kind.

65. You issue an annual report? Yes

66. That is merely an epitome of statistics collated by other authorities? That is so.

67. *By Mr. Valentine.*—You have said that in getting goods from England to Hobart direct it was 30s. a ton less than through the other States? Yes.

68. Is it not a fact that the freight is cheaper than from London to Melbourne or Sydney? That is something I do not know exactly. I am going by what I pay myself.

69. If the freight to Hobart is cheaper than to the other States would not that be another inducement for a better service? Yes; of course. By sending direct to Hobart and distributing to the other States we understand it could be done four days quicker.

70. That is under the boats proposed to be built? Yes.

71. What would you consider a better and efficient service between here and Sydney as regards freights and passengers? As far as cargo is concerned I cannot give you the information, but it is the passenger traffic that I am seriously concerned about, to really encourage the tourist traffic here. As an instance of what may happen, the "Burrumbeet" was running when I called the first meeting, and a reporter stated he had information from Sydney to say that a family was coming to Hobart for a holiday, but when they saw the boat they decided straight away to go to Melbourne instead.

72. To suit the requirements of the tourist traffic what would be considered a sufficient service—once a week, or what? I should think so, with a better and larger boat.

73. What is the present service? I think it is once a week now, but every five days in summer time. It is a better class of boat we want, I think, rather than a more frequent running. The passenger traffic, of course, only lasts at the outside five months, and what are they to do with the boats for the remaining months? I thought perhaps they might run to the Islands, and I asked Mr. Hughes why could not they use the boats for the Islands. He said they had to carry cargo there, which was of as much importance. Another thing that should help to a better and larger boat is that if Hobart ever becomes a port of call, look at the quantity of coal they would require, which must be brought by the interstate boats. The boats *en route* for New Zealand might call here for coal, and the New Zealand boats themselves, I understand, coal here; and even the bigger boats sometimes coal. There are many advantages in making Hobart a port of call.

74. As one taking a deep interest in the tourist business, do you consider if we had direct communication with Brisbane it would induce any number of tourists to visit Hobart. Undoubtedly. I know a lot of Queensland people, and the same thing applies to them as to people in New South Wales; they would like to come to Tasmania. As it is we have a large number from Queensland in the summer. I think Mr. H. Jones said at a meeting that he could supply 30,000 cases of fruit and jam to Queensland alone.

75. I suppose the number recording their names at the bureau would not give a true index of the number travelling? No; I should think not.

76. *By Mr. Hays.*—Regarding the trade between Hobart and Melbourne, is there a regular service? Yes; once a week.

77. Are there many passengers travelling on that route? Not so many, because of the two nights at sea. The boats leave here generally at 5 p.m., say, on Thursday, and they do not get to Melbourne until Saturday morning.

78. I think the shipping companies as a rule make it a practice to put to sea for the night—is not that so? I believe they do.

79. For the purpose of working the ships in the daytime? Yes.

80. Referring to the tourist trade, are you aware of complaints being made with regard to immigrants landed here to go to the other States? I do not think they come under the Tourist Association.

81. But you are aware they are put to great inconvenience as a result of steamers not being available here? Yes; I have heard of complaints, but they have not complained to the Association.

82. I understand you to say that you have been advised by the company with reference to improving the service they considered it did not pay? Yes.

83. What would you suggest, seeing the companies say it does not pay, to put on a better class of boat as a means of getting over that? I have suggested that the Commonwealth Government should help, or the State Government, by a subsidy.

84. As far as the produce trade is concerned for cargo, you are satisfied there is sufficient facility? Except in cases like that of the drought. In mentioning that the reply they gave was that it was chiefly hay, and so on, which was not payable.

85. *By Mr. Belton.*—You were speaking about the feelings of the members of the Federal Parliament in reference to assisting. Two or three propositions were made, and some one said they could not assist? Yes.

86. I find the greatest obstacle to the ordinary man coming over from Melbourne to be the charges for taking a family? I think they are quite high enough.

87. That militated against a number coming. Do you think the charges excessive? It is quite as high, in fact higher, than I found in other parts of the world.

88. *By Mr. Sheridan.*—Did the Tourist Association approach both companies with regard to better facilities? Yes.

89. You approached both Huddart-Parker and the Union steamship companies? Yes; I arranged for them to be met together.

90. And their replies were the same? Yes. I could let you have their reply, because it is in writing. There is a reply from each company. I complained very bitterly about the "Burrumbeet" and the "Wakitupu" being put on.

91. Seeing that the Commonwealth Government has no power you suggest as an alternative that the Queensland Government ought to be approached to assist towards a subsidy? Yes.

92. And seeing the service is a bad one from here to Sydney, would it be wise for the State Government to approach the New South Wales Government with regard to a subsidy between here and Sydney? I do not know whether the New South Wales Government would undertake it, because we have a service between here and Sydney. There would be no harm, however, in trying.

93. Do you think the export trade from Tasmania to New South Wales is of larger volume than the import trade? Undoubtedly it is. If the import were as great as from here to Sydney I think the companies would look upon it as a paying thing. Practically all freight back is coal.

94. Do you think, then, that if a subsidy were granted the companies it would improve the service? I do.

95. You think that a better system than running a State-owned service? I would prefer it.

96. Is there any real competition, do you think, as far as these companies are concerned? I was responsible for the resolution proposed at that meeting that we should urge upon our members to urge the Postmaster-General to only entertain one company in providing a contract. I am sorry the resolution was not passed. I think it would have been much better to let the contract to one company.

97. When tenders were called for the postal service between Victoria and Tasmania are you aware there were no outside tenders? No; I have not heard what the tenders were.

98. *By Mr. Hays.*—Regarding the passenger traffic between here and the mainland, can you say as to whether passengers avail themselves of the opportunity that offers for travelling by preference by the larger boats from England as against the interstate boats? I know a large number of people do travel by the P. & O. boats.

99. You think they lay themselves out to travel by this line? Yes; it is quite natural.

100. Are the fares the same? They are practically the same.

101. In your opinion the passage of the Navigation Bill will add greatly to the volume of passenger traffic that will be available on interstate steamers? Yes; but I think we will lose all that kind of traffic unless we get a better class of boat.

102. If passengers are induced to travel by the better-class of boat, it is only by that inducement, if prevented by the passage of this Bill it is reasonable to assume they will cease to come to Tasmania? Yes; I believe so.

103. *By the Chairman.*—They would represent a class of trade that could be tapped by a better class

of boat? Yes, I think so, many of them. The companies state that the "Manganui" and others do not pay; well, what do they build them for.

104. Are you aware there was a fresh issue of shares in connection with one of these companies some little time ago? Yes.

105. Were not they speedily absorbed, and at a premium? Yes. I applied for some myself, and did not get one allotted to me.

106. And many applications only secured a partial allotment? Yes; I understand they drew lots.

107. So keen was the demand that the issue was not sufficient? That is so.

108. That would be indicative that the general operations of the company are highly successful? Yes.

109. *By Mr. Sheridan.*—Were the shares largely taken up by the present shareholders? I do not know that.

110. *By the Chairman.*—You are quite convinced that the great advantages of Hobart as a port will add to the volume of trade that is to be distributed by the interstate service? Yes; if well catered for, undoubtedly it will improve.

111. You have no particular objection to the present Melbourne-Hobart service? No; we have a fairly good service now.

112. You have a strong feeling with regard to the insufficient manner in which the tourist traffic in Southern Tasmania is catered for? Yes; more particularly between Hobart and Sydney.

The witness withdrew.

HONOURABLE GEORGE PARKER FITZGERALD called and examined.

Mr. Fitzgerald made the Statutory Declaration.

113. *By the Chairman.*—What is your name? George Parker Fitzgerald.

114. You are an ex-member of the legislature, and have been connected with the trading interests of Hobart for many years? Yes.

115. Are you aware of any feeling of public dissatisfaction regarding the interstate shipping services? With regard to the passenger accommodation, certainly.

116. Have you taken part in any movement of a public character which has had for its object the improvement of these services? I have.

117. Will you kindly tell us the nature of the action with which you associated yourself, and what you think of the disabilities, and what in your opinion are the best means of removing the difficulties? I think with regard to the passenger traffic between Hobart and the mainland ports that there is universal dissatisfaction with the service provided. Now, I think that the traffic has already considerably outgrown the accommodation, and I have not the slightest doubt in my own mind—and in this I am in unison with others who have good opportunity of judging—that were boats of, say, about 5000 tons provided to carry on the passenger traffic, that traffic would at least double itself. The Union Company's boats and those of Huddart, Parker that come here are 2500 and 2700 tons; they have quite a fleet, some 12 boats, 4000 tons and upwards which are engaged in the New Zealand business, and that business does not affect Tasmania materially. Speaking aside from the passenger traffic as shippers—I am speaking as chairman of the Cascade Brewery Company—we freight outwards, or shall do this year, something like 1000 tons. The major portion of that goes to Queensland, and the ports north of Brisbane. We, if a direct service were established—a service in which transhipment were not required—should

immediately save 5s. a ton on that business, and our manager assures me that boats as large as the "Wyandra" and "Wahroona" go right up to Cairns, and they take in all the sub-ports between Brisbane and Cairns. Freights up there now, owing to the double handling, cost a great deal more than they ought. Freights to Brisbane cost us 27s. 6d., to Maryborough 37s. 6d., to Rockhampton 37s. 6d., to Mackay, 44s., and Cairns 48s. That is from Hobart, including transshipment. I would like to point out as a matter affecting freight that the article ale and beer is frequently freighted from London to Sydney at 21s. We pay 27s. 6d. to Brisbane. I do not think that is an ordinary occurrence or an ordinary price for that class of freight. That shows the disadvantage we are at as regards English shippers, which we in Tasmania are competing with.

118. Shipments of beer and ale are the particular articles to which you allude? Yes; although there is a fair duty on the English article, yet the drawback they get in the Old Country, and the low freight they secure, enable them still to continue that business; whereas, if there were anything like even terms of doing business between us they would have to go right away.

119. *By Mr. Sheridan.*—What drawback do you mean? They get a very large drawback, but I do not recollect what it is exactly. It is enormous, and serves them with a profit alone.

120. *By the Chairman.*—Is its effect similar to that of a bonus? Yes; quite like a bonus. The excise in England is larger than here, and that is refunded when it is exported. If we had boats running directly from Hobart we have about 1000 tons of freight to offer. There is at present between Howard, Smith, & Co., and the A.U.S.N. Co. a joint running from Melbourne to Cairns, which is a weekly service. It would be easy for the ship from Sydney, instead of going direct to Melbourne, to pass off somewhere about Gabo, touch Hobart, take the freight, and make Melbourne within perhaps 12 hours, and still take the service in the week. My notion of it, having in view the freight side and the passenger—which is the most important for Tasmania—that if the Government could be induced to grant a small subsidy to either the A.U.S.N. Co. or Howard-Smith's line, to take in Hobart in their up and down trips once a week that the freight matter would be very materially improved. All the tropical fruits would not be affected by transshipment, and I believe our shipments going up would be sensibly added to. There would be less deterioration and the freight itself would be reduced. I think that a subsidy of, say, £1000 ought to accomplish the whole business; that is, of course, only my opinion. If the Union Company are content to let Tasmania go on with the same service we have had for 20 years it is up to us to look to our interests.

121. If a better service from here to Brisbane could be instituted, do you think it would favourably affect the trade of the Cascade Brewery Company in the shape of export? It would increase it largely, and there is the saving of 5s., which would immediately help us. The English people are making extraordinary efforts to keep their trade.

122. Any service catering more satisfactorily for the tourist traffic through the tropical parts of Australia would also, you think, develop a large goods trade? There is no question. For instance, all the fruits would be better by not being transhipped, and taken direct to Queensland. Our manager has had conversations with several men up there. He told me that several said to him in reply to his question why they did not come to Tasmania that they would not go in the boats like the Palooka and Westralia after the big boats. It is not exaggeration to say

that if 4000 to 5000 ton boats were provided the tourist traffic would be more than doubled.

123. You have had a long experience in the development of Tasmanian trade? Yes.

124. Do not you think trade has made very good strides, and the shipping accommodation so increased in the port of Hobart as to bring it prominently forward? I think the strides forward that have been made by the port of Hobart are due entirely to the enterprise of those people who have had the fruit business in hand. I am speaking of the foreign trade. As far as the interstate trade is concerned we have reaped no advantage during the last 10 years.

125. You think there is a rapidly-growing knowledge amongst the traders of the world as to the capabilities of the port of Hobart? Undoubtedly.

126. Besides being chairman of the Cascade Brewery Company you are a trader on your own account? Yes.

127. Do you import largely? Yes; most of our imports are from overseas.

128. You do not export, I suppose? Very little, except to individual customers who are visitors, and get our Tasmanian tweeds, and so on.

129. Are the increased trade of the port of Hobart and the improved wharf accommodation, and so on, here reflected in any way in the overseas freights? No; they have remained pretty stationary. We freight from 42s. to 55s., according to the class of goods imported. They have a fine and a rough class, and we pay accordingly. A considerable reduction has taken place there during, say, the last quarter of a century. At one time the freights were very high, when I was importing to Sydney, but competition has brought them down.

130. As a prominent business man, do you regard the arrangements with regard to postal matters as unsatisfactory?—I am alluding particularly to the delivery of mails from the Australian States? I do not notice that so much; our business is small in that line. People engaged in the wine and spirit trades, and so on, would notice it more than I do.

131. Referring to the tourist traffic, does it have a very favourable effect on your business? It does collaterally. There is no doubt about the importance of the tourist traffic. There is no doubt also that the tourists come down here and add largely to the consumption of dutiable articles during their stay. They come to us and buy the most expensive things we have. They are as a rule too costly for the average Tasmanian customer; and, then, the amount of money they distribute through the community all goes round, and benefits.

132. Could you say of your own knowledge that the genesis of some important modern shipping companies occurred in the way of simply chartering vessels? I can understand where it has been done. A company was trading to South American ports, and its boats were chartered by the Orient Company, who took up the trade, and I learn that the business on the line has been a great success, and resulted in a large business growing up. If we could not, for instance, arrange with the shipping companies I have spoken of, it might be possible for the Government to charter boats like the Orient Company did. I am no advocate for any interference with private enterprise when it suffices to do the necessary work, but at a juncture like this, where there is a disadvantage to the State of Tasmania by a continuance of the state of things at present it may be justified.

133. That attitude is that of the Committee, Mr. Fitzgerald, and our duty is to face the question in all its phases, as we will have to discuss many suggestions, such as a State-owned service, or some association with Commonwealth action, or a subsidy

to the existing service; or the formation of a company in which the State might take stock, and I ask you if you have come to any conclusions with regard to these matters to give us the benefit of them. What do you think would be the best step for the State to take in the direction of improving the service with the other States? One course open to us would be to give consideration to the people now doing the business, and find out whether they would put on the boats such as they have in the New Zealand trade on to this traffic. If they will not do it, overtures might be made to the A.U.S.N. Company, Howard-Smith's, or if there is no secret understanding that has not been admitted, and they will not do it, I think the proper course would be to proceed by way of charter. I would not recommend any joint action with the Commonwealth. Tasmania has suffered so much by being mixed up in many matters of public policy in that direction that I think we should still be the Cinderella of the crowd, and would not get what we have a right to have.

134. Assuming that the question of national ownership is being considered by the Committee, do not you think the interests of this State would be better served by some ships owned by the Tasmanian Government rather than by the Commonwealth? I should say so, certainly. It is Tasmania's line alone.

135. You recollect the Tasmanian Steam Navigation Company? Yes.

136. It was a very successful company, was it not? Yes; I held shares in it when first I came here.

137. It nearly always kept pace with Tasmania's needs? Yes; and had it remained in Tasmanian hands we should have had a better service to-day than we have now.

138. Is it not a fact that some vessels provided by that Tasmanian company are still in commission? I believe so, but have no certain knowledge of it. The service was very nicely adapted then for Tasmanian wants.

139. As far as I remember, the "Pateena" was really somewhat in advance of the trade of the State? Yes; it was.

140. You have mentioned you were the holder of some shares in the T.S.N. Company? Yes.

141. Was the arrangement for the taking over of the company made by a transfer of stock? I think so.

142. Have you any knowledge of the issue of stock some time ago by Huddart-Parker Company? No; I have no intimate knowledge of it.

143. You are really of opinion that the interstate service is unsatisfactory, and that it is desirable for the State of Tasmania to consider the chartering of vessels and start a service of its own? I think if it be not done Tasmania's progress will be delayed.

144. *By Mr. Valentine.*—Are the oversea freights to Hobart more or less than similar goods to Melbourne or Sydney? There are cheaper freights constantly occurring to Melbourne and Sydney now by sailing vessels than by the cargo steamers. We sometimes get a freight by cargo steamer from the Old Country as low as 30s., and that is quite common figure with the cargo steamers. In that respect the bulk of the Melbourne business was not as important as to time, so the bulk of their goods would still be carried by those boats.

145. You spoke of a cost of 5s. for transshipment from here to Brisbane. Do you think that would be saved? Yes; that could be effected, and another thing would be the broaching of our stuff. It goes to Sydney, and every day it stays there is so much money out of our pockets.

146. Do you think there would be sufficient freight from Brisbane and Queensland ports to Hobart as would encourage this as a port of call? It could

pick up the whole of the existing freights between here and Melbourne, and between here and Sydney; the new service would pick up the whole of the freight.

147. We understand there is very little freight from Sydney excepting coal? There is more from Melbourne, undoubtedly.

148. The line you suggest from Brisbane to Sydney here and Hobart to Melbourne would not get the Melbourne freights by that line? You mean the freight from Melbourne to Hobart would be missed. Most probably it would, unless some arrangement other than that I suggest were brought about, but the freight from Melbourne to Hobart would chiefly affect the Melbourne shipping.

149. *By Mr. Hays.*—Apart from the trade you have mentioned, do you know whether there is much freight between Hobart and Brisbane? There would be the whole of the Tasmanian fruit and jam.

150. Would there be sufficient inducement here, do you think, outward, of freight for that line to call? I certainly do, because it would pick up all the freight it could carry. Coming here once a week it would afford all the conveniences of the other boats.

151. That is assuming the other boats ceased running? That would resolve itself into a question of competition.

152. If the trade were split up into two companies they would not compete with one another? The two sides of the traffic must be taken together—the passenger and the goods—and the passenger traffic, I think, would develop into far larger business than the goods traffic.

153. *By Mr. Sheridan.*—You have said that if 5000-ton boats were put on it would be likely to double the traffic? Yes; the passenger traffic.

154. And you think it would pay a company to compete? I hold that opinion, and am joined in it by dozens of commercial men.

155. The Union Company has always been looked upon as an enterprising company, and if in your opinion a 5000-ton service would be profitable, is not it a wonder that the company does not consider it? They pleaded this, for instance—in putting on the "Burrumbeet," that they did not have another boat to give. There is no doubt it is a wealthy company; they have 12 boats over 4000 tons, which are carefully kept out of the Tasmanian waters simply because it is more profitable to do the New Zealand trade with them. I do not think they will do anything so long as they are not pressed.

156. Would not the competition with Huddart-Parker help to break that down? But there is an understanding between them.

157. *By the Chairman.*—That is, of course, merely an assumption? I would not care, of course, to have it placed on record that I believed there was anything more than an honourable understanding between the companies, but you can exchange your passenger tickets from one boat to another; the same rates of freight rule, and you cannot get from one company a different consideration to that which the other company will give you.

158. You think from the fact of the tickets being interchangeable, and from other evidence, that it is reasonable to believe there is a community of action between them? That they would not hostilely compete one with another.

159. You spoke in favour of a State-owned line of steamers, or of chartering? Yes.

160. Do not you think that if the State owned or chartered a steamer they would have to compete with the existing companies? Of course they would.

161. In case of any nationalisation, you prefer the State to the Commonwealth? Undoubtedly. But I do not say the State would do the business better

than private enterprise if the private enterprise would undertake it.

162. Do not you think the Commonwealth, being more powerful, would be better able to compete with the companies than Tasmania? I think Tasmania could compete as far as its own service goes as well as the Commonwealth. There would be closer attention to Tasmania's wants.

163. Supposing there were a risk to be run, would it not be better to throw it on the Commonwealth? Not if you are going to get an inefficient service that would keep the island back. To have it handled by Tasmania, if there were a little more risk attached to it would more than compensate.

164. You think a State-owned line would be more efficient? I am certain of it.

165. A witness this morning told us he approached two companies with a view of a better service, and the reply of each was that it would not pay? Yes; I saw that.

166. Do you endorse it? I do not know why if it would pay the A.U.S.N. Company to go up as far as Cairns with a 6000-ton boat, where the traffic was more unimportant, why it should not pay to come to Tasmania. The Union Company ought to be able to manage this as well as any company.

167. You spoke of a subsidy of £1000 a little while back; do you mean a year? Yes; that would be about £20 a trip, which would embrace the extra mileage they would have to run, and so on.

168. Do you think £10,000 would be too great? I think it would be too much. For £1000 they would get £20 a week certain and all the extra traffic they could pick up; but of course I am nothing of an expert, and am only giving you my opinion. I should say it would pay the State to double that, and pay, say, £50 a trip.

169. Do you think it would pay the State to run a service between Launceston and Melbourne and Burnie and Melbourne? I do not know enough of the northern end of the island to say.

170. You are fairly well satisfied with regard to the mail service? Yes.

171. Your quarrel is entirely with the passenger traffic? Principally with the passenger traffic, and of course, in connection with the freight, there should be an advantage, as in the case of the Cascade Brewery, where I can see that 5s. a ton can be saved. Then there is the advantage of getting the stuff without delay, and all our returns.

172. Supposing a steamer were placed between here and Brisbane, calling at Sydney, do you think the trip could be done in a week? Yes; I think so, undoubtedly. That is between the two companies, the Howard-Smith and the A.U.S.N., a weekly service could be run to take in Tasmania.

173. If this Committee recommends a State-owned steamer, I suppose you would have no objection to receiving a subsidy either from the Commonwealth Government or that of New South Wales or Queensland, towards the cost of running the steamers? I do not know whether it would be of so much advantage to Queensland as to Tasmania. I do not know whether there would be any hope of the Queensland or New South Wales Governments assisting. I do not think there would be much hope of that.

174. *By the Chairman.*—The other States of the Commonwealth have, or will have, dual means of communication with each other. They have already maritime transport, and will soon have railway communication? Yes.

175. In connection with Tasmania's relation to the Commonwealth the best sea service is vital to our interests? Certainly.

176. You acquiesce in those statements? Yes.

177. You are aware in a general way that the people in the north intend making very large

commitments in the way of improving their port for interstate and overseas shipping; would it not be possible for a steamer to come down from Launceston, touch at Hobart, and then on to Sydney—would not that tend to develop trade? If the steamers could enter the Tamar of course it would. I think if one is to judge Tasmanian interests as a whole that I would not recommend a service that took in Launceston, with the doubtful possibility of their boats getting in and out satisfactorily, because the northern trade has divided itself now; the sub-ports are attracting steam communication, and I do not think there is sufficient in Launceston to make the big steamers' visits profitable for a long time.

178. In regard to the possible development of the tourist traffic from the mainland to Tasmania you are most certainly optimistic? Certainly; I am as certain as any human being can be that double the number of tourists would reach Tasmania if a 5000-ton service direct were established.

179. And the volume of the traffic would increase as the population of the mainland increased? Yes; that is so.

The witness withdrew.

HENRY JONES *called and examined.*

Mr. Jones made the Statutory Declaration.

180. *By the Chairman.*—What is your name? Henry Jones.

181. You are a predominating factor in the firm of Henry Jones and Co.? Yes.

182. Are you aware of any movement on the part of the public to secure a better service between Tasmania and the other States? No; I am not aware of it.

183. Have you taken part in any meetings on the subject? Yes; I was at a meeting of the Chamber of Commerce to discuss the steam service.

184. Do you think that any improvement of the facilities between Tasmania and the other States is necessary? Queensland is the place that requires a direct service.

185. You think a service could be established between Tasmania and Queensland? Yes; if it is possible.

186. What particular line is your firm interested in in regard to Queensland? In jams, fruit, and timber.

187. How is the timber sent—by vessels under charter? There is too much difficulty in getting it to Queensland, so we do not bother with it very often. We sent a ship up lately, which we chartered specially.

188. In regard to jams and fruit, in what way do you think the business of shipping is unsatisfactory? The transshipment the fruit has to undergo destroys it; it is so soft and gets spoilt.

189. If a direct service were running from here to Brisbane would a great deal more fruit be sent? Yes; half the fruit going now to Sydney would go to Queensland direct.

190. When you ship now you ship to Sydney for transshipment? Yes.

191. Would the quantity you send be increased if there were a service? It all goes to Sydney now, practically.

192. And if a direct service existed it would go to Queensland? Yes.

193. I think you made a statement at the meeting in regard to the quantity of stuff you would be able to send? Our idea was to get the growers with us to guarantee 20,000 cases of jam or fruit, or for produce equal to that much. If we guaranteed, we would save dead freight by sending other produce, if fruit were not available.

194. How are you charged by the companies? So much a case.

195. Could you tell us how much? I have not the figures with me, but I will send them over to you.

[The following figures were subsequently produced:—

Freight on Apples to the undermentioned Ports.

Hobart to Sydney, 7½d. per case.

Hobart to Melbourne, 7½d. per case.

Hobart to Brisbane, 1s. 5½d.—comprising Hobart-Sydney, 7½d.; transshipping, 1¼d.; Sydney-Brisbane, 8¾d.; total, 1s. 5½d.

Hobart to Maryborough, 1s. 8d. per case; Hobart to Bundaberg, 1s. 8d. per case; Hobart to Gladstone, 1s. 8d. per case—comprising Hobart-Sydney, 7½d.; transshipping, 1¼d.; Sydney-Bundaberg-Maryborough or Gladstone, 11¼d.; total, 1s. 8d.

Hobart to Townsville, 2s. 3½d. per case; comprising Hobart-Sydney, 7½d.; transshipping, 1¼d.; Sydney-Townsville, 1s. 6¾d.; total, 2s. 3½d.

Hobart to London and Liverpool, 2s. 4½d. to 2s. 7½d. per case.]

196. For how many trips would you send 20,000 cases? You would have to go by the season, from the end of March up to the end of September, practically; that is for apples.

197. Does the small-fruit season extend any further? There is no trade in small-fruit there now; we closed our jam factory up. We would send 20,000 cases every fortnight; that would be the most we could do. If we were asked to contract to-morrow we would say once a month.

198. Would you be prepared at the present time to give a guarantee of 20,000 a fortnight? I would have to call the growers together to see how they would assist me.

199. What about once a week? You could not do that, once a fortnight is all that is required.

200. Supposing there was a weekly service, would you enter into any guarantee to supply so much a week? Certainly.

201. How much—5000 a week? We would have to consider that, and organise a system to work in with the growers.

202. Do you import coal? We could use a couple of thousand tons a year, if we bought no wood.

203. Do you have any difficulty in getting that down? We get it from the Union Company.

204. Is coal cheaper for you than Tasmanian wood? No; wood is cheaper if we could get it.

205. What is the matter—why cannot you get it? There is no certainty about it; the people will not go out and get it.

206. The quantity of coal you import is likely to increase from time to time? Yes.

207. You are not particularly interested in tourist traffic? No.

208. You have no connection with that? No.

209. I think, if my memory serves me, you said at the meeting that the State should subsidise one of the companies—? Yes, and pay so much a trip.

210. How much would you offer as a business man? The first consideration would be what class of steamer would be supplied.

211. Which kind of steamer would be suitable? A boat like the Oonah would suit as well as the Westralia, and the subsidy would be less.

212. Is the consumption of apples by Queensland people increasing? No, I do not think so.

213. Would it increase if you had direct shipment? Yes; it would be different altogether. We send cases now where we would send thousands. Yesterday we put 300 cases on a boat going up, but if we had a direct trade we would send 5000.

214. Would direct shipment make such a difference as that? Yes. I have seen with my own eyes our apples that were unrecognisable owing to the treatment. I did not know them for our own fruit.

215. And a direct service would obviate all that? Yes, certainly.

216. And the best move for a start to secure a better service would be to subsidise a boat? This is what I think. I would give £250 a year to the Government to do it, and we would say you must get the same charge from here to Brisbane as from Melbourne to Brisbane. We would give £1000, spread over four years.

217. Apart from your firm's own trading interests are you in any way representative of any body; are you chairman of a league or anything like that? No.

218. Your representation is solely on account of your own interests? Yes; it is a business action.

219. You are alive to getting hold of every trade avenue? Yes; we would support the growers; it would be a boon to them. For that purpose we would pay a subsidy.

220. I think you also said at a meeting that this year 150,000 cases would be shipped to South America? Yes; it is 160,000 cases.

221. How are they shipped? By transshipment from New Zealand.

222. The shipment of apples to South America is done by the New Zealand boats? Yes.

223. How did that trade develop? We sent our own man there to look up the business.

224. You have really created a demand? Yes.

225. Is it growing? Yes; we have doubled our quantity. Last year it was 70,000, and this next year it will be 160,000. We have engaged steamers for that next year, and have signed the contracts.

226. Would the same laws operate in connection with the development of the Queensland trade with better facilities? Certainly.

227. Along the same lines? Yes; we would send a man there to represent our interests.

228. Just as you did in South America. Yes; we have now a permanent man in South America.

229. Where is he stationed? At Buenos Ayres, I think it is. You must get the service first of all. We send a man out looking for trade.

230. Is it your experience that trade follows the shipping? Yes, naturally. If you can compete with a country. We cannot compete with England except in our season, nor with America.

231. Has your firm been largely responsible for the development of shipping apples to England? Yes.

232. Did you do anything of a pioneering nature in connection with it? Yes; from the very first. About 14 years ago the brokers absolutely refused to undertake the responsibility, and now we have our own men in England, and we do our own financing.

233. You are very hopeful of developing the apple trade of Queensland if direct facilities are afforded? Yes.

234. Would not these facilities tend to increase the tourist traffic? Not so much by steamers; I think they filter through the other States. The only thing I can see to improve our communication is a direct service to Queensland. I am only concerned with the producer's point of view and the manufacturer; that is where the wealth of a country comes in.

235. Is the trade from Hobart to Sydney very much greater than from Sydney to Hobart? Yes; much greater, I should think.

236. *By Mr. Valentine.*—You mentioned one of the troubles in sending fruit to Brisbane was the knocking about? Yes.

237. Is there anything else? There is a small charge, but that does not hurt.

238. The apples have to be transhipped to South America—have they suffered similarly? To a great extent they do. We have not got enough trade to get the steamers to fill up and go direct. It is getting better. This year we have two boats a month going to South America. If it still further increases it will be a question of shipping direct from here.

239. *By the Chairman.*—Do you think it will come to that? Yes; we had a boat last year engaged, but failed to find the apples, and we had to let the contract go.

240. *By Mr. Valentine.*—In your opinion with direct communication would other produce besides apples be encouraged? Any produce, oats, potatoes, and so on—they are all transhipped at Sydney. There is a large quantity of potatoes going now.

241. Would direct shipment encourage you to open your factory again that you closed down in Queensland? No; it is better to make the jam where the fruit is produced. No one will use pulp if they can use fresh fruit.

242. No; even in the face of Queensland being a sugar country? No; the jam would not be so good that you could compete. You could make a cheaper jam, but you would lose in quality.

243. And if Hobart were made a port of call, would you favour the route Brisbane-Sydney-Hobart-Melbourne, or Sydney-Melbourne-Hobart-Brisbane? The same shipping people could do it cheapest by leaving Melbourne and coming to Hobart, and then to Sydney.

244. Would it be a better service if we said to Hobart one trip, and then *vice versa*? There is nothing to warrant coming to Tasmania that way.

245. Is there much demand for Tasmanian timber in Queensland? There is not much demand just now.

246. It would not pay to send timber by the service we have been speaking of? Our timber is half the price here it is in Brisbane. The timber is £1 per 100 feet in Sydney, and about 8s. in Hobart.

247. *By Mr. Hays.*—You would have freight offering all the year round? We would for jam.

248. But principally in the summer months? Jam and sugar. We make up about 3000 tons of sugar every year.

249. Does that come direct from Brisbane? I think the company would make it cheaper in Sydney. They make it in Brisbane for the Queensland trade, and in Melbourne they make it for the Victorian, and so on.

250. Do you deal in any way with produce apart from fruit and jam, &c.? No.

251. You could not say whether there would be a fair trade in produce if there were a direct line? There is a big trade now. If we took up the business as guarantors we would look up all the produce we could to make up the shipment. We undertook to supply 100,000 to London this year on one occasion, and we had to fill up with meat to save ourselves, and we lost about 1s. a case as well.

252. At what intervals would you say a boat should run? Fortnightly would be all we would require. A weekly one would be too expensive.

253. *By the Chairman.*—What you are afraid of is simply the damage done to the apples in transhipment? Yes.

254. *By Mr. Hays.*—There is a considerable trade between the North-West Coast and Brisbane in produce, and the stuff has to be transhipped at Sydney. That should be an inducement to make a regular service between the northern portion and the southern ports and Brisbane? If you called at the North-

West Coast and took produce in there for Queensland you could make it a weekly service. I was, of course, overlooking that and looking at the matter from a Hobart standpoint.

255. You are of opinion, after taking that into consideration, that there would be sufficient inducement for a weekly service? I believe there would be.

256. Do you use any native coal? No.

257. You are aware there have been difficulties in the past in getting produce away from this port? Very seldom. We could always get our stuff away. Only once this year we have had to tranship at Strahan for Melbourne and Western Australia.

258. There are other firms in the fruit trade; are they also sending fruit to Brisbane? Oh, yes; perhaps more than we do.

259. When you mentioned the amount you were only considering what your own trade would be, and not that of other firms also? I was speaking for our selves in a general way. That would be an advantage, of course, too. The 20,000 a fortnight I referred to generally as from this port.

260. With regard to the damage through transshipment, what do you attribute that to mainly? To the nature of the fruit; it will not stand a second handling.

261. Is that the handling by the shipping company? It would naturally lose through moving the fruit about more than once or twice, no matter how careful the company would be or the labour; you cannot help it.

262. In the event of a direct line being run between here and Brisbane, the present line would be continued? Yes; it would.

263. And they would take particular care on account of the competition of a direct service to handle the fruit better? Yes.

264. *By Mr. Howroyd.*—When you were speaking with reference to a subsidy have you ever considered the advisableness of the State entering into competition by buying or chartering a boat to compete with the present companies in the trade? From a business point of view it would not pay the Government to buy a boat. It would be better to subsidise. I think the proposition would be too expensive to consider.

265. *By Mr. Sheridan.*—Has your firm approached any of the existing companies offering a subsidy? No.

266. Or with regard to running a service between here and Queensland? No.

267. One witness said he thought if a subsidy were offered to the A.U.S.N. Company of £1000 it might induce them to make Hobart a port of call? I do not think it would induce them to come.

268. Did you ever consider a question of that kind? No; I have not.

269. *By the Chairman.*—You definitely make the offer of a subsidy of £250 to any company that would give you a direct service? Yes; £1000 spread over four years.

270. You would not want a refrigerating plant on any boat trading to Brisbane? No.

271. How long can fruit be carried without going into cool chambers? We send to South America; that is a month's run.

272. The export of apples to South America is not carried on under as good conditions as to London? No; nothing like it. We would like it, but cannot get it.

The witness withdrew.

WILLIAM DAVIDSON PEACOCK *called and examined.*

Mr. Peacock made the Statutory Declaration.

273. *By the Chairman.* What is your name? William Davidson Peacock.

274. And you are a merchant, Mr. Peacock, residing in Hobart? Yes.

275. I suppose you have had a long and pretty extensive knowledge of the trade requirements of this part of Tasmania? Yes; but more particularly with reference to the oversea trade, but as a manufacturer I have obtained a knowledge of the trade with the mainland.

276. I will read to you the order of the House of Assembly for the appointment of this Select Committee, and the scope of its enquiries. (Order read). Have you been associated with any movement to secure an improvement in the shipping facilities to those which exist at present in connection with the trade of Tasmania with the mainland States? I have made representations to the steamship companies as to the desirability of initiating a direct service between this State and Queensland.

277. Have you any knowledge of any dissatisfaction that exists amongst the trading community and the public generally as to existing means of shipping communication between Tasmania and any of the other States? The only knowledge I possess is that obtained from what has been published in the press from time to time. Of course, I say as a business man that I would like to save the cost of the extra handling of goods which is brought about by the transshipping of goods at Sydney for Brisbane.

278. You are, I understand, Vice-President of the Hobart Chamber of Commerce? Yes. That is the feeling, that if that item of the extra handling could be saved it would be better for the cargo sent, and it would be money saved in the producers' pockets.

279. I think I remember seeing you at a meeting which was convened by gentlemen interested in this matter of steamship communication, and which was held at the Town Hall a few weeks ago? Yes; I was there.

280. Are you an exporter? Yes, of jams.

281. Which are manufactured here? Yes.

282. Do you export your jam to the other States? Yes.

283. Does any one of the five mainland States take any more than the rest? Yes; we export more particularly to Sydney, and of course a large quantity goes on from there to Brisbane.

284. Such of your manufactures as you export to Queensland would be included in the Sydney shipment, from which port it is transhipped on to Brisbane? Yes.

285. Have you reason to believe that the inauguration of a service direct from Hobart to Brisbane would materially develop the trade in which you are partaking at present? I think so.

286. We do not, of course, wish to enquire into the secrets of any man's business, but have you any objection to telling this Committee something of the volume of your export trade at the present time to Sydney, which of course is inclusive of the goods which you have transhipped to Queensland? I can only speak as far as our own manufactures, because we do not do any interstate trade in apples, or practically none. I could get those particulars for you from the office in a few minutes; I could only give you guesswork at the present time. Perhaps it runs to some £10,000 or £15,000 worth per annum. But, of course, that is only guesswork.

287. What would that represent in cases of jam? Possibly 15,000 cases.

288. You have told us that your trade to Queensland would materially increase if there were direct

shipping facilities to the northern State. Would the shipping facilities in themselves be sufficient to increase your trade, or are there any attendant circumstances which would tend to develop your trade? The whole thing would be an actual cash saving in the handling of the fruit. There would also be some little injury by the extra handling at present, but that would not apply to jams. Fruit might suffer injury, but, as I said before, we are not exporters of apples to the other States.

289. And would the actual cash saving be sufficient to warrant you in believing that you could greatly extend your trade? Every 5s. per ton that we could save makes us better able to compete with the mainland manufacturers. It would appreciably grow, not in a very sudden manner, for it would take time to develop, but the trade is growing as it is.

290. Is your export confined solely to jam? Not altogether; we export preserved fruit and a few evaporated apples.

291. Is the cost of transshipment added in a definite way to the price you have to pay with regard to exporting your produce to Queensland; have you any definite knowledge of the actual cost accruing by transshipment? On apples it works out about 5s. per ton.

292. In regard to the jams you manufacture, are they usually assorted? Yes; they are invariably mixed jams; *i.e.*, assorted kinds.

293. You do not specially keep to small-fruit kinds; are jams made from apples? We do not make apple jam. We make apple conserve. The public will not buy apple jam. We put up assorted kinds. We have 20 or 30 different kinds, and some of them would contain fruit that was imported from the mainland.

294. Does your firm import tropical fruits from Queensland? We do not import the fruit, but usually pineapple pulp, that is pineapples boiled and put down in tins. We used to have pines brought down here, but they usually arrived in bad condition, so that we do not trouble with them now. We get the pulp, and we import melons and lemons. They are about all the kinds we import.

295. Could you give us any idea of what fruits are brought to Tasmania from Queensland? From Queensland itself it would be pineapple pulp, but only in a small quantity. From Sydney we import a considerable quantity of melons.

296. If the shipping trade were extended to Queensland, would not the return journey avail itself of freight of that kind? Yes, of course; anything available that was required.

297. If a direct service were provided from Hobart to Queensland, and if the result, as you expect, was a material expansion of your trade, would it result also in the increase of the volume of your importations from Sydney and Queensland? As the trade grows, on that account we would naturally have to import more sugar.

298. More melons? Yes, in the same ratio; in the same proportion.

299. Do you in connection with your manufacturing industry import much coal? None at all. We buy all we want from the steamship companies. We purchase Newcastle coal; that is stored in the hulks.

300. And if there were any increase in your output it would result in an increase in the consumption of coal? Yes, in the same ratio.

301. Is it all imported coal you use? Yes.

302. In regard to this movement for an improvement of the shipping facilities from the port of Hobart to Sydney, and Queensland more particularly, I understand you approached the steamship companies? Yes, I did.

303. Were you a member of the deputation? Yes; I was one of three.

304. Can you tell the members of this Committee somewhat of the attitude taken up by the representatives of the two steamship companies having trading interests here? Yes. First of all they assured us, in reply to a question put to them, that there was no agreement existing between the two companies trading on the Australian coast to prevent them going north, or to prevent any of the other companies coming south, but they said if they did go north it would result in a cut-throat competition between the companies concerned. They looked at the question from their point of view, and claimed that the volume of trade going north was not enough to warrant any alteration. Of course, the whole thing had to be referred to New Zealand, and from that time till now we have not heard anything more of the matter, beyond being assured that the companies were looking into the matter, they stating that all their boats were fully employed.

305. Did you gather from that interview anything of the policy of the shipping companies—I suppose you are more particularly referring to the Union Steamship Company? We met the managers of both companies, the Melbourne manager of the Union Steamship Company and the manager of Huddart, Parker, & Co.

306. And you gathered from that interview that the policy of the company whose shipping services so vitally affect Tasmanian interests is directed from New Zealand? As far as the Union Steamship Company is concerned.

307. Their attitude towards the Tasmanian trade is directed from the head office at New Zealand? I would assume so.

308. Have you any knowledge of the tourist traffic? No; I have not, directly.

309. You are not connected with any of the tourist associations? No; personally I have nothing to do with it.

310. I suppose you are incidentally aware that one of the reasons for the providing of improved shipping facilities is to better accommodate tourists on the boats? Yes; I have heard that.

311. I suppose you have been resident in Hobart for a long time? Yes; since 1861; with intermissions, of course.

312. Has the trade of the port expanded very materially since then? Yes; very much so. The whole thing has been reorganised.

313. In your previous evidence you spoke of doing a large oversea business? Yes.

314. Is your experience of oversea transport business such as would lead you to believe that Hobart must be much more used as a place of call for large boats? Yes; I think so.

315. Do you not think if that takes place that the interstate trade and shipping from Hobart will be very materially developed? I think it is almost bound to. Steamers can come here of sufficient tonnage, which would preclude them from going into Port Phillip Heads.

316. In regard to the reply given by the two steamship companies, are you still of the opinion that it is imperative that better shipping facilities should be provided? Yes; if it is at all possible.

317. It is desirable? Yes. The companies have their own views on the matter. They assert that they are not making any money out of the business. They are doing an increased trade, but they say that as the trade increases they have introduced a better class of boats.

318. Have you any predilection for any particular line of action on the part of the State that will tend to improve the shipping facilities?—Various suggestions have been made by the witnesses we have had

before us, and I would like to know if you have formed any opinion on the subject? I should think that if the steamship companies can show they are not earning a profit, the wiser thing to do would be to subsidise the companies, rather than compete against them, so as to bring about a direct service to Queensland. They say, we would want three ships if we have to go north—to go past Brisbane. We say, then get three ships; rearrange your circle of running. I think that it would be about the wisest way to go about it. Let the Company put facts and figures before you to show what they are earning.

319. You favour State action that will secure better shipping facilities, and you think the best way to do that is to go to the Company? Yes; the same way as was done with the "Loongana."

320. That was the mail subsidy? Yes.

321. But I am looking more particularly to the passenger trade? I consider they have such a hold on the trade generally, and such facilities, that it would be a very big undertaking for a small State like Tasmania to go into competition with them.

322. There was a Tasmanian shipping company here once? Yes; I remember that well.

323. And that company, I understand, generally kept well ahead of Tasmanian requirements? Yes.

324. In the days of the Tasmanian company public complaints were not by any means frequent because of the lack of enterprise? No. The maximum rate for carriage of apples then was 1s. 3d.; now it is 7½d., which is a big drop.

325. The volume of trade, of course, is much greater now than at the time you are speaking of? Yes; when Huddart, Parker came in and reduced the rates they united the fruitgrowers as a whole and got a five years' contract with them to carry their fruit at 6d. per case. This broke the Tasmanian Steam Navigation Company up, and then the Union Company came along and took up the running.

326. Was the Tasmanian Steam Navigation Company merged into Huddart, Parker, & Co.? No; into the Union Steamship Company.

327. There was a freight war? Yes; between the Tasmanian Steam Navigation Company and Huddart, Parker, & Co.; and then the Union Steamship Company came in and fought Huddart, Parker, & Co.

328. The competition of Huddart, Parker & Co. against the Tasmanian Steam Navigation Company weakened the latter company? Yes; it destroyed it.

329. Did the Tasmanian Steam Navigation Company charge as low as 3d. per box for apples to be carried as far as Sydney? Yes; but Huddart, Parker, & Co. had secured a contract with the fruitgrowers for five years for 6d. per case; they were doing nearly all the business. When the Union Steamship Company came here they said to the growers "you support us and we will give you all the boats you want, but you must give us all your business." I went among the growers and said "look here, you have signed a contract for a term of years with Huddart, Parker; when that has expired these companies will come together and you will then be in the hands of a close pool, which you will not be able to get out of."

330. Was the old Tasmanian Steam Navigation Company in existence at the time when Huddart, Parker and Co. got the contract with the growers? Yes; although I am not quite clear whether it was subsequent or not. It may have been when the Union Company took it over. First of all the competition was between Huddart, Parker and Co. and the Tasmanian Steam Navigation Company, and when the latter could not bear the strain any longer its manager went to New Zealand and made arrangements with the Union Company to take up the Tasmanian trade, and then Huddart, Parker and the

Union Company had a battle over the trade. After a time, however, they settled down into a happy family. It is a good thing to keep up competition.

331. *By Mr. Sheridan.*—What is the freight on apples now? 7½d. per case.

332. *By the Chairman.*—Was the contract between Huddart, Parker and Co. and the fruitgrowers for five years responsible for the closing of any avenue of trade? Yes. When the contract was out the freight on apples was raised from 6d. to 9d. per case, which was just as I told them would be the case. I was doing business with both. I told the growers that they would have to pay sufficient as freight to keep both companies going after the contract expired, and that was what happened.

333. Was your advice to the growers tantamount to telling them they should have supported the native company? Yes; to succeed. After the contract expired the growers had a 9d. freight offered by both companies.

334. And yet they would not support the native company that was offering to carry the fruit to Sydney at 3d. per case? No. The position was this—the Tasmanian Steam Navigation Company had been charging the growers high rates for the carriage of their fruit, and then when Huddart, Parker came in they knocked the freight down, and the growers afterwards stuck to them.

335. As a matter of fact, the Tasmanian Steam Navigation Company lowered the freight too late? Yes.

336. *By Mr. Valentine.*—You said you were not importing any tropical fruit because they were not landed in good condition? The reason why is that we cannot use them to any advantage here. We cannot manufacture jams here of that kind to compete with the manufacturers on the mainland. It is utterly useless; we cannot do it. We cannot use the lemons for the same reason. Pineapples are too costly to bring down here in fresh condition. You can buy them cheaper as the manufactured article. Our requirements in that line are very small.

337. Is that caused by the necessity for transhipping the fruit at Sydney for Hobart?—If you had a direct boat would you get over the difficulty? No doubt a lot more fruit would come down in that way.

338. The tropical fruit could be carried safely if it came direct? I think so. It is not farther than Madeira, or Canary Islands, where they bring them from to London.

339. You gave the Committee an idea of the volume of trade going to Sydney. Would that include what goes on to Queensland? Yes; at the present time. Of course jams are packed very close.

340. Do you think that amount of trade would be increased if we had a direct boat? Yes; I have no doubt it would. We would have less competition; i.e., we could compete more successfully with Victorian manufacturers.

341. Would the probable increase in your trade induce your company to offer a bonus towards a direct service. I do not think so. The jam trade of Tasmania is not profitable. We are handicapped at least, with all our manufactures, to the extent of 30s. per ton, as compared with what it costs on the mainland. The average fruit contents of a case of jam costs less, as far as fruit is concerned, in New South Wales than in Tasmania, because there are several kinds of fruit there, more than here. Oranges and lemons cost mainland manufacturers much less than they cost us, also apricots, nectarines, &c.; we only have raspberries and currants here that have any advantage at all over the mainland manufacturers. If wages materially increase here I am not sure whether jam-making will not cease in Tasmania altogether, and simply keep our factories open as pulp

depots. Of course, we hope not; but it depends on how wages increase.

342. *By Mr. Hays.*—Regarding the trade between here and Melbourne, do you do any trade with that centre? A little jam is sent there, but not a great deal.

343. There is not much trade between Hobart and Melbourne? Only ordinary merchandise.

344. And do you think the steamship service is generally in keeping with the trade? Yes; I have not heard any complaints about that.

345. And between Hobart and Sydney? There is no difficulty about getting goods away from Hobart to Sydney.

346. That is from an exporters' point of view. As far as the passenger trade is concerned, can you express any opinion? No; I have nothing to do with it. The companies have always got their answer to any allegations, even on that score, as has been seen by the papers.

347. Regarding the statement made by the steamship companies that it would not pay to give a better service, in your opinion do you think it is a profitable trade between here and the mainland—speaking generally? Profitable?

348. Yes; the trade that is being done warrants a better service, do you think? Yes; I think so.

349. Regarding the oversea ships that call here, do they come into competition with the interstate companies with regard to the carrying of fruit? No; not at all.

350. Is there any arrangement in any way, to your knowledge, that such is not done? Not that I know of; of course, they carry passengers.

351. With regard to the carriage of produce, they do not compete? No; they do not trouble themselves about that; that is as far as the mail boats are concerned.

352. As far as you know they are quite at liberty to do so?—There is no arrangement to prevent them doing so? It is very seldom they have any room for interstate cargo. There is nothing to prevent them, as far as I know.

353. *By Mr. Howroyd.*—Mr. Peacock was saying that if the price of wages was increased any more they would have to close their jam-making factories at Hobart. I would like to ask Mr. Peacock is it not a fact that the wages in the other States are higher there than here? Yes; they are. The advantage that Tasmania possessed in the past was in the lower rate of wages here than on the mainland; but on the other hand they have advantages which have been denied to us. They have their sugar on the spot; the market is at their doors; they have cheaper fruit. But we only have one item in our favour, as compared with them, and that is in the matter of lower wages. Consequently, if wages materially increase here, it would be impossible for us to compete with the mainland factories.

354. You say they have cheaper freights. Is it not a fact that as far as overseas freight is concerned it is cheaper to get fruit to England from Hobart than it is from Adelaide? Yes; on the average. Of course, we are able to fill large cargoes.

355. *By Mr. Sheridan.*—Have you ever considered, Mr. Peacock, the advisability of approaching the Australian United Steamship Company with regard to competing in the trade? That was mentioned at a public meeting.

356. Have you considered it yourself?—Have you approached other companies without effect? Not lately. You see we, as merchants, are not doing much trade. If we were, ourselves, acting as agents for fruitgrowers in exporting to the mainland we might deal with it in a different way.

357. Do you think the Government should come to the assistance in some way, say, by subsidising the present companies? It is desirable it should be done.

358. In the event of the State not being able to come to terms with the present steamship companies would you favour the State chartering two steamers to go direct to Queensland with cargo. I would certainly support that. We are not bound to any company in any way.

359. Natural competition would be set up? Yes.

360. Of course, looking at the matter from a business point of view you would support the service that suited you best, and which provided the cheapest freight? Yes.

361. And if a company gave a cheaper rate of freight than the State you would naturally send your goods by the company's steamers? We always look at these matters from a £ s. d. point of view.

362. If the State entered into competition with the present steamship companies it would, I suppose, set up a freight war? The party coming in would first have to make some special arrangements with the fruitgrowers of the island with regard to the carriage of their fruit.

363. You do not know very much about the North-West Coast trade? No; not much. Our main business is in connection with the development of the oversea trade.

364. *By the Chairman.*—The fading out of the Tasmanian Steam Navigation Company, I understood you to say, was largely owing to this fact—that the producers (the fruitgrowers) withdrew their support from that company? That naturally followed.

365. They withdrew their support because of the high freights being charged for the carriage of apples by the Tasmanian Steam Navigation Company before they had to face the Huddart, Parker competition? That had a good deal to do with it. When Mr. Huddart first came to Tasmania he endeavoured to make freight arrangements with the Tasmanian Steam Navigation Company, but they would not listen to him. He said if you will not arrange with us in any friendly arrangement we will go to war with you. Huddart, Parker and Co. then entered into the Tasmanian trade, and having an arrangement with the fruitgrowers got the trade. The Tasmanian Steam Navigation Company stood it as long as they could, but when their funds became exhausted they approached the directors of the Union Steamship Company, who agreed to come in on their own terms.

366. That competition brought about this result—that the Tasmanian Steam Navigation Company reduced its freight charge from 1s. 3d. per case down to 3d? The 1s. 3d. per case was the maximum charge; but there was a sliding scale, according to the quantity of fruit sent. It was down to as low as 1s. per case.

367. Fruit, then, provided the major portion of the articles for export? Yes. Of course, there were other odds and ends of cargo, but fruit was the chief thing.

368. Fruit was the main cargo offering? Yes.

369. And the Tasmanian Steam Navigation Company reduced the freight down to 3d. per case? Yes.

370. When it was too late? Yes; the fruitgrowers were under contract with Huddart, Parker and Co., and they stuck to it.

371. Do you think you could supply us, Mr. Peacock, with any actual figures of the number of cases of jam your firm exports from Hobart to Sydney and Queensland per annum? Yes; I can look those figures up for you and let you have them.

372. Do you export apples to the Old Country? Yes; I think so.

373. Does your firm export those apples in combination with any other firm? No; we are an independent firm, but we work in conjunction with Jones & Co., because we are responsible for the filling of the space that we have taken up in the steamers.

374. Although you work to a certain extent in unison, yet you work independently of each other? Yes; they try to get our clients and we try to get theirs.

375. *By Mr. Hays.*—The cost of transshipment at Sydney for northern parts of Australia—what is the cost approximately? About 5s. a ton.

376. *By the Chairman.*—And you would provide some 15,000 to 20,000 cases per annum? Of course that depends on circumstances.

377. You could give us approximate figures of your annual export? I can give you the actual figures.

378. *By Mr. Belton.*—Speaking generally, you do not see any necessity for a change, as far as I can judge by your evidence. Other witnesses were very emphatic? I am looking at it from a grower's standpoint. As a firm we have not very much to grumble about. Of course we are always out to save expense. As far as the fruit trade is concerned I am convinced that there would be a very much larger outlet if there were no detention of fruit in Sydney.

379. *By Mr. Hays.*—Would not the fact of there being a direct boat from Queensland to Hobart serve to bring Queensland jam into competition with Tasmanian? No; it would not bring Queensland jam here, but it would bring fruit.

380. I understood you to say that their jam was cheaper than Tasmanian? I was referring to New South Wales and Victoria when speaking of cheap fruits. Jam would not come down here from New South Wales; only certain kinds. But they do come here from Victoria now and compete with the jam manufactured here.

381. The point I want to make is, that the better facilities that are given for shipping here to export to the mainland, the same thing would operate to give them better facilities to send their products to Tasmania, and so become competitors with the local manufacturers? There is nothing that they turn out which would come into competition with us.

382. But you would give them the same advantages for competition with you here as ours would with them? As far as their goods are concerned.

383. *By the Chairman.*—Do you know of any articles manufactured in Queensland that would do that? Not as far as I know.

384. *By Mr. Hays.*—Do you think there is any prospect of their competing with us as regards fruit? I do not think so. It is too hot there. Sydney is mainly fed from Melbourne and Hobart.

385. *By the Chairman.*—Are you generally optimistic with regard to the fruitgrowing industry of this State? Yes; I am.

386. You think there is no limit within a reasonable time that will serve to restrict the market for apples? When we know that the United Kingdom is increasing half a million annually in population, that means an increased consumption every year. We are getting further and further afield. South America is taking a larger quantity every year. Buyers are coming from Hamburg, St. Petersburg, Austria, Scandinavia, Norway, and other parts, all of which goes to show how the market is increasing for Tasmanian apples.

387. You are most hopeful? Yes. We have only to take this season's experience, which is regarded as having been disastrous. Yet, as far as our London sales were concerned the net average return to growers on the Hobart wharf, after paying all expenses, was 3s. 6½d. per box. That is not much to

grumble at. That is why you do not hear much complaint. All the charges from Hobart, including commission, were paid, and it left 3s. 6½d. for the growers.

388. Could you supply us with a compilation of that kind setting forth what you have just stated? Yes; but all I can say is that the average net return on the Hobart wharf on all fruit sold by our London office, which was a considerable proportion of our total consignments, worked out at 3s. 6½d. per box to the growers.

389. That was after paying ocean freights, London charges, and all shipping charges? Yes; and insurance.

390. But it does not include the inland transport from the orchard to the Hobart wharf? No.

391. The charges you have mentioned are calculated from the Hobart wharf outward? Yes.

392. *By Mr. Hays.*—Speaking off-hand, what proportion of fruit is sent to the mainland, as compared with what is exported from this State oversea? I should say more than 50 per cent.

393. That is sent into consumption on the mainland? Yes; very large cargoes are sent away. Only yesterday 24,000 cases were sent away.

394. *By the Chairman.*—To which port were they sent? To Sydney.

395. *By Mr. Hays.*—You think more than 50 per cent. go to the mainland? Yes; considerably more than that. It is really wonderful what they do with the apples that are sent to New South Wales.

396. And that is increasing every year? Yes.

397. *By Mr. Valentine.*—Would direct steamer communication bring about cheaper handling of sugar for you? I do not think so. We get our sugar from Sydney. I cannot say; it may do so. We buy our sugar from the Colonial Sugar Company.

398. If you had direct boats from Brisbane would it tend to reduce the cost of sugar to you? I do not know. We are in the hands of the Colonial Sugar Company. I do not know how they would treat the matter. They have treated us very well so far.

399. *By Mr. Hays.*—You have no knowledge of the export trade of agricultural produce? No.

400. You are not associated with that in any way? No.

401. *By the Chairman.*—During the past few years has there not been a considerable expansion in the jam manufacturing trade on the mainland? Yes, very great.

402. There have been very large factories established of late years? Yes.

403. Do they compete with you? Some years ago we did a large trade there, but we do not send jams there to the same extent now. Part of our plant is occupied in putting down pulp for the mainland factories.

404. Do they get the raw article? Yes; in the form of pulp. They take hundreds of tons from us and others. We are putting it down ourselves—raspberries, currants, plums, apricots, sometimes.

405. Do you think the supplying of them with pulp is likely to be expanded? They cannot supply themselves with fruits like raspberries or currants.

406. Then there ought to be a contemporaneous expansion of the small-fruit business here? I do not know about that. There will be more pulp, but possibly less jam made. The manufacture of jam absorbs a lot of labour, but it does not require very much labour for putting down pulp.

407. There should be an expansion in the production of fruit? They would take more pulp if we were not exporting jam from here.

408. You think they are likely to provide a permanent market for small-fruits in pulp? At a price. Black currants are dear. If you put two or three tins in a box of jam they are satisfied, because they

know black currants are dear. If raspberries and currants become very dear the sale becomes less, as manufacturers go for cheaper fruits.

409. The raising of the price restricts the market? It stops trade.

The witness withdrew.

JOHN HUGH GERMAIN MURDOCH *called and examined.*

Mr. Murdoch made the Statutory Declaration.

410. *By the Chairman.*—What is your name? John Hugh Germain Murdoch.

411. And you are a merchant? A grain merchant and miller, and exporter of fruit to South America.

412. You are intimate with Tasmania's export trade? Yes; and its import trade.

413. Are you acquainted with the scope of this committee of inquiry? Yes; I read the resolution just before coming to give evidence.

414. Are you aware of a feeling on the part of the public of dissatisfaction with the existing steamer service between Tasmania and the mainland States? Yes; I am, very much.

415. Do you consider that that feeling of dissatisfaction is fairly well justified? I do.

416. Have you taken part in any movement of some public nature to try and bring about an improvement in the existing service? Yes; as a member of the Chamber of Commerce.

417. In connection with the three aspects of the interstate shipping service, viz., postal, passengers, and goods, would you be kind enough to give the Committee the benefit of your conclusions and observations in regard to the whole matter? I would first remind you that I am speaking now without first having given any special thought on the matter. It would have been different if I had been able to give half an hour's consideration to it. Speaking of Hobart, I am of the opinion that Hobart should be a terminal port, and not what it is now—a passing port of call; that is to say, as we had in the old steamship company's days, boats were run between here and Melbourne, and in those days it was a direct terminal port. Now it is not; it has to depend upon the passing in or out of the Union Steamship Company's boats, that call in here on their way to and from New Zealand. It is a port of call in that way, and not a terminal port. You know as well as I do that a railway-station which is called at *en route* is never as good as a terminal station like Hobart or Launceston. Boats leaving Melbourne weekly for New Zealand *via* Hobart bring very large cargoes over here. I should think, without any exaggeration, that those steamers average 600 tons a week. I should say that with but little hesitation. They are very fine boats, some of them; but passengers do not like travelling in them, as they are generally landed alongside the Hobart wharf at 1 o'clock in the morning. Of course, they say that there is no need for the passengers who are leaving the ship here to leave before 8 o'clock in the morning, but directly the steamers arrive they start straight away with their winches unloading, and that means that sleep is out of the question. I know, because I have experienced it, and the noise is very loud; so that the result is that the passengers have to get up at 1 o'clock in the morning. Passengers cannot get into an hotel at that hour. While they are good boats, they are doing the trade from Melbourne to New Zealand, *via* Hobart, and people for this port will not travel in them, because of arriving at such an early hour. They put their cargo out in a hurried manner, and then off they go again to New Zealand. In the days of the Tasmanian Steam Navigation Company, when the "Southern Cross" was running, though she was not as big a boat as the Union Com-

pany's, she used to make Hobart a terminal port, and did the trade between Hobart and Melbourne. I cannot see why steamers could not be employed doing the trade between Hobart and Melbourne only. With regard to the northern end of the island—I am well acquainted with the North-West Coast, from Launceston to Duck River and Irish Town; been in and out of those districts as much as any person in Hobart—I have always thought Launceston was in a very unfortunate position with regard to its tidal and foggy river, two things they cannot overcome—I think steamers should come either to Burnie or to Devonport, and then passengers could go west, and east, and south. What I mean by west is that passengers could go to that great County of Wellington and the West Coast; the train for the east and south to come on to Deloraine, Westbury, or Longford, and branch from there through Cressy on its way south; and the other portion of the train could go on to Launceston. I will not live to see it, but it will come to that yet.

418. *By the Chairman.*—I suppose you are aware that the people of the north are going to commit themselves to a large expenditure of money to better the Tamar? I am aware of their going to commit themselves to a large expenditure, but I am not aware that they are going to get a satisfactory port.

419. You know of the marine expert's very favourable report? Yes; I have read the report. While I agree with you that they are contemplating borrowing a large amount of money, I do not admit they are going to have a satisfactory port.

420. What are the articles of produce your firm imports? We mostly import wheat.

421. From the mainland States? From three, but mostly from South Australia.

422. How do you get the wheat over here? By sailing ship.

423. You find that more economical than chartering a steamer? Yes; and it suits us better. The wheat is always handled better on a sailing ship, and there is not the hurry to unload it and knock it about.

424. Do you import any wheat from New South Wales? Yes; at times we do.

425. Any from Victoria? Yes; a little.

426. Not from Queensland? No; that is not a wheat-producing centre.

427. What do you export? Offal and mill produce and oats.

428. The offal from the milling? Yes.

429. To which States? Victoria and New South Wales.

430. Do you export any of your production as far north as Queensland? We do not do it now on account of the freight, but we would do it to a large extent if there were better shipping facilities.

431. From here to Sydney? No; transshipping charges and the extra freight prevents any export of our products to Queensland.

432. Would any material reduction of the freight charges be necessary to enable you to export to Queensland those articles you have mentioned? It is this way. It is a difficult question to answer. I do not want you to think I am shirking the questions in any way. I have always thought if we had a direct communication opened up with ports along the east coast of Australia, calling at all the principal ports—Twofold Bay and others—and then go right on up north, and then do the same omnibus business down again, Tasmania would do a very much larger trade in apples, oats, and the products of wheat; but now we cannot send stuff to Brisbane because it would have to be transhipped at Sydney. Bags would be injured by double handling, and boys go in for shaking it if they have a pigeon or two.

433. Do you think by establishing a direct steamship service up the east coast of Australia, touching at all the important ports and going as far north as Queensland, would develop the Tasmanian trade? Yes; I do. I feel very strongly in favour of such a proposal.

434. Have you been present at any interview with the managers of the steamship companies that are doing trade with Tasmania? I have.

435. What has been the attitude of those gentlemen representing those companies? All suave. The Union Company does not quarrel with anybody, but as a matter of fact I am of the opinion that there is too much Union Company. I do not want you to think I am adverse to the Union Company; I am not. I was a director of the old Tasmanian Steam Navigation Company when we sold it to the Union Steamship Company in 1891, and I think now since the advent of federation that it would be much better if the Union Company kept to its own waters, and the Commonwealth, as it were, kept to its own waters. While, of course, I would always like to see trade between the Commonwealth and the Dominion, still we would be better in a way without the Union Company. It is not Union Company's work to trade between Northern Tasmania and the mainland—between Launceston and Melbourne. That is Commonwealth trade. Between Wellington and other ports of call on the New Zealand coast—that is the Union Company's work; but bridge across Bass Straits is not for the Union Company; that is an Australian company's work. That is the way I look at it.

436. Of several propositions for the improvement of the Tasmanian trade by better interstate shipping facilities, which do you think is the best—that we should subsidise one or both of the existing steamship companies to provide a better service, more particularly attending to the service that is to be extended in its operations up the east coast of Australia; or that the State should take a share and provide a large portion of the capital for a new company, which would have its operations directed entirely from Tasmania; or that the State should charter, or cause to be built, vessels which could be run in the interests of the State—be particularly State property? That is a bit of a poser. However a man answers that question it at once shows his socialistic propensities.

437. Never mind about socialism. In what way do you think it would be best to act? Well, I am a bit of a socialist myself. What stronger form of socialism would you require than our present form of education.

438. I would remind you, Mr. Murdoch, that we are going to investigate this matter very fully from all standpoints? I think Tasmania, on account of its insular position, being an island, is totally dependent on its steam traffic, and whether it is better for the State to work one or two steamers of its own, like Western Australia is doing, or whether it is best to subsidise the present service, or whether it is best to bring a line like Burns-Philp steamers here and let them trade up the East Coast of Australia, I have not given the matter that consideration to enable me to make up my mind on the matter. I should rather see one of the Australian shipping companies (I am not interested in any of them) brought down here and trade up the east coast of Australia, rather than I should see the Union Steamship Company any further subsidised. I would like to know why does not the Union Company go on to Brisbane instead of transshipping the cargo at Sydney, as they do now. They take on an average about 25,000 cases of apples every week for some six months of the year, and a large quantity of that fruit is for Brisbane. Why do not the Union Company run north

as far as Brisbane? They call in at Newcastle for coal for Tasmania. Why do not they do that instead of dumping the fruit down on the Sydney Wharf and leaving it there until it is placed on another line of steamers and conveyed north to Queensland? When you tackle the Union Company on that you are told very rude things.

439. We have it in evidence that the transshipping of fruit to Queensland from Sydney is a serious hindrance to the development of the fruit industry here—are you of that opinion? Yes; I am very strongly of that opinion with regard to other goods besides fruit.

440. You apply that opinion to other lines of trade? Yes; grain and mill offal.

441. You recognise in connection with this matter that Tasmania is not, generally speaking, so strong financially as they are on the mainland?? Per head I do not think Tasmania is any worse. We owe eleven millions of money, but we are worth it.

442. A small State may perhaps be somewhat difficult about embarking in such a proposition as a State-owned line of steamers? Yes; that is quite true. It is a bit difficult to know what to do for the best. If I could suggest anything as a way out of the difficulty I would be only too glad to do so; but it cannot be denied that we have to have an improved shipping service by reason of being an island.

443. You think that a maritime service of the best kind is vital to Tasmania? Yes; in the same way as it affects Great Britain; but, of course, to a lesser extent.

444. All the mainland States at present have maritime communication as well as their railway service, except West Australia? They will shortly have their transcontinental railway.

445. Yes, I am aware of that. But what I was going to say was that they all have their steamship services as well as being linked up with railway communication, so that they have dual means of communication, while we are confined to shipping? Yes, to one.

446. Therefore it follows that steamship communication must be of the very first order of excellence to meet our needs? Yes.

447. You subscribe to that proposition entirely? I do.

448. You believe that the providing of ships which should be a little in advance of present production would add materially to the prospects of the primary producers of this State? Yes; our trade facilities must be in excess of our requirements. You must be always a little ahead of what may be the trade requirements.

449. Do you take any interest in the tourist traffic? As a subscriber to the Tourist Association.

450. And as a citizen you consider the tourist traffic as of some importance? Yes, of vital importance.

451. You know one of the reasons for the providing of a better steamship service is in connection with the tourist traffic? Yes. Are you enquiring about the tourist business—?

452. Yes; we are considering the three aspects, viz., postal, passenger, and cargo? Well, I am of opinion that if a better class of steamers was provided it would increase the number of wealthy tourists to Tasmania. This State should be served with the best steamships possible on the "Loongana" style. If they do not give us better boats I think I would turn round and say, "Get better boats of our own."

453. Admitting the desirability of the State taking some action in the way of bettering our steamship service, would you be prepared to say that it would

be better for such service to be owned by the State, and its operations directed from here rather than by the Commonwealth, and directed from the mainland? I hardly know which would be the best.

454. Would it not be better for it to be directed from this end in Tasmanian interests? I think they should be owned by the State, as they would be better looked after and the requirements better served.

455. You have incidentally said that you were one of the directors of the Tasmanian Steam Navigation Company? I was.

456. It was a native company? A purely local company for Tasmania. Most of the shares were held in the South, but there were a few shareholders in the North.

457. It provided a good service? Yes, and some of the boats are being run by the Union Company now. The "Pateena," which has just been taken off, and the "Oonah" is still running in the trade. The "Pateena" was the last of the steamers built. She cost £55,000.

458. Was she built specially for the trade? Yes; as a terror to evildoers, as it was said at the time, as we did not want anybody else to come here to compete with us. Then there is the "Talune," which is at present in service in New Zealand waters.

459. The operations of that company, which was a Tasmanian one, are very interesting in view of the scope of this enquiry—could you, as a director of that company, give us any accurate information of the cause of that company going out of business, or of being merged into the Union Company? We had been doing very well for a good many years, paying 15 per cent. They were £10 shares, but I do not know what the share register was. We did direct trade between here and Melbourne, and *vice versa*. There was one steamer on that line. Then there was the trade on the North from Launceston to Melbourne with the "Mangana" and "Flinders." The "Southern Cross" did the trade between here and Melbourne. She was afterwards moved up from here to Devonport and Melbourne. Then we had the "Esk," "Corinna," "Tasman," and "Oonah." We were a small company, but we were wealthy for our size. Then Huddart, Parker, & Co. came in with a boat, and competition affected us very disastrously. Our shares dropped in value from £15 to £7; our dividends began to drop, and we did not know what to do. We were beginning to be blown out. The Union Company then made us an offer. They were £10 shares, the same as our own, and were paid up to £10., exactly the same as ours. The Union Company was paying 6 per cent., and we had been paying 12 per cent. We at that time had an overdraft at the old Bank of Van Diemen's Land for £51,000, and they were beginning to squeak, and were anxious that we should square up. There was a dead set made against us just the same as a dead set is made against all local companies. The public sympathised with the other side—

460. Because you had been charging high rates? I would not say that. If you have the right to a road for a certain time, if anybody opposes you, people will travel with the other man, even though you have served them well. That is a freak of human nature. We had such violent opposition that we then sold the company to the Union Company. If we had 10,000 shares they gave us the same number of shares in the Union Company.

461. You did not get hard cash? No, only shares. They increased their share register by the same number as the shares they gave us. Those who kept their shares did well. Those £10 shares are now equal to £20. They were £3 10s. under par when we sold to the Union Company.

462. In any State enterprise, in the way of providing better shipping facilities, we would have to meet powerful competition? Yes, from the Union Company.

463. The local company which was in a highly profitable position succumbed to outside attack? Yes, that was what happened.

464. There was a freight war? It was more a passenger war, if I remember rightly. The "Tambo" tackled us, and then there was a freight war.

465. In the event of there being any fierce competition by a private steamship company against a State-owned line, it is more than possible that the State-owned line might have to draw on the Consolidated Revenue to carry on? I do not think so. The Union Company would not fight.

466. Your opinion is that if State enterprise were established there would be no attempt to kill State enterprise. Who is going to win?—State every time.

467. The point is, you do not think State enterprise in connection with interstate shipping service would provoke a freight war from the existing companies? I do not see how it could. I think the State must win.

468. You do not think the same conditions exist between the State and private enterprise as between two private companies? No; I would not like to bump against the State, even if I would against private enterprise.

469. Have you been long established in the line of business you are at present following? We have been established 70 years. I have been connected with it 37 years.

470. Do you really think that if a superior service were established with the east coast of Australia as far north as Queensland, that the exports and imports of your firm would be materially increased? I think so, more especially with other firms than ours, such as jams, fruit, &c.

471. The better shipping facilities would increase production of fruit, &c.? Yes; I am sure of it. I have no hesitation on that point at all.

472. *By Mr. Hays.*—Regarding the freights, how do they compare now with those charged by the Tasmanian Steam Navigation Company? I could not answer that question.

473. Have they increased or decreased? I think they have decreased a lot. Freight fluctuates a lot. At present they are high. I have no means of finding out what freights were in 1891. The Union Company has been gradually getting the freights up. When there is a coal strike on they raise the freights, but they never reduce them again.

474. How do they compare? I do not think that it would be much of a criterion, as the volume of trade has increased to such an extent. The old Tasmanian Steam Navigation Company's boats of 25 years ago did the trip from Hobart to Sydney in just as good time as the Union Company's boats are doing now. The speed has not been facilitated.

475. Regarding all produce exported from here, what are the charges for transshipping at Sydney for Brisbane? I could not tell you from memory. I have never attempted to export further north than Newcastle when the boats are going there without transshipment.

476. Is there very much trade done between here and Queensland? Not by the produce people so much as the fruit people. Certain produce will not stand the extra freight; fruit will. Butter will stand higher freight than many other things.

477. You know potatoes are transhipped? Yes; and they ought not to be.

478. Do you think a service from Brisbane or Queensland ports from Sydney *via* North-West Coast, touching at Hobart, would be sufficient inducement for such a trade? Yes; I think there should

be two services—one from Hobart to the east coast of Australia, and one from the North and North-West Coast to Queensland ports. I think there is room for both of them. They both deserve direct service. The North-West Coast is a better part of the State than the South. I am convinced that the district of Wellington will export more produce than the rest of the State.

479. Are the shipping facilities between Hobart and Sydney generally in keeping with the trade that is offering? Except in time of drought. Under normal conditions you could not get straw and chaff away.

480. It is not altogether satisfactory? Not quite.

481. You think there is room for improvement? I am sure of it.

482. The trade warrants an improved service? There is no doubt about it. The trade has increased since the steamer "Oonah" was on 25 years ago.

483. They give you nothing better now than what obtained 25 years ago? Very little. We have a boat a week now instead of one every two weeks.

484. Your trade has increased? Yes.

485. With regard to the trade between here and Melbourne—produce trade, wheat and flour—is there much imported? A good deal of wheat.

486. Wheat is usually carried by sailing vessels? Yes; it suits us better. They do not handle it so roughly as by the steamers.

487. *By Mr. Belton.*—Have you considered this matter from this standpoint; provided there was co-operation with the Commonwealth, giving the State company the mail subsidy, would that not be a lever towards the success of the State enterprise as against the big corporations? It might do.

488. *By the Chairman.*—Have you any complaint with regard to the mails? I will get annoyed if you ask me about that. It is wrong. Everybody knows about it.

489. It is very important. We have had commercial witnesses here. They say on the whole they have no complaint to make. What is your position?—Do you not get a mail every day in the week? It is mostly the English mails that do not fit in. It is all right in the summer time when the boats are running their proper service.

490. Do you think you could supply the Committee with any old freight-book of the Tasmanian Steam Navigation Company or anything of that sort, or could you, by referring to any of the books of your firm, give us any information as to rates they charged? I could not, but I believe Mr. Peter Facy could give you what you want in that regard.

The witness withdrew.

FRIDAY, SEPTEMBER 27, 1912.

JOHN HENRY DICKENSON *called and examined.*

Mr. Dickenson made the Statutory Declaration.

491. *By the Chairman.*—What is your name? John Henry Dickenson.

492. What is your occupation? I am a fruit-grower.

493. This Committee has been appointed by Parliament to inquire into the interstate shipping services in order to see whether they adequately provide for the needs of Tasmania, and to investigate any matters that may tend to more satisfactorily develop our Tasmanian trade. You understand the object of the inquiry? Yes.

494. Do you produce fruit? Yes.

495. Very largely? Fairly largely.

496. Do you export to the other States? Yes; it nearly all goes there except, of course, any inferior fruit that is not worth sending away.

497. Have you got more than one orchard? There are several orchards together.

498. Where? At South Bridgewater.

499. What is the area? Do you mean the young and old together?—

500. Yes. What is the total area? Some 23 acres.

501. In connection with the export of your fruit, do you export mostly to the mainland States or mostly to the Home Country? It goes mostly to the other States.

502. Are the present shipping facilities adequate for fruit export? As far as Queensland is concerned our fruit gets a lot of knocking about.

503. You think a better service than at present existing between this State and Queensland should be provided? Yes; I do. I may mention an instance to illustrate what I mean. In 1910 we sent some 80 bushels of choice Bergamot pears to Brisbane. They reached Sydney, were taken out of the steamer and placed on the wharf. A boat was there just about leaving for Brisbane, but they would not take the hatches off to take the fruit in. The result was that when the pears got to Brisbane they were sacrificed.

504. Owing to those pears not being promptly transhipped you were involved in loss? Yes; we were told by our agent in Brisbane that if the stuff had come along when it was sent we would have got 5s. 6d. per half-case for the pears; as it was we only got 1s. 3d. per half-case.

505. That was due to the lack of shipping facilities—the fruit not being immediately transhipped? Yes; it was kept back until the next boat left Sydney.

506. Who ought to have notified you of that? The shipping company. I went to the manager here and told him about it, but I could get no satisfaction. We have also got letters from our agents there saying that a lot of the fruit was bruised, through being knocked about by the extra handling.

507. As a matter of fact you only received 1s. 3d. per half-case when your agent said that you should have got 5s. 6d. per half-case? Yes; that is so.

508. Had the fruit been placed on a vessel which was trading direct with Queensland, so as to obviate transshipping, you would have got the best market prices available for your fruit? Yes; certainly.

509. A service that did not necessitate transshipping between Hobart and Queensland you think would tend to materially develop the orcharding industry in this State? It would assist very much no doubt; a much larger export of fruit would be made to Queensland, and it would probably reach northern ports beyond Brisbane.

510. Do you think it would tend to increase your own export to Queensland? Yes; it would. It is a very precarious market at the present time owing to the extra handling caused by the transshipping.

511. You consider the industry is handicapped in that way? Yes; I do. A lot of the fruit gets bruised. We get good prices for a lot of the stuff, but the bruised one knocks the average down a good deal.

512. Does it afford an opportunity for doing an increased trade? They can get through a fair amount of fruit. The market is one that very easily gets glutted, but that may be owing to being unable to send the fruit further on up country, to those places beyond Brisbane.

513. When you say you interviewed the manager of the shipping company here to complain of the loss you sustained on your consignment of pears to Brisbane, which company did you go to? The manager of the Union Steamship Company. It was in 1910.

514. Was that shipment in connection over which you sustained a loss made in 1910? Yes.

515. Have you exported fruit to Queensland since then? Yes.

516. Have you ever suffered any loss similar to what you have spoken of in 1910? Not in that way. Not since that shipment. We have certainly fought shy of the Queensland market as far as pears are concerned.

517. You have not shipped pears since? Not many.

518. Are there many other orchards in your district? Not a great many, but there are a lot who are going in for it.

519. There are a lot of orchards further up from you? Yes; higher up.

520. They export through the port of Hobart also? Yes.

521. What do you think of the freight charges in connection with the shipment of fruit to Queensland?—Are you satisfied with the freight charges? Well, I do not think you can find much fault with the freight.

522. You do ship to New South Wales also? Yes; largely.

523. And because you can get direct steamers to New South Wales you get better results? Yes. We have been complimented by our agents there for the way we grade and pack our fruit, so that there cannot be any fault with our packing, so far as the Queensland shipments are concerned.

524. *By Mr. Valentine.*—I would like to ask, Mr. Dickenson, what is the difference between the freight from Hobart to Sydney and from Hobart to Queensland? To Sydney the freight is 7½d. per case, and to Queensland (including wharfage) 1s. 5½d. per case. I suppose the wharfage would be a penny per case.

525. Which you have to incur because the fruit has to be transhipped at Sydney? Yes.

526. Even if the fruit is intended for transshipment you have to pay wharfage at Sydney? Yes. There is another point on the wharfage question I would like to mention. If we send 100 one-bushel cases the wharfage is 8s. 4d.; if we send 100 bushels in half-bushel cases the wharfage is doubled. That is to say, by sending half-bushel cases the wharfage becomes 2d. per bushel instead of 1d. on the bushel case.

527. You have to pay as much for a half-bushel case as for a bushel? Yes.

528. That is a Marine Board charge, and nothing to do with the shipping company? That is so.

529. Can you give the Committee any idea or comparison between the prices you get for your fruit at Sydney and what is sold at Queensland. I have got two or three account sales that might be of service to you. You will see the various charges on those account sales.

530. *By the Chairman.*—You are handing in for the information of the Committee account sales of shipments sent to the Sydney market? Yes.

531. What information do the Sydney account sales show? We sent 100 half-cases of fruit to Sydney, which realised £28 4s. The freight was £1 11s. 3d., the wharfage 8s. 4d., inspection 4s. 2d., cartage 8s. 4d., commission £2 2s. 4d.; the total charges being £4 16s. 5d. There is a still later account sales here on 55 cases of apples to the same market, the shipment bringing £16 12s. 1d. The freight was £1 14s. 5d., the wharfage 4s. 7d., inspection 2s. 4d., cartage 4s. 7d., commission £1 5s.; or a total charge of £3 11s. 11d.

532. Have you account sales for similar consignments to Queensland market? They are different. I selected them for the charges. Here is one for 40 cases of French crabs, which realised £12 18s. The commission was 19s. 6d., but the freight, wharfage, &c., was £3 4s. 9d.; or a total of £4 4s. 3d. Here is an account sale for 100 cases of French crabs, which were sold for £43 10s., as against £28 4s. at Sydney. The charges were—commission £3 5s. 6d.,

freight, wharfage, &c., £8 1s. 3d.; or a total of £11 6s. 9d.; as compared with the same number of cases at Sydney of £4 16s. 5d.

533. Were those shipments made during the current year? Yes; March, May, June, and July.

534. *By Mr. Valentine.*—You say that the cost of carriage on fruit to Sydney is 10d., as compared with Brisbane? The freight, including wharfage, is 10d. per case more to Brisbane than it is to Sydney.

535. Are the charges for half-cases made the same for freightage as in a whole case? Yes; you will see that shown on the account sales.

536. Do you mean the freight on a half-bushel case the same as a bushel? Oh, no; only the wharfage. It was the wharfage I was referring to.

537. Are there adequate facilities in Brisbane for handling fruit there from Tasmania as good as at Sydney? I cannot speak as to that.

538. You find no difficulty with regard to agents? No; there are some 23 agents in Brisbane who deal with Tasmanian fruit.

539. And they are all willing to deal with growers here? Yes.

540. You have to use more care, I suppose, in the packing of fruit for Brisbane than to Sydney? Yes; as a rule we wrap our fruit for Brisbane, unless it is the very hard variety, such as crabs.

541. Do you use wood-wool? Yes.

542. And you do not have to use wood-wool when shipping to Sydney? Yes; we use wood-wool for our fruit to Sydney, as well as Brisbane. The difficulty we find is getting case material of even quality. None of the stuff ought to be under $\frac{3}{8}$ -inch thick, but you get some material wide but very thin, with the result that any pressure on it will spoil the fruit.

543. *By Mr. Sheridan.*—From your experience of shipping fruit to Queensland, would you think, or, rather, what kind of a shipping service would you favour as an improvement on present conditions—do you think a fortnightly service would be sufficient for trade requirements between Hobart and Brisbane direct, or a monthly service? The monthly service would not do at all. For instance, pears have got to be shipped just when they are ready, and you cannot wait very long before sending them away.

544. A month would be too long? Yes.

545. *By the Chairman.*—Pears require quick transit? Yes; they have got to go when they are fit. If you send them too soon, or too early, that will not do.

546. Do you go in for any other farm produce? Yes; hay.

547. Could a trade be opened up in any other class of farm produce besides fruit? I could not speak as to that, as I am not interested in it.

548. Now, with regard to the trade in apples between here and Brisbane, do you think that if a direct steamship service were opened up Tasmania could compete and hold her own with Victoria and New South Wales on the Queensland market? Yes; I do.

549. In what way? With apples. I should think it would cost as much from Victoria as from Tasmania to get their fruit there.

550. Do you think that the Tasmanian apples have better keeping qualities than those of Victoria? I think our fruit would keep best.

551. Now, about transshipping the fruit at Sydney. Is there much deterioration going on because of the fruit having to be transhipped to Brisbane? Yes; because a good deal of the fruit gets too much knocking about. The fruit is not handled nearly as well as it ought to be.

552. Other witnesses who have been here have told us that it is a very great item in the trade between here and Queensland; that the fruit deteriorates while

it is waiting at Sydney to be transhipped? I certainly think it is.

553. You have had a good deal of experience? Yes.

554. Has the deterioration been to any very great extent, so far as you know? From what I hear the fruit is put on the wharf on arrival at Sydney, and then it has to wait there. If it is a few days, or even a day or two, on the wharf in the heat it would play up with the fruit very much.

555. Then, of course, there is the extra handling? Yes; and that is a big item. The extra handling, from what I have seen of it here, shows me that the fruit is not handled carefully enough.

556. Could you give us, roughly of course, an estimate as to how much the deterioration would amount to per case—1s. or 6d.; or what would the deterioration be on the average? That is a very awkward question. I have not been there to see the condition of the fruit when it has been opened at Brisbane, so that I would not like to give even a rough estimate as to that.

557. Is there much pillaging of the fruit going on? Not such a large amount, but we often get ullage from the agent.

558. You do not think it amounts to a great deal? No; I should not think so. I have never kept a note as to that.

559. *By the Chairman.*—Does the opportunity for that pillaging very largely occur because of the transshipping? I could not say that; we have had ullage between Sydney and Brisbane.

560. *By Mr. Howroyd.*—You said, Mr. Dickenson, that you recommended a fortnightly steam service between here and Queensland. When you said that, did you mean it to apply to the whole year? Oh, no; I was referring to the fruit season.

561. That is what I took it to be what you meant, although you never said so. Now, with regard to the mail service; have you experienced any difficulty in connection with the mail service at all in regard to your letters from the other States?—Have you had any complaint in that direction? No; we receive our letters very promptly.

562. Some of the witnesses when giving their evidence have complained very bitterly with regard to the mail service? I know we receive our letters promptly enough.

563. *By Mr. Belton.*—Have you any idea of the requirements of Queensland for fruit? No; I could not give you any information on that point.

564. Do you think that it can be developed? I think the trade might be largely increased if the fruit was carried up there more carefully, and as I say, it would be sent up further north from Brisbane and so increase the trade in that way.

565. It would be material evidence to know what the possibilities are ahead. Have the fruitgrowers given that point any consideration? I am only speaking for myself. I have not considered it with them.

566. You do not think there is any serious competition in the market for the Queensland trade? No.

567. Do you know anything of the development of the fruit industry of the other States? I know they are planting out very largely there.

568. Do you think the tendency is in the direction of developing the interstate and international trade—the European trade? A large amount of stuff must go into the European market—into the main centres of the Continent.

569. Are the growers particularly directing their attention to that market? Yes; they are. There is no doubt that they are doing so.

570. Do they pre-cool the fruit here—that is before shipment? Not so far as I know.

571. I saw a report from South Australia in which there was a complaint about the fact that Tasmania was the only port that did not carefully go in for pre-cooling the fruit? I have not heard of that being done.

572. *By Mr. Whitsitt.*—Do you think that the quantity of fruit that would be exported from here would be sufficient to put a steamer on for that trade? To Queensland, do you mean?—

573. Yes; between Hobart and Brisbane? Yes.

574. Is there any doubt about that? I do not think so; there is plenty of room for them to call in here.

575. You know the expenses for running a steamer are very great. Do you think it would warrant a service between here and Queensland, say, sufficient for a weekly service? I am not in a position to say what the other companies would do in that direction. That has to be taken into account when considering the whole question.

576. Do you know what the quantity of fruit is that is sent from Hobart to Queensland? No; I do not, but it can easily be obtained.

577. Supposing there was a direct steamship service brought about, what are you prepared to send yourself to Queensland? It all depends on the prices offering and the reports we get from our agents as to the condition of the market.

578. Your main market is London, but if there is a shortage on the mainland and the prices are good you send there instead? Yes; to the mainland, and also to New Zealand. We rely very largely on the reports of our agents.

579. You naturally look out for the best market? Yes; we generally look out for that.

580. Have you suffered much loss from exporting apples? We have come out very well, as a whole.

581. Pears chiefly? Yes; it is better than selling the fruit here.

582. *By Mr. Hays.*—You say the main market for fruit is the oversea market. Is it not a fact that 50 per cent. of the apples exported are sent across to the mainland States—approximately, of course? Yes; it would be somewhere about that, I should think. We would have our own markets in Australia glutted if we did not send to oversea markets. That is what I meant.

583. Do you send 50 per cent. of your production away to Sydney? Not till lately.

584. You are now sending to the mainland markets in preference to Europe? Yes.

585. *By the Chairman.*—Have you ever sent pears oversea to European markets? Yes.

586. There is no transshipment then? No.

587. Did you have good results? Sometimes we did very well; at other times we had a dead loss.

588. Of course, the distance would have something to do with their condition, and the fruit must be sent in very much earlier? Yes; and it is due to the working of the refrigerator. I may mention something which may be of interest regarding the carriage of fruit in the refrigerator. We had some pears put into cool chambers here last year, and kept them there till September, when we shipped them to New Zealand. They kept splendidly under those conditions.

589. Were the results satisfactory? Yes.

590. You kept them in cool stores here, and then sent them to New Zealand? Yes.

591. How long ago? Last season. We had 600 bushels in half-bushel cases, and only 9 bushels were lost.

592. *By the way,* have you any reason to complain of the insufficiency of cool storage accommodation and charges made for it here? The charge seems to be a bit stiff, but it paid us very well.

593. Had you any difficulty for getting space to cool-store your pears? We could not get all the pears into the pear cool-store room; some of them had to be put into the apple-room, and that was where the loss occurred.

594. Where practical provision for cooling pears is made there was no loss, but in the other room where they stored apples a small loss occurred? Yes; some 9 bushels.

595. What was the maximum production of your orchard last season? I could hardly say.

596. I mean a rough estimate; that will do? Well, I should say about 4000 bushels altogether.

597. Was all that sent to the mainland markets? Stone fruit we sell here.

598. Could you give this Committee anything like an accurate estimate, or an accurate account, of the quantity of apples and pears sent to the mainland markets? This year we sent about 1000 bushels of each.

599. Did the bulk go to New South Wales or Queensland? To New South Wales.

600. I see by one of the account sales you have handed in that you sent stone fruit to New Zealand? Yes; we sent some cherries there.

601. Was the result satisfactory? Yes; you can see by the price obtained. We sent 30 half-cases of cherries and we got £28 7s. 3d. gross for them. The commission was £2 2s. 7d., the freight £1 2s. 6d., wharfage, cartage, &c., 3s. 7d., duty £2 5s.; customs examination 1s. 9d., receiving and delivering 1s. 3d., telegram 3s.; making a total charge of £5 19s. 8d.

602. *By Mr. Valentine.*—I would like to know if it is your opinion that direct shipments, without any transshipping, would tend to increase the present trade—whether there is any likelihood of opening up other trade? I certainly think it would.

603. *By the Chairman.*—Direct shipments would lead to sending more stone fruit to the Queensland market? Yes; we have come out well with cherries, but there have been times when there was a loss, but that was when the cherries had been kept too long.

604. To sum up your evidence, you believe that the establishment of a direct service between Tasmanian and Queensland ports would be conducive to developing a more profitable earning from orchards? Yes; I do think so.

605. *By Mr. Belton.*—Mr. Dickenson has made some reference to temperatures—to the cool-storing here of pears. I have heard it mentioned frequently that something should be done to check the temperature in the refrigerating room when the fruit is on its way to England. Have you any knowledge of that? No. Ever since we had those pears in cool chambers here I cannot see why the fruit cannot be kept as well on its way to England as it was kept here. The temperature should be better and more carefully looked after.

606. Would you not have the thermometer tested and recorded every day? They have some instrument at Jones & Co.'s, where they can tell how the temperature is maintained.

607. Have they got that instrument on board ships? I could not say.

608. There is no doubt but that there is something necessary that should be done? Yes.

609. *By Mr. Whitsitt.*—Do not they regulate the temperature on board the ship and keep a check? Yes. I have been told so.

610. *By the Chairman.*—Are you a member of the Fruitgrowers' Association? No; not of this one. I was a member of the original association that was formed.

611. Do you know if there has been discussed among the fruitgrowers at any time the desirability of sending a representative with a shipment of fruit

to the mainland in order to secure more careful handling of the fruit, and so on? No. Some growers have gone over to look after the fruit, but they went on their own account to watch the manner in which the fruit was handled.

612. Have you heard of any complaints about the way the fruit is handled? I have complained myself.

613. Have you heard other fruitgrowers complain about the handling? Yes.

614. *By Mr. Whitsitt.*—Is it due to the rough handling on the boat or on the wharf? I have seen them walk over the cases. The fruit is dumped down anyhow. Half-cases of pears are thrown about. They do not throw kerosene cases about, but they do pears, which should be handled carefully. I suppose that is done over the other side too.

615. *By the Chairman.*—Do you think it would be an advantage if some one were appointed whose special duty it would be to accompany the fruit on the boats and see that it received careful handling? Yes. If some one was watching the handling of the fruit it would have a good effect.

The witness withdrew.

CLYDE BARTON BLACK *called and examined.*

Mr. Black made the Statutory Declaration.

616. *By the Chairman.*—What is your name? Clyde Barton Black.

617. And you are a journalist? Yes.

618. You are shipping reporter on the "Mercury," I understand? Not now; I was.

619. You are interested in the shipping industry of this State? I take a great interest in the shipping business still, although I am not so closely connected with it as when I was doing the shipping for the "Mercury."

620. You are aware of the object of the appointment of this Committee? I do not quite know the scope of it.

621. I will read the House of Assembly Order, which will give you an idea of the ground proposed to be covered by this investigation. [Order read.]

622. You are aware that there is a feeling of discontent in connection with the existing steamship service between Tasmania and the mainland? I am.

623. You have, as a journalist, had occasion to take particular notice of the development of the port of Hobart? I have.

624. And you have written a series of articles in the press on that matter? Yes.

625. As a result of your observations, have you arrived at any conclusion with regard to the insufficiency of the present steamship service between the port of Hobart and the other States? I think in regard to the passenger traffic between Hobart and Sydney there is room for a good deal of improvement.

626. On what lines would you recommend the improvements to be made? I think there should be better accommodation for passengers. If you take the steamers "Paloona" and "Westralia" you will find that they have not got a promenade deck. Passengers have got to be practically shut up in a prison if there is any bad weather about. There is no proper provision for children, as well as adults. Parents do not always want to have hold of their children by the hand, but if the weather is not fine they either have to do that or keep them down in the cabin. There is no special comfort on board for the children, nor is it safe enough for them on deck. I do not think there is any nursery on those steamers, as they have on the larger vessels.

627. By the tenor of your remarks I should say you regard the tourist traffic as particularly valuable to Tasmania? I do; and I think there is room

for great development of the traffic if it is properly organised.

628. As a result of your investigations you are of the opinion that there is room for improvement in regard to passenger accommodation on the existing lines of steamers? I should say so. The steamers running at present do not, I think, make the trips between Hobart and Sydney quite as regularly as the old Tasmanian Steam Navigation Company's steamer "Oonah" did years ago. She was as a rule very punctual—48 hours, and very often 45½ hours.

629. Then in respect to punctuality the service has deteriorated? It certainly has not improved. These steamers when coming down from Sydney if they meet southerly weather often take 50 hours, and even more than that.

630. They are inferior steamers in the teeth of rough weather? Yes; and they are not as comfortable for the passengers as they might be.

631. Have you given any attention as to the facilities for cargo transport? I would like to say with regard to the passenger business that I have had interviews with passengers, and they have complained of the accommodation. A lady told me she had come down from Sydney with some others. They were in a two-berth cabin—three adults and two children. They had very bad weather, and they could not get up on deck. The portholes were closed and the party was nearly suffocated. She said that when she got here she was having a most enjoyable time, but the trip was awful, and it was one she did not care about repeating. There are a very large number of people who go overland to catch the steamer "Loongana" for Launceston, on account of it being a quicker trip. I know of some relatives of mine who came over in the "Pateena," and they had such a bad time; and not having any comfort they said they would not make another visit until an improved vessel was put on. Some years later they came over in the "Loongana," and said they would now have no hesitation coming that way. I suppose there are a great many others who feel in the same way. They fear the sea trip. From interviews I have had I have learnt there is great discontent with regard to the accommodation on the steamers, and also with regard to the speed of the boats.

632. *By Mr. Sheridan.*—Between here and Sydney? Particularly in regard to that service. A great many people wait to come down by the bigger boats, because they get more comfort; and that is what I am afraid of—that the passage of the Federal Navigation Bill, as it now stands, may have the effect of knocking out those large steamers carrying passengers here, and then we will be at the mercy of these companies still more. In that Bill there is a power given to Ministers to licence ships under certain conditions, and if those conditions are made too stringent then we will not have those large steamers carrying passengers down here.

633. *By the Chairman.*—You think any prohibition applying to oversea steamers trading between Australian ports will militate against the interests of Tasmania, because of the almost inevitable reduction in the tourist traffic? Yes. Since the Peninsular & Oriental liners extended their service from Australia to New Zealand it has curtailed the number of that class of boats calling at Hobart. Instead of getting about 11 mail-boats (as we used to), we only get six Orient steamers and two P. & O. That is a loss of three mail-boats, and that makes a difference to the tourist traffic. The P. & O. Co., taking the passenger boats off, have put on cargo boats to call here instead. The P. & O. Company could not afford the time for all their boats that go to New Zealand to also call here, so they put on the cargo boats instead, and there is a good deal of loss there.

634. Do you think that vessels of the "Loongana" type could successfully trade between here and Sydney and Brisbane? Yes; for a certain time of the year. I do not know whether it would pay to run them at their top speed right through the year, but there should be an improvement during the summer months if we are going to develop the tourist traffic.

635. Have you any knowledge of any class of steamer for the tourist traffic that would be an improvement on the "Loongana" type? That is rather a difficult question to answer. They are making improvements in steamers all the time, as is noticeable by the later class of vessels calling here.

636. If a boat were built in the immediate future to cater for the Tasmanian trade we would have the benefit of all modern development that has taken place in shipbuilding? Yes. The Union Steamship Company has had built a 12,000-ton steamer for the Pacific trade, which they say is far in advance of anything that comes to Australia at present. Sir James Mills, the managing director of the Union Steamship Company, recently speaking on the great advance that this vessel was on the steamers at present in the trade, said the ship was expected to make her own trade, and I think that that principle of trade development also holds good in regard to the Tasmanian traffic.

637. Has not one ground for complaint on the part of the people interested in this matter been this—that there has been no attempt on the part of the Company to put on steamers that would make their own trade? That is true. There does not seem to be anybody trying to organise this business on proper lines, and there appears to be no one looking out to specially cater for Tasmanian trade and develop it.

638. Tasmania has to take what is offered to it? Yes. As far as the cargo traffic is concerned the boats at present running between Hobart and Sydney are capable of dealing with it, but at odd times they have had to shut stuff out. Some few years ago there was a great complaint on the part of timber merchants with regard to timber that was ordered to be sent to New Zealand. It has had to lie on the wharves for months before it was taken away. Contractors for the supply of it have been very much put out about it. The companies have been urged to take it, but they have refused, their excuse being that the steamers could not wait here to take it in. They had to carry the mails from New Zealand to connect at Sydney with the English mail, and they had to get away punctually, so as to ensure getting to the Bluff to suit the tides. Merchants lost a lot of trade over not being able to get the timber away. Sometimes it is necessary to lose money at the outset before a trade can be properly developed.

639. I notice you have been writing articles on the port of Hobart, and from them I was led to the opinion that you think this port is going to become a distributing centre for the mainland ports from oversea countries? The opinion seems to be in nautical circles that the time will come when it will not pay the ships, on account of their size to call at a large number of ports and pay dues at all of them, and in consequence be subjected to a lot of delay. The idea seems to be that the companies with the large steamers will select one port, and so be able to carry on their service with a fewer number of vessels.

640. Hobart suffers no disadvantage with regard to the depth of water for these large steamers? No; we can take them in here up to a draught of 42 feet. The depth of water at the Heads is 48 feet, and that gives a vessel drawing 42 feet 6 feet to spare. It is considerably deeper from the heads to the port.

641. As a matter of fact, the "Titanic" could have berthed here? Yes; she only drew 35 feet of

water fully loaded. They could provide almost any depth of water.

642. It is conceivable that the depth of water in the port of Hobart will meet the navigation needs for all time? Yes. The White Star Company are building boats drawing 34½ feet of water for their Australian trade now. Vessels of that draught could not enter any of the Australian harbours at present. I mean the main ports at which they touch at present. There is 37 feet of water at the Heads at Melbourne. It is held to be necessary to allow 12 feet for scend for large vessels going to Melbourne. There is 35 feet of water at Sydney entrance, but they say they can get more.

643. Is there a large rise and fall in the tide in the River Derwent? It is very small, from 3 feet 6 inches to 4 feet.

644. That is in itself a great advantage? Yes; the shipping is not affected by the tide at all.

645. The best practical illustration of the capacity of the port of Hobart is given by the fact that vessels can come here drawing 42 feet of water, and the loaded draught of the "Titanic" was only 35 feet? Yes.

646. This Committee is dealing with this matter from every standpoint. In the event of there being a movement throughout Australia to nationalise or go in for State-owned steamers, do you not think that Tasmania's position would necessitate any service being owned by the State of Tasmania, and be administered from Tasmania?—Do you think it would be more conducive to the proper meeting of Tasmania's needs in the way of trade development? I should much sooner see before a State-owned steamer service was brought about an endeavour made to have a local steamship company formed to take up the services between Tasmania and the mainland, and for the Government to subsidise it for a certain number of years, so as to give it an opportunity of getting on its feet.

647. You think the best means of giving Tasmania an improved steamship service is that a Tasmanian steamship company should be formed, to be subsidised by the Tasmanian Government? Yes; because you would have the whole of the people of Tasmania interested in the concern. They would be doing the best for Tasmania in that way. At present the money now being paid to the steamship companies for the service is going out of Tasmania, whereas if it were a locally-owned service money would be kept in Tasmania, and the State would benefit in that way.

648. Do you think the formation of such a company as you refer to would meet with support from those who are financially in a position to give it? I think so, but of course it depends very much whether the right men take the matter up in the first place.

649. Do you think that even better than the Government subsidising such a company, the State should take up the bulk of the shares in that company? I am not altogether in favour of the State doing that. I would much like to see a local company established.

650. Which the Government should subsidise? Yes.

651. Postulating the question of a State-owned steamer service in the Commonwealth, and that the thing materialises everywhere, do you not think it would be best for Tasmania to have a State-owned service, rather than have a service that should be controlled by the Commonwealth? Yes; I should think it would.

652. Have you heard any complaints regarding the deterioration of fruit that is shipped from Tasmanian to Queensland markets, caused by it having to be transhipped at Sydney? I have not come into personal contact with people who have complained, but I have seen complaints about it. When the river

steamer "Excelsior" was sold to go to Queensland she took a cargo of fruit to the Brisbane market. The report came back that she landed the fruit there better than any other steamer had ever done, so I take it for granted that there must have been complaints, otherwise the contrast would not have been made. Her cargo was turned out in excellent order.

653. Was she purchased to go to Queensland? Yes; I understand she was purchased by the Queensland Government.

654. *By Mr. Sheridan.*—What length of time did she take to make the trip? I do not remember the time; she could not steam very fast. I think she would average about seven knots an hour on the voyage.

655. *By the Chairman.*—She took a cargo of fruit and landed it in splendid condition? Yes; we had a telegram about it from Queensland in the "Mercury."

656. *By Mr. Sheridan.*—She was only a small boat? Yes.

657. And she would have to keep well under shelter of land, as far as possible? I suppose she would.

658. *By Mr. Whitsitt.*—And there was no transhipping? No.

659. *By the Chairman.*—If there are any points, Mr. Black, that you can give us any information on we will be pleased to hear you, as we want to hear all that touches the scope of this inquiry? In regard to the extent of the passenger traffic, I have got some figures here from the Government Statistician's Office. Taking the year 1911, there were 41,503 people who arrived in this State and 45,664 people went out of the State. Last year there were approximately 3000 passengers who were landed at Hobart from England and South Africa for transshipment to the other States, so that if you take that 3000 from the figures I have given you, you will have a total interstate passenger traffic of 84,167. If you average the fares, say, of 80,000 passengers at £2 per head it gives a total of £160,000 for passenger fares that went to the shipping companies, but I have not had time to look closely into the figures yet. Then, I understand, they get £11,000 a year from the Commonwealth.

660. *By Mr. Houroyd.*—It is £13,000 a year? Is it? I am not quite sure; I think it is £11,000 for the Launceston service and £2000 a year for Devonport.

661. It is £13,000 altogether? Yes; about that. The fruit trade from Hobart to Australia is something in the neighbourhood of a million cases per year, and the freight on that would be about £30,000. I believe the freight on green fruit is 7d. per case.

662. *By Mr. Whitsitt.*—That makes a total of £200,000 a year? About that.

663. *By Mr. Belton.*—Is it not 7½d. per case? I think it is 7d. per case. I have calculated it at that. The £30,000 freight is only on one line of cargo, and that is only from Hobart. In mixing up in shipping circles you hear various things, but there is no way of verifying them. I was informed sometime ago that one of the boats in the Hobart-Sydney trade for one year earned £43,000, and that the expenses came to less than £20,000. Of course, they tell you that the boats do not pay to run now, but I do not think the trade is decreasing. There was one thing that struck me in the shipping business. Tasmanians seem to make the other States the transshipping centres for Tasmanian cargo, instead of bringing their goods direct here. A Tasmanian port should be the transshipping centre. Owing to goods for Tasmania being sent *via* Melbourne and Sydney, money that might be going into the railway revenue is going into the pockets of the shipping companies, and in that way the place is being kept back.

664. *By the Chairman.*—Is there any particular item to which you attribute that result? It is largely due to the fact that we have not got a direct service from here. In 1909, according to the Commonwealth statistics, Tasmania sent £1,305,600 worth of goods to the other States for transshipment abroad. She sent £528,023 to New South Wales, and £777,514 to Victoria, and the balance (£63) to West Australia. We have got no direct line here after the apple season—about the end of April. Many years ago we had our own locally-built vessels which, I understand, were running pretty well all the year round. They were sailing vessels, but when the steamers came along they were knocked out, and there has been nothing to replace them.

665. Would that state of things be obviated if there were a better regulated steamship service between this State and the mainland?—Could we counteract the transshipping between here and Queensland? I was referring to the oversea trade. I think it might be possible to get a company to have one of their steamers call here, say, once a month, to take cargo for oversea ports. I spoke to Mr. Ashbolt, of Messrs. H. Jones & Co., about it, and he thought there was sufficient trade to warrant a direct service. A firm was making inquiries with the object of sending a boat to Hobart and Launceston about two years ago.

666. That point deals particularly with oversea shipments? Yes; but I want to emphasise the point that through Sydney and Melbourne being made the transshipping centre for oversea goods instead of a Tasmanian port the Railway Department seems to me to be losing the money that goes into the pockets of the interstate shipping companies.

667. *By Mr. Whitsitt.*—That raises the question as to whether the railway can compete with water carriage? That is a question. There are motor trains coming along, and they say they can be run cheaper than the steam trains. There might be a possibility of that being done, but of that I am not qualified to speak. The opinion Mr. Ashbolt had was that the inducements were sufficient to warrant a direct service from Hobart throughout the year, and he instanced how the New Zealand Shipping Company and the Shaw, Saville, and Albion Company had, through their enterprise, built up a good trade by instituting a direct service from London to Tasmania. Ten years ago steamers calling here from London on their way to New Zealand landed about 12,000 tons of cargo in the year, but that had been increased to about 20,000 tons last year. Those companies cannot now take away all the freight that is offering for South America. Merchants have had orders for stuff, but they cannot get the space to get it away. That goes to show how the trade is being developed, and if the facilities were offered it would be largely increased.

668. *By the Chairman.*—Do you think that Tasmania suffers because the centre of administration in connection with the affairs of the two existing companies is outside Tasmania altogether, and that matters would improve were the management here? Yes; the companies appear to treat us more as a side line. A local shipping company would do a great deal more for us. The managers here have not much say in the matter.

669. The policy which governs the steamship service between Tasmania and Australia is directed outside of Tasmania, or dictated to the managers here? Yes; principally from New Zealand. I might mention that I am informed that Messrs. Burns, Philp, & Co. some years ago decided to try and develop a trade between Australia, New Guinea, and Singapore, and they laid aside a certain amount of money, and spent thousands of pounds on it. They ran it at

a dead loss for two years I am told, and now it is one of the best trades out of Sydney, showing how a trade can be worked up if properly organised.

670. You are of the opinion that the Hobart Marine Board is showing energy and foresight for the development of the port? I do. I think the Marine Board is very much to be commended for its public-spirited policy. It has always built wharves in advance of the actual requirements, and that policy has been amply justified.

671. You think that the policy of being ahead of requirements is fully justified by the results? Yes. I think as the facilities are provided the trade follows as a matter of course. It is no use saying that the facilities will be provided when the trade comes to the port; the facilities want to be provided beforehand.

672. *By Mr. Valentine.*—Does the trade of Hobart suffer, do you think, owing to the port being only a port of call? It does. If it were a terminal port, we would have the docking of vessels here, and money would be obtained in that way; while a large amount of money would be spent in stores. Until we have a dock there is not the inducement for vessels to make this a terminal port. We should have a dock here, so that vessels could be attended to when required. I do not think the Government slip is strong enough for taking up vessels other than very small ones. Touching on that point, a previous manager of the Union Steamship Company said if docking facilities were provided here he could promise that all the company's vessels in the Tasmanian trade, except, perhaps, the "Loongana," would be docked in Hobart, and colliers that were now sent to New South Wales would be docked here as well. The Maoriland Steamship Company also said they would dock here if the facilities existed. They carry timber to the other side.

673. *By the Chairman.*—If a dock were established in Hobart you are of opinion that it would advance Tasmania's interests? Yes. We have not got a dock, so we cannot be taken into consideration.

674. Have you made any computation with regard to what a dock would cost? Well, I did ask the engineer for the Hobart Marine Board if he could give me a rough idea of what the construction of a dock would cost. He said that until I gave him the site he could not tell me exactly. After working out some figures he thought we could get a large dock built for somewhere about £100,000. In connection with that matter the Marine Board is going to blast about 80,000 cubic yards of rock for its scheme of harbour improvement, and it has also to raise 100,000 cubic yards of sand. If the rock were blasted from a site that would be suitable for a dock it would work in admirably. They are going to cut it out of the Bedlam Walls, up the river a bit. Admiral Henderson, I understand, was very favourably impressed with the suitability of Smelting Works Bay as a site for a dock. If the rock could be got from there without too much increase in the cost, the excavations would be made to some advantage.

675. That has been said to be a good spot for a dock? I think so. The engineer told me that there was rock at Smelting Works Bay. He had not made any investigation of the place, but he thought the scheme was well worthy of consideration.

676. Is it bold water in that bay? Yes; it will take any size ship.

677. *By Mr. Belton.*—You were speaking about the necessity for better passenger accommodation. In my travels I found the fares were considered to be too high for ordinary persons. A man found it impossible to bring his wife and family across here until something was done to reduce the fares? I certainly think some endeavour should be made to have the fares reduced between Hobart and Sydney. I

believe during the last few years that there have been two increases in the fares and freights. They talk about the increased cost of wages, and the companies to meet it put up the rates, and keep them up; but they do not say anything about that at all. I certainly think an endeavour should be made to make the trip cheaper than it is, because it is a considerable item for a man with his family. If the fares were reduced, inducements would be greater for people to come over with their families. Children ought to be catered for on these steamers. Parents cannot always be hanging on to their children, and it is not safe for the youngsters to be on the deck. You want to popularise the travelling part of the trip as far as possible, so as to encourage people to come here.

678. You were speaking of some conditions under the Commonwealth Navigation Bill. To what conditions were you referring that you object to? The only thing I was pointing out was this—during the summer months we have got the advantage of having these large mail steamers—the P. & O. Company and the Orient Company—competing with the Union Steamship Company and Messrs, Huddart, Parker, & Co., giving the people facilities for travelling that the other companies are not giving. I am afraid if the restrictions that are placed on those boats carrying passengers are too stringent then we will lose a great many people coming here; because there are people who want conveniences, and who are ready to pay for them, and they will not come without them. This applies to both the mail companies, who provide every luxury for the passengers to travel.

679. *By the Chairman.*—You mean that the people of the other States get the advantage of the large steamers calling at Hobart? Yes; and they get all the advantages of the round trip from Sydney to Hobart to Melbourne to Adelaide, and back again to Sydney. If a person had relatives or friends going away, say from Hobart to England for a trip, he was able to go with them as far as Adelaide on their way; but under the Navigation Bill, as it stands at present, these ships will not be allowed to compete in the interstate traffic unless they comply with certain conditions, and he could not accompany them.

680. And what are those conditions? They must, amongst other things, pay the same rate of wages as those companies that are doing only the interstate trade, and the mail companies might not find it worth their while to do so. If they do not comply with those conditions they will have to go out of the passenger trade, and in that way Hobart will lose considerably in its tourist traffic.

681. In connection with those figures you have given us, Mr. Black, of the passenger traffic, do they refer only to the Hobart line? No; to the whole State.

682. Do you know of any other Australian port that provides the same port facilities for big vessels that exist at Hobart? None at present; and to accentuate what I have said I may tell you that the "Cufic," drawing 27 feet 8 inches of water, was damaged in the Melbourne Rip; an Orient boat got jammed at the Outer Harbour at Adelaide for one or two days. The "Geelong," a vessel under 8000 tons, with several hundred immigrants on board, in July arrived off Sydney Heads early on a Monday morning from London, and could not get into Sydney till Tuesday afternoon on account of the heavy sea and insufficient depth of water at the Heads. The "Cufic" from Melbourne had a similar experience. The mail steamer "Orsova" had to stay outside Fremantle for about 30 hours because her commander deemed it too risky to take her in.

683. You have never heard anything approaching such instances as you have mentioned at Hobart? No.

684. It would be physically impossible? Yes.

685. *By Mr. Belton.*—You said the whole of Tasmania would be interested in a locally-owned steamship service. Would that be affected by the opposition that is set up. The Commonwealth now subsidises the mail service; how would that affect your suggestion? I think the Commonwealth Government would give the subsidy to the local company if it wanted to assist Tasmania, instead of the New Zealand Company. Again, in a locally-owned service we would get the producers interested, and they would have shares in the company.

686. How would that apply beyond Hobart? I think there would be room for a steamer service from North-West Coast ports to Melbourne. In that way the producers, if they were shareholders in the local company, would assist in giving their freight to the company in which they were personally interested. My idea is to have shares largely taken up by producers, so as to ensure their support in the company.

687. Regarding dock accommodation, would that not really be the business of the Marine Board to take up?—You say they have got a lot of excavation to do; could they not do that excavation where the dock might be put, and though the cost might be a little more, yet the ultimate advantage would counteract that? Yes; I was looking at it in that light.

688. *By the Chairman.*—The work would affect a dual purpose? Yes. Our local shipbuilders have had to refuse orders to build wooden ships, because they cannot get the men, owing to the business having been allowed to die. Some years ago the tonnage turned out in Tasmanian shipbuilding yards was equal to the Glasgow yards; but when iron steamers came along we lost that trade. I would like to see some effort made to get shipbuilding works established here. The Commonwealth are to build 56 ships. I think an endeavour should be made to get some of them built here. If the Federal Government established their own yards elsewhere, I do not think they would be able to do the whole of the work in connection with the navy. We have not got a Minister for Marine. If we had one he might do a lot of good. In other ports they put on a port improvement rate in order to meet necessary expenditure for giving vessels extra facilities, such as docking for instance. Our port charges for foreign ships are absolutely the lowest in the world. If a vessel of the "Titanic" class came here she could land a full cargo, all passengers, load up again, and all that she would have to pay for port conveniences would be £52 10s. If the returns from the dock did not pay interest in the initial stages, there would be plenty of room to increase the port revenue. A port improvement rate could be put on to meet the charges. I am satisfied shipping companies would be glad to see a dock built here. On one occasion the steamer "Arawa" lost her propeller. She happened to have a spare one on board, and if there had been a dock here the damage could have been made good. At the present time the Marine Board engineer has power to order repairs to be carried out, but there is no dock to enable them to be done. There are no means provided for sighting a vessel's bottom, so in that way the powers of the engineer are curtailed, and the port loses money.

689. *By Mr. Sheridan.*—Have you given any consideration to the question of the State Government chartering a steamer, or two steamers, to run in the Tasmanian-Queensland service, calling at Sydney, say, for six months in the year, in the event of not being able to establish a local steamship company, with a view to the purchase of the steamers—in fact, to test the trade before definitely going in for the owning of the necessary steamers? I do not know whether you could test the trade in that time. It takes time to build up a trade. You might have to

run several years at a loss, but the end would justify the means.

690. I mean six months in the year in the Tasmanian-Queensland service, and then the trade could be diverted elsewhere for the remainder of that year. Have you considered that? No. The success of a local company would depend largely upon the loyalty of the Tasmanian people and the organising ability of the manager.

691. We have evidence here—not direct evidence—that large shippers approached the managers of the existing companies to get a better service established, and the reply given was that it would not pay. From what you have said here to-day in regard to the profit-earning of the existing steamers, do not you think an enterprising company like the Union Company would put on a better service if the trade warranted? I do not think the Union Steamship Company has shown any enterprise with regard to the Tasmanian trade.

692. They are looked upon as an enterprising company? They are said to be trying to develop the New Zealand trade, but they are doing practically nothing at all to make it attractive to visit Tasmania. You have only got to look up the advertisements in the mainland papers, and you will see the bare announcement only of a steamer leaving for Tasmania. Its attractions are not referred to, nor anything said about the accommodation on the steamers or the facilities for travelling to the State.

692A. *By the Chairman.*—There is nothing attractive put before the people? No.

693. *By Mr. Hays.*—The inference to be drawn from your remarks is that the Union Steamship Company, being a New Zealand-owned company, they would naturally foster the trade in the Dominion and the mainland ports, and do not pay particular attention to Tasmania? The New Zealand people keep their own company up to the mark, and they have to comply with New Zealand requests. Here they do not care; there is nothing to influence them to do more for Tasmania. If they were losing money in the service they would not run their vessels.

694. The trade between Hobart and Melbourne—is the service satisfactory? They have got very fine ships between Hobart and Melbourne, because those vessels go from New Zealand to Melbourne, calling at Hobart; but even though they are fine ships I do not know that we get all the advantages from them. They do not come down here from Melbourne at their best speed. They take as a rule 34 hours to do the trip, and arrive at Hobart about one or two o'clock in the morning. People cannot be expected to get up at that hour, and they have to be confined that much longer on board the steamer, which they do not like.

695. Do they come here at regular intervals? Yes; it is a regular weekly service.

696. What is the service between Hobart and Sydney? That is a weekly one, too.

697. Referring to the restrictions that the passing of the Navigation Bill would possibly have on the oversea boats carrying passengers, do not you think that would be a big inducement for the interstate boats to put on a better service, if they had the whole of the trade? That might be, but passengers are shut out now. People get over here and want to get back, but very often they cannot get back in time, and others are afraid to venture for that reason. The traffic with England is being developed, and that is likely to accentuate the need of vessels with larger accommodation being put in the interstate trade.

698. You are aware complaints have been made when immigrants have been landed here that there has been a difficulty in finding accommodation on the steamers to convey them to the mainland? Yes; that is so, and there has been another complaint which may restrict trade. The London shipping companies

quote a through fare to Australian ports at the lowest rate, and on account of the limited steerage accommodation it has happened that people arriving here in that way have had to go saloon, and the English shipping companies have to pay the difference in the fares between steerage and saloon, and they are complaining about it. It is a question whether it would be worth their while to bring the immigrants through if they have to do that. One boat landed 300 passengers for transhipment and 170 tons of luggage, which had to be carted round to where the Sydney boat was lying, so that carters, among others, share in the benefits of this trade.

699. The complaints that have been made are really in connection with the tourist season?—During the winter months the shipping accommodation is quite in keeping with the trade offering? Yes; I think it can be said it is, except when there has been a rush of passengers for transhipment.

700. They do not provide any extra accommodation or facilities to the travelling public during the summer months between Hobart and Sydney? No; the same boats are in the running, although they make more frequent trips.

701. With regard to the carrying of produce to the mainland ports, are you aware of any complaints of the lack of shipping accommodation? I have just heard on a few occasions of stuff having been shut out, but nothing very much. The complaints about the timber I spoke of referred to New Zealand.

702. Generally speaking, then, the accommodation provided for the carriage of produce to the mainland is satisfactory? Yes; I think it is, on the whole, sufficient.

703. *By Mr. Valentine.*—Are you of opinion that if Hobart was made a port of call in the trade, say, Brisbane, Sydney, and Melbourne trade, would it open up more business between Tasmania and Brisbane? I think so. I have had occasion to interview merchants on the subject of a direct service from Hobart to Brisbane, and I was informed there was a great prospect for a trade to be developed. One line mentioned was oatmeal; but Sydney has that trade now. If oatmeal were sent away from Hobart to Brisbane to compete with Sydney it has to bear the handicap of having first to go to Sydney, and then on to Brisbane, having to pay two freights. Merchants told me that that shut Tasmania out of that trade.

704. Were there any other lines of produce brought under your notice? I understand that the manager of the Cascade Brewery Company is of the opinion that a good trade would be developed by them if there were a direct service.

705. You have heard of complaints about the fruit trade to Brisbane? Yes; about the way the fruit is knocked about by being transhipped at Sydney.

706. Regarding the passenger traffic, do you think that would be further developed if Hobart were made a port of call for Brisbane? Yes; it would, because it would probably only mean a little more than half the fares that they have to pay now. I understand they have to pay from Brisbane to Sydney, and then from Sydney down here. If you had a direct service some of those fares would be saved. Our trouble is the transshipping at Sydney. Parents who have families do not care about having to first go to Sydney and then change into another, and probably inferior, steamer for Hobart.

707. *By Mr. Whitsitt.*—In your opinion, passenger traffic comes by water in lieu of land? I think there would be room for development in the traffic. It would grow, the same as from New South Wales.

708. Provided the fares are reasonable? Yes.

709. *By Mr. Valentine.*—Is it your opinion if some encouragement were given to divert Tasmania's oversea trade to Hobart for shipment instead of

through the other States, it would encourage the companies to use the port more as a deep-water port—I mean as a distributing centre for cargo? Yes; the more we have to offer in the way of cargo, the more will be the inducement for steamers to come here for it. At the present time Sydney is used for a transshipping port for New Zealand. A large quantity of cargo is landed there for transhipment to the Dominion. There is also a large quantity of cargo sent from New York to Liverpool for transhipment to Australia. Transshipping is, of course, part of the world's business.

710. You have told us that the port charges here are the lowest of any port in the world? Yes; for ocean-going ships; but the charges for interstate vessels are slightly higher. In the other States they charge vessels a fixed fee for six months, but here they charge so much a trip, and it works out a little higher than the mainland.

711. What about the freights to Hobart as compared with other ports from over-sea places?—Seeing we have the cheapest port dues the freight should be cheaper? They are not, so far as I know.

712. It should be a factor in bringing it about? A lot depends on the quantity of cargo being carried.

713. *By Mr. Whitsitt.*—You say that some years ago one of the steamers in the Sydney trade made a profit of £23,000 in one year. Can you tell us what was the capital value of the boat? It was built at a time when prices were much lower than they are now. I should say the cost would be very considerably under £100,000. That information is not official. It is only from what I gathered when making enquiries.

714. *By Mr. Sheridan.*—You spoke of subsidising a local company. Suppose a local company were established and subsidised by the State Government, what chance would it have of entering into competition with the Union Steamship Company and Huddart, Parker? It would depend largely on the loyalty of the Tasmanian producers, who should be induced to take an interest in it.

715. Is there any loyalty where pounds, shillings, and pence are concerned?—If the Union Steamship Company quoted a lower rate than the local company the fruitgrowers might save a few pence and ship by them, forgetting if they did so they would have to put up with that service for all time. They do not look ahead; they would forget that by not supporting a local company they would soon be again entirely dependent on the old company? That is a factor that has to be reckoned with.

716. We are taking everything into consideration—loyalty, port, and everything—do you think a local company, subsidised by the Government of this State, would have a fair chance of competing with the Union Steamship Company? I think so, provided that some of the large producers were interested in the company. It is a question of organisation largely, and should be thoroughly gone into from the start.

717. *By Mr. Belton.*—It has been asserted that there is no serious competition between the Union Steamship Company and Huddart, Parker?—Do you know anything of that? There is none. I know that if a man wants a free passage one company has to consult with the other before it is granted.

718. And you take it that they are running almost as one? Yes.

The witness withdrew.

THOMAS MURDOCH called and examined.

Mr. Murdoch made the Statutory Declaration.

719. *By the Chairman.*—What is your name? Thomas Murdoch.

720. What is your occupation? A merchant.

721. And you carry on business at Hobart? Yes.

722. You are aware of the object of holding this inquiry in connection with interstate shipping? Yes.

723. Are you aware of any expressed feeling of discontent with the existing steamship service between Tasmania and the mainland? Yes.

724. Have you taken part in any public meeting which has given expression to that discontent? Yes; I have been at meetings where it has been publicly stated that the service should be improved.

725. Will you kindly detail to this Committee the cause of that discontent, and indicate why, as a merchant, you would like to see the existing service made better? I would like to read you one or two letters which I have just received this morning to illustrate in what way discontent is being fostered by the shipping companies.

726. Do those letters which you purpose reading indicate the discontent and inconvenience through the present steamship service? Yes.

727. You will please read them, Mr. Murdoch? [The witness first read a letter from Messrs. R. W. S. Newman & Co., of Melbourne, under date September 25, 1912, in which it was stated that "we had the greatest difficulty in getting your stuff away to-day, the 'Moeraki' not being able to take anything like the full quantity of stuff that was offering, from which you will see how imperative it is to receive orders as early as possible. Should you be requiring further, please wire immediately you are in a position to do so, and we will then endeavour to have the meat put on board on Tuesday afternoon." The other letter read was from Messrs. J. Bartram and Sons, Melbourne, under date 25th September, 1912: "We are in receipt of your telegram of 24th September, which we regret arrived too late to permit of our getting the separators ordered therein away by the outgoing boat to-day. We might mention that we went down personally to endeavour to obtain the necessary space, but the shipping people had already shut out quite a large quantity of goods, and were really unable to find room for the machines ordered by you." Those two items only deal with a small lot of stuff, but we ought to have a quicker service rather than have the goods shut out.

728. That is in connection with two lines. Your firm has been advised by two Victorian firms that the shipping accommodation is insufficient for cargo shipping purposes? Yes; and unfortunately that frequently happens.

729. Does your firm deal only with imports, or are you interested also in the export trade? We deal in both to a large extent.

730. What are your principal articles of export? We ship a lot of chaff, but there have been times when we could not get it away.

731. Ordinarily, what do you ship? Principally grain.

732. What kind of grain? Peas; and we also export fruit. We get stuff in every week—bacon, cheese, we import from Brisbane—and if the shipping facilities were improved more stuff would be sent to Tasmania from there.

733. Do you export anything else besides grain and fruit? Butter; but that is sent to London.

734. You are aware that this investigation is for the purpose of trying to secure better shipping facilities? Yes; I understand that. I would also like to mention with regard to the tourist traffic—tourists will not come here from the mainland on the existing steamers, because of the lack of accommodation offered. Passengers have gone down to the office at Sydney to take a berth to come to Hobart, and have been told they could not be accommodated because all the saloon was taken up, but they could travel steerage if they liked at saloon rates. The

large number of people travelling necessitates two or three relays at the dining table, which is not an advantage, as far as the tourists are concerned, and they do not care about it.

735. Under what style does your firm run? Murdoch Bros.

736. Do you ship to Queensland? Yes; fruit.

737. To any great extent? No.

738. What kind of fruit? Apples.

739. Have you suffered any inconvenience because of the fact that fruit consigned to Queensland has been transhipped to Sydney? It gets seriously damaged in transit, but we do not ship enough to make any bother about it.

740. Is your firm more particularly inconvenienced because of the indifferent shipping facilities for imports? Yes; and for exports as well. Take chaff—but a short time ago, we could not get it away, although we had a splendid demand for it in New South Wales.

741. Was that not an abnormal demand because of the drought? Yes.

742. In which particular direction would you like to see the steamship service improved—I mean Melbourne, Sydney, and Queensland? I would like to see steamers trade round Australia, and make Hobart a port of call. A lot of stuff would go from here to Adelaide, but you cannot send it unless it is sent to Melbourne. There is Howard, Smith, & Co., and the Australian United Steam Navigation Company, who might be induced to make Hobart a port of call, and if that was brought about it would greatly facilitate trade.

743. Do you think the two companies who own the steamers trading here are catering in a sufficiently enterprising way for the needs of Tasmania? No.

744. You believe, then, that the Tasmanian interstate trade would be best served by getting some of the steamers trading round the coast of the Commonwealth to include Tasmania in their itinerary? Yes; that appeals to everybody. I think it would be better to have them subsidised to include this as a port of call. Take the Adelaide Company, with their 8000-ton boats: if they would only call here, look at the number of people that they would bring down here. Look at the papers at the manner in which those companies advertise. They do it in a manner to induce traffic. But the Union Steamship Company do not advertise anything like to the same extent.

745. Have you ever approached the local managers of the shipping companies interested with a request for an improvement in the existing service? Yes; many times.

746. Could you give this Committee the purport of the reply received to the requests made?—Have they said they would better the service? They have never offered to better it, as far as I know. They spoke of the impracticability of doing any better, and have said they could not go further north than Sydney with their boats.

747. Did they say it was not worth while to improve the steamship service between Hobart and the other States? They say that the rush is only for a short time, and that it would not pay them to improve it. If we had a better class of boats they would make their own betterment; the trade would increase naturally.

748. Do you think that Tasmania, being an isolated State, should have her shipping facilities in advance of trade requirements? I think so. I am of the opinion that our trade would be better done if we were trading with Australian boats rather than with New Zealand. We have nothing in common with New Zealand at all, but we have with Australia. At the present time we get boats calling here between

New Zealand and Australia. But that does not meet all our requirements. It stands to reason that Tasmania would be better served by an Australian company than a New Zealand one.

749. The trade with New Zealand is not so vital as with Australia? That is right; we cannot get our stuff in there owing to the restrictions in the tariff.

750. You think the Tasmanian trade could be materially improved? Yes. Take Adelaide; we have no vessels so as to get produce there.

751. I suppose you have been established in Hobart a good many years? Yes.

752. What value is the tourist traffic to the State? I look upon it as being of inestimable value. I am a member of the Tourist Association.

753. You regard it as a very valuable asset to Tasmania? There is no doubt about that at all.

754. Is it reflected in your trade? Yes; to a great extent. We deal with a lot of tourist stuff—butter, cheese, and other classes of stuff they consume. We are sole agents for Cadbury's cocoa, and there is always a great increase in the sale of Cadbury's goods alone during the summer season—a wonderful increase.

755. You are very solicitous that the tourist traffic should be well catered for? I think so.

756. Can you think of any other point you would like to put before the Committee? I wish you would take up the dairying question, Mr. Chairman. I do not suppose it comes within the scope of your inquiry, but it is of very great importance to Tasmania.

757. It may be of interest, so far as it leads up to the trade of the port. What were you going to refer to? We have got a whole lot of country in the Nive, near the Derwent, where at the present time it is not being used. If that land were cleared it would be ready for 1000 head of cattle to be put on it. There is plenty of land there that has not been surveyed; never had a hoof on it. Some of the best land in Tasmania is there. It is equal to the best North-West Coast land. The Government has got reports from their surveyors to that effect. It is lying idle; why cannot something be done to open it up.

758. What would you suggest? I think it should be cut up into 100-acre blocks, so as to establish dairying.

759. Do you think it could be made a subject for ready-made farms, as projected by the Government? Yes; I am sure of it. There must be from 15,000 to 20,000 acres of it.

760. *By Mr. Whitsitt.*—How far is it from Hobart? I should say 60 to 70 miles. There is an estate there known as Cloverdale. They can run 1000 head of cattle on it. Only 10 miles from that is Government land. No dairying is done there, not a bit.

761. *By the Chairman.*—You believe there is a large extent of Crown land there which might be made a subject for Government action in the way of establishing the dairy industry there? Yes. It has never had a hoof on it up to the present time. The people of the State do not know the class of land that is there.

762. How would you suggest it should be worked? I know that my answer to that question will not meet with the approval of some members of this Committee, but I would like to see some Maltese or German settlers brought here and the land handed over to them to be worked and opened up. They are a fine class of men, and they would do a lot of good by going into that country and starting dairying on it.

763. *By Mr. Whitsitt.*—What sort of soil is it? Chocolate; something after the style of the North-West Coast land.

764. You know that a good deal of the information that has been offered the Committee is only general in its character. We want to get hold of any special difficulty that the Tasmanian trade is suffering from? Yes. I am in receipt of a letter from a merchant in South America who has offered to take 10,000 cases of apples per trip, and I cannot get a case away. During the period those boats are running—about eight weeks—I cannot get accommodation for it, and the order has to remain unfulfilled.

765. What is the reason for that—are the ships not available, or is the space all taken? The space is taken. Then, again, this merchant also says he will take plenty of potatoes.

766. In the Argentine? Yes. An order for 80,000 cases, and I cannot get a single case away. All the cargo has to be transhipped at New Zealand.

767. You have letters to that effect? Yes. Here is one from Messrs. W. Crosby & Co., of the White Star Line: "July 23, 1912.—Apples to South America. We are in receipt of your favour of the 19th instant, and regret having to inform you that all the available space in the Shaw, Savill, & Albion Company's mail steamers has already been allotted, but should additional room be offering later on, either in the mail-boats or cargo steamers, we will at once communicate with you. We understand the New Zealand Shipping Company are also carrying fruit next year, and would suggest your applying to Messrs. Macfarlane Bros. for space by that line." I applied to Messrs. Macfarlane Bros., and received a similar reply, that all the space was booked. With reference to the order received from South America, the letter to which I am referring states, *inter alia*:—"I am well aware *re* the difficulties you will have to overcome to obtain sufficient freight room for the four steamers which principally have to be taken into consideration. I therefore beg to advise you to take at once if possible freight room for at least 10,000 cases to be shipped by each steamer, a quantity which I will be easily able to take orders for. In case there will be any chance for you to obtain the option for the whole freight room of which the steamship company can dispose for shipment here, please offer me the corresponding quantity by cable, and I have not the least doubt that I will be able to place the whole lot in three days. I am also very much interested in the potato business, and would be pleased to hear from you on this subject as well. Potatoes from Tasmania are generally imported in bags weighing 70 kilos."

768. Has any attempt been made to secure direct shipments from Tasmania to South America? Yes. If the Clan line of steamers could be induced to call here, or some arrangements made to get them to do so, to take the freight offering it would take it direct, and save expense as well.

769. That does not affect the interstate shipping question? No; but I thought it of sufficient importance to mention. They are always asking for fresh markets for fruit, but here is one, and we cannot get a case away.

770. Is there any antagonism between you and any other firm operating in Hobart? Not the slightest.

771. *By Mr. Valentine.*—Is the reason you cannot get the fruit away because you applied for space too late? There is no antagonism whatever. They only take a certain quantity of freight. I could not get the space, as it is over-applied for.

772. *By the Chairman.*—All the existing facilities are absorbed, and you cannot get in? That is so.

773. *By Mr. Whitsitt.*—The trade is languishing? Its development is being retarded.

774. *By the Chairman.*—Orders for 10,000 cases of fruit per steamer make a very important matter? Yes. We do not want fresh markets; the market is already

there, but we cannot get the stuff away. If the wool boats would call here, they go *via* Cape Horn, and boats from New Zealand would call here, they go *via* Cape Horn, and the stuff could then be sent easily enough. There ought to be some scheme evolved, so that the market there could be secured.

775. *By Mr. Whitsitt.*—That land in the Nive you were referring to—would it not take a considerable time to get it into a state of efficiency to carry dairy stock? No; only about 12 months.

776. *By Mr. Belton.*—Some of the witnesses spoke of a local company, and that if it were formed the service would be made better? Never in the wide world; that is my idea of it.

777. *By Mr. Howroyd.*—Have you heard any dissatisfaction with regard to the mail service? In the winter time only.

778. Several witnesses have spoken of that. It is only in the winter time, then? Yes. There is nothing very much to complain about.

779. *By Mr. Sheridan.*—In order to improve existing shipping conditions what would you suggest? If we had the A.U.S.N. Company or Howard, Smith, & Co. sending their steamers here it would be better than being attached to the Union Steamship Company.

780. You would favour the Government approaching those companies? Yes.

781. Have you considered the question of opening up a trade between Tasmania and Queensland for fruit and other produce as well—getting the steamers to call at Launceston and other ports, making Hobart the last port of call? That would come about naturally if one of the other company's steamers were calling here.

782. *By Mr. Whitsitt.*—You would not think that there would be some sort of a uniform rate arrived at among them—they would not combine? I think they have combined.

783. I mean if another company came in? I do not think they would combine.

784. *By Mr. Sheridan.*—Do you think they would try and run a local company off? I am certain they would, and it would require a large amount of money to start.

785. *By Mr. Hays.*—What do you suggest as to the means for bringing about the desired end of getting better facilities? I would like to see this Committee approach one of those companies I have spoken about, and see what terms they would come to Tasmania on. The Union Company is purely a New Zealand concern, and the other companies are purely Australian. We are better interested with them than a New Zealand company. The directors of a large steamship company like the Union Company do not consider Tasmania as they should do.

786. *By Mr. Sheridan.*—The Union Company does not trade to Queensland? No. If companies trading round Australia were subsidised to a small extent and went direct they would get the whole of the cargo.

787. *By Mr. Hays.*—You have complained about not being able to get cargo from Melbourne? That is frequently the case. They give preference to New Zealand cargo, and they shut out Tasmanian cargo.

788. What do you suggest to obviate that? By the introduction of other boats.

789. *By Mr. Howroyd.*—Would there not be a difficulty in that respect?—If they interfere with Huddart, Parker, or the Union Company, they would go and interfere with them in other parts. There might be some agreement in that respect? I do not think so. I think it could be arranged; we could arrange to give all our produce to another line. I do not think they would fight.

790. *By the Chairman.*—Do you think when there is a combination like that that the State should take it up? The State should.

791. If it could be proved that it was crippling the advancement of the country? Yes; it is patent to everybody. We must be better served by being attached to an Australian Company.

792. *By Mr. Hays.*—Has it often occurred—the difficulty to get produce away to Sydney? Not very often, only when there is an abnormally large quantity of produce offering. We get a large amount of produce down from there every week. If you open up that country I was speaking about there will be no need to bring it down here.

793. Your business is confined to the port of Hobart? Yes.

794. Do you do any trade between Hobart and Adelaide? Yes.

795. By a sailing boat? By steamer, transshipping at Melbourne. A lot of potatoes go that way.

796. Is there not a fair trade between here and Adelaide by sailing boat? Yes; in timber.

797. And return freight for wheat? Yes.

The witness withdrew.

PHILIP SAMUEL SEAGER *called and examined.*

Mr. Seager made the Statutory Declaration.

798. *By the Chairman.*—What is your name? Philip Samuel Seager.

799. And you are Registrar of the Supreme Court and chairman of the committee of the Tourist Association? Yes.

800. Are you aware of any publicly expressed discontent on the part of citizens of Hobart with the existing steamship service between Tasmania and the mainland in connection with the tourist traffic particularly? I have heard discontent expressed in Hobart by residents, and also by tourists themselves. There is a difficulty of securing accommodation at the time when tourists wish to visit this State. Of course, I am aware that it is a business proposition, and we know in our Tourist Department that visitors coming down here complain at Christmas time that they go to the shipping office in Sydney, and are told they cannot go for several trips ahead, as the accommodation is all taken up, but can travel in the steerage. If they do come they travel steerage as cabin passengers.

801. And pay cabin rates? I understand that.

802. That is at the height of the tourist season? Yes. We have had deputations to the companies on the subject. I believe it is occupying their attention to have a better steamer put on to meet the service.

803. It interferes with the development of the tourist traffic? There is no doubt about it.

804. I suppose you have pretty fixed convictions as regards the tourist traffic and its value? Yes; I know its value in the promotion of settlement, which is most important. A gentleman has just bought an estate for £5000 in Tasmania. He is a large holder of property in Queensland, and he has bought that simply because he was a tourist here. There are numberless cases of people who casually pay a visit to Tasmania, and then they settle on our lands. Two gentlemen arrived here by one of the New Zealand boats. They liked the look of the country so well that they came into the Bureau and obtained information, and in consequence of what they were told they took up land, and both are settled at Tasman's Peninsula. These are specimens of many similar cases. From that standpoint alone, which is most important, the Tourist Association is doing a lot of good. When we started the Pillinger Drive to the Springs at Mt. Wellington we could not get a brake or a cab to take people there, and the Association had to make special arrangements with the present brake proprietor (Mr. Rometch) for him

to go up. That was the beginning of the traffic, and now we have probably 10,000 people going there every year, if not more.

805. The whole of whom would be interstate tourists? Nearly all; and from the centre of December to the end of March our Tourist Department is thronged night and day with visitors. The season has already started this year, and this is the earliest commencement that we have had since we started the traffic.

806. As the tourist traffic develops it tends to lengthen? I believe it will be universal. I fail to see why Kosciusko should be visited in such large numbers in the winter time, and not Tasmania. We have the same attractions here. We work as a matter of love. We get nothing for it. The Committee do not receive a penny, and we work often at night. In addition to the monthly meetings last year, the management committee met 36 times at night time and after office hours.

807. You find that since the commencement of your efforts in connection with the tourist traffic that it has greatly increased? Yes; steadily developing; increasing every year.

808. If the shipping service between here and the mainland States were made such as to meet the needs of passengers all the year round would you anticipate a very marked increase? Yes. The question, of course, would be a commercial one; that is their business. But people would come here if they had the facilities. We would double the traffic here if we had larger boats. We have large numbers of people calling here by the big fruit boats; that is an important thing. They take all-round tickets. They will not come in the small boats when they can wait for the larger ones. I mention this because it shows that where facilities are given the more they will be availed of.

809. They should be kept continually in advance of the needs? Yes; from a commercial aspect, but that is the proper attitude for people to take up.

810. Could anything like accurate statistics be obtained from the office of your association regarding the people who register? Yes; we can give you a return; but where one person writes his name, dozens do not wait to write at all. I will cause a return to be written up, and it will be supplied to you. I have been in the Association's office at 9 o'clock at night and seen 30 or 40 people doing business. You cannot catch them to see that they register their names in the Visitors'-book.

811. *By Mr. Hays.*—Have there been many complaints with regard to the accommodation on the boats? No; but a lot of visitors in conversation said that people would not come to Hobart; that they had been to the office in Sydney and could not be accommodated. Another difficulty is, if they book their passages to come down there is no certainty they can get back when they want to, because of the large numbers of people travelling. It is a complaint, but it was not given to us as a complaint. It militates against traffic.

The witness withdrew.

LAUNCESTON, MONDAY, SEPTEMBER 30, 1912.

HON. G. T. COLLINS *called and examined.*

Mr. Collins made the Statutory Declaration.

812. *By the Chairman.*—What is your name? George Thomas Collins.

813. You are a member of the Legislative Council? Yes.

814. And you have been until the last two or three days president of the Launceston Chamber of Commerce? Yes.

815. Your successor has not yet been appointed? That is so. The vice-president is Mr. G. E. Har-rap.

816. Are you aware of any dissatisfaction among the mercantile community of northern Tasmania with the existing interstate steamship service? I am, from the fact that we have been communicated with by several of those who are trading between Launceston and Sydney, and to a smaller extent between Launceston and Melbourne. I am also aware of the fact from the producers, many of whom have communicated with me during the time I was president of the Chamber of Commerce. These facts were brought before the members of the Chamber of Commerce on different occasions, and very fully discussed; and on two occasions, as president of that Chamber, in conjunction with members of other leading associations and merchants, I waited upon the agent of the company in Launceston and placed the facts before him very fully. I pointed out that the "Wakatipu," although a really good cargo boat and a good sea boat, was, as far as passengers were concerned, quite out of date, and we believed that the limited number of passengers who came from Sydney to Launceston was due to the fact that there was not a boat in the trade in which passengers would care to travel, but preferred to travel by sea or rail to Melbourne, and take passage by the "Loongana" or go direct to Hobart, although, I understand, the sea journey is 100 miles further, and then continue to the northern part of Tasmania to spend their holiday or follow their business vocations. We pointed out also to the manager that the irregularity of the starting of the steamer rendered it prejudicial to the interests of producers in shipping their goods to Sydney, as the market there depends upon the produce (particularly potatoes) arriving on a certain day, or prior to certain days, when sales take place. The fact was also brought before the agent that large areas of land contiguous to Launceston would be turned to raising more produce if the growers had a market to which they could send their produce regularly. Then there is not only the general farming, there is the timber industry, and the dairying industry is growing rapidly; and these would almost demand a better service, and a more regular one, between Launceston and Sydney. At the last deputation the local manager of the company, as upon previous occasions—I am not sure whether there were two or three deputations—said he would communicate with the directors in New Zealand, and a reply was sent to the Chamber of Commerce that the directors had taken the matter into consideration, and did not consider it a payable proposition to put a more up-to-date boat in the trade at the present time. I am not able to tell you the quantity of apples sent to Sydney last year from Launceston and the Tamar, but I think you will find by making inquiries from proper sources that thousands of cases have been sent, and that probably the output will go on increasing rapidly, inasmuch as a large number of orchards hitherto bearing only to a limited extent will come into fuller bearing later on, and will also give better fruit. I think that industry alone will bring strong pressure on the Union Company to get a better boat. The difficulty I have felt in regard to the matter is that our insular position places us entirely at the mercy—I do not like to use that term—or rather in the hands of the shipping companies, because we cannot get into or out of Tasmania except by crossing the sea. I do not think that from what I have heard from producers, and those who would be producers, and others trading, that we receive that advantage, at all events between Launceston and Sydney, by which there would be a large expansion of trade. The

"Wakatipu" service, with its irregularity, is not good enough. She is large enough, but I am satisfied if we had a larger and better boat we would be better off. For instance, we had the buses here, then the trams followed, and they brought a large increase of traffic. The same principle applies where railways are constructed. In the mainland portion of the Commonwealth large sums of money are being spent in the construction of railways. All this is of enormous advantage. We cannot have that in Tasmania. We have to take to crossing the sea instead. If we had something corresponding in the matter of boats coming to our shores that would be a large inducement to persons to travel here, instead of having to come from Sydney *via* Melbourne or Hobart. It would bring large numbers of people—travellers and traders—to our shores. Probably I am optimistic in regard to the future and the volume of trade that would follow the introduction of larger and more up-to-date steamers between Launceston and Sydney, but I think that not only would it tend to develop trade between Northern Tasmania and Sydney, but also with ports beyond Sydney. As between Launceston and Melbourne, I am not able to give information as personally known to me, but merchants have told me that cargoes are frequently excluded and sometimes carried backwards and forwards two or three times, because there is no time to unload them. I know that if you look for the information you will find that an enormous increase has taken place in the passenger traffic since the "Loongana" came into the trade. You will find also that on different occasions the "Loongana" has been carrying a large excess of passengers during the summer season, to which I take the strongest exception. It seems she does it under some licence, which makes it just the same as if the trip were an excursion in the river. It is called an excursion certificate. I think it would be the strongest evidence to this Committee—and I may say that I have very strong sympathy with the work of it—to get the actual facts as to the passengers who pass to and fro between here and Melbourne. I am satisfied that the passenger traffic is not going to stand still, but will go on increasing, as it has been doing, and that if there was another steamer of the "Loongana" type placed in the trade the traffic would still continue to increase further and further. I do not think we are adequately served, as far as mail, passenger, and cargo services are concerned. I believe there is room for considerable improvement. The Union Company said it would not pay. They should know better than I do. I can only give the outside point of view.

817. You have used a phrase that has been put before the Committee previously in connection with the evidence already taken. You said we are suffering because of our insular position? Yes. I mean by that, that, having regard to the trade now being done between the mainland and Launceston—leave Hobart out and take the northern part of Tasmania, or even Launceston alone—if over the 280 miles or thereabouts separating us from the mainland—that is from port to port—a railway could have been built, I have no hesitation in saying it would have been constructed years ago, and we would have had two trains running to and fro every day. If we had anything like the facilities that would be represented by that the trade would greatly expand, and I think it is due to Tasmania that something in place of a railway, without being too expensive, should be given to meet, not only the traffic requirements, but increase the trade.

818. You believe that we should have as our ideal, facilities for maritime transport that would approximate to a railway? Yes; as far as possible. We are paying our share of all expenditure of the Commonwealth, and railways elsewhere, and everything that

is going on in the Federal sphere, and I think Tasmania is entitled to this as a return. Of course, that is my ideal; but I do not put that forward as something that is unobtainable. I am not going up into the clouds. I mean something that is practical, and not too extravagant.

819. Seeing we are an insular community the very best facilities for maritime transport are essential to our well-being? Yes; for the comfort and convenience of the travelling public, the conveyance of mails rapidly and easily, the transport of passengers safely, and also the carriage of cargo; that applies to Sydney as well.

820. You have referred to one aspect which struck me as not having been before the Committee yet, and I intend to put a question to you in order to stress it, as it seems to be a matter vital to our inquiry. You have said that the transport service between here and the mainland hinders internal development, and that such bad service, in effect, constitutes a weak link in the chain of any railway policy for the development of the State? Yes; emphatically.

821. Having occupied the responsible position as president of the Chamber of Commerce, and having been connected with at least two (and you think three) deputations, it seemed to be indicated to you that there is a fixed conviction in the minds of the traders in Northern Tasmania that the Sydney service is insufficient? Yes; a strong one.

822. Have any officers of the Chamber of Commerce been present at the deputations that approached the steamship company to seek a betterment of the service? Yes; the secretary. There is correspondence from the company's office and correspondence from the producers of the Tamar and the Chamber of Commerce, and the latter correspondence or extracts therefrom have been forwarded to the steamship companies. I am speaking from memory.

823. You have no doubt whatever about the position that better shipping facilities should exist between Tasmania and Victoria, and Tasmania and New South Wales? No doubt at all.

824. As a public man of very lengthened experience, have you given any consideration to the lines on which the improvement of this service should be conducted?—Have you thought of any way out of the trouble? Only by communication with business men. The impression of business men is that the "Wakatipu" should be superseded by a boat built on more up-to-date lines, and with modern conveniences.

825. It has been suggested by some people that the Commonwealth should take action, and it has also been suggested that the State of Tasmania should give a subsidy to these companies to provide better services. It has been suggested also that a local company should be formed to enter into competition. Another suggestion is that the State should establish a service itself, and provide more satisfactory transport facilities. Have you given any consideration to them? Not specifically. My idea was that the Commonwealth could not enter into matters of shipping as far as buying or despatching boats to carry on trade is concerned. I have not studied the constitution myself in regard to the point. I go by what the Prime Minister has stated, and what has been said in the House of Representatives.

826. You have evidently kept in touch with the matter? Quite. I would have subsidised the Union Company or any company to a reasonable extent if they would provide better steamer accommodation and a more regular service. I would do that for this reason—that I believe in a few years the trade would grow to such an extent that no subsidy would be required, and the company would be strongly estab-

lished. I believe also, and it seemed to be the general opinion of traders, that there should be another steamer of the "Loongana" type running between Melbourne and Launceston. Although the "Rotomahana" is one of the prettiest models you could look at, and a good sea boat, there is a prejudice in the minds of many people against her. People have become educated and accustomed to travelling fast, and they are in a position to pay for it, and so demand it. If you travel anywhere between the other States, and if you start from Melbourne or Sydney to go to North Queensland or Adelaide, or to Western Australia, you can get the very best passages. The one spot in the Commonwealth where this is absent is Tasmania.

827. And where it is most required? Yes. They can get by rail to most of the other places mentioned. They have a choice. That is where it would be good policy for our Government to take the matter up.

828. Practically what our mercantile community wants is a daily service? Yes.

829. Not only as an ideal, but as a practical need? Yes; it is absolutely necessary. The trade requires two steamers. The North-West Coast will demand its steamer. It is known that a good deal of cargo that should go by the Tamar is sent to the Coast for shipment. A producer at Evandale has told me that he has sent his stuff to the Coast in order to get a regular market. There is a large area of land in the north-east capable of enormous development in growing produce. Shipping could be made to anticipate the opening up and cultivation of that country. The dairying industry is very suitable to that part, and is bound to advance. Not having railway communication between Tasmania and outside ports a good steamship service is the only substitute. Production here will increase, and there is no doubt we have the markets on the mainland for Tasmanian produce.

830. There is a position I would like to put deliberately before you. Evidently hints have been thrown out that the Commonwealth would gladly take some action in the way of subsidising a State-owned line of steamers. I am taking up the position that the Commonwealth might not care to embark itself in the business, but would gladly subsidise a line of steamers running between here and the mainland, and owned by the State of Tasmania. If it comes to a question of deciding between a steamship service owned by the Commonwealth, and one owned by the State of Tasmania, which would you favour? The Commonwealth cannot own one, so I believe. I have not looked into this question, as I did not anticipate it. Assuming—

831. The point is a moot one, and you are in a position to assume? I would support strongly a policy of this State putting on steamers subsidised by the Commonwealth, unless you could get a strong company like the Union Company to take up the matter, under a subsidy. I do not think that the State should take up a steamship service if you can get a satisfactory one with some strong reliable company. Failing that, I would do the other. I would take all the risk.

832. You have the reputation of being an optimistic public man. You have great faith in the future of Tasmania? Yes.

833. Is the position, as it appears to you, that there is a reluctance on the part of the shipping companies to do more than meet bare needs? Yes.

834. They do not make it their policy to put themselves in advance of actual needs? No.

835. You think that should be done? Most undoubtedly I do. I look upon it as vital to Tasmania that it should be done.

836. You believe maritime transport should be under the State in preference to the Commonwealth? I think it is a State matter.

837. Do you think that the head office of the company being out of Tasmania has something to do with the alleged neglect of Tasmania's interests? I have no doubt that if the directors were in Tasmania they would be more in touch with our trade here and put on better services.

838. As a matter of fact the head office of the Union Company is in New Zealand? Yes.

839. It is alleged that Tasmanian trade is not such as to justify a better service? That is so.

840. Are you aware, as an investor, of any of these companies making a fresh issue of stock, and of its being immediately subscribed? No; I have had no personal experience.

841. *By Mr. Belton.*—Is there any evidence of competition between the shipping companies doing business with Tasmania? There is no competition; none whatever. The evidence is all the other way.

842. You see no evidence of enterprise? That is difficult to answer. We do not feel any advantage of any.

843. We have evidence that the trade pays the company, and it is averred that because there is no competition there is no necessity to provide greater facilities? The producers and shippers can give you that evidence better than I can. My evidence is to a certain extent hearsay.

844. The difficulty of the Committee is to formulate proposals. The company is financially strong, and in dealing with the probabilities of some enterprise being established we should take that into consideration? Undoubtedly.

845. It would require something strong to compete with the companies? Yes; it would have to be very strong.

846. You favour the State subsidising a strong company? Yes; I favour that course. But I do not say any particular company; I only say a strong company.

847. You do not favour the State entering into the shipping business? Failing the strong company to subsidise, I say the State.

848. If we could establish that the service is a paying one there is no reason why the State should not enter into it? You will have to enter into competition, and while there might be enough for one service there might not be for two. If you could subsidise a strong company. I think it would be better.

849. *By Mr. Hays.*—Are there complaints about the lack of accommodation for passengers? Yes. It frequently happens that you cannot get a bed, and you have to wait for two, three, and sometimes four relays of meals. The "Loongana" is a beautiful steamer in every other way. I consider it absolutely and criminally wrong that a boat should be allowed to travel to sea with 400 or 500 passengers without proper provision, in the case of necessity arising, for the saving of life. I think the time has arrived when this should be changed. It is by God's blessing that nothing has happened. You cannot tell when it might. There is no security.

850. Is it a fact that excursion licences are granted? This matter is fixed up in Melbourne. The question came before the Marine Board here, and we counted the passengers, and when we moved we found that excursion certificates were granted in Melbourne.

851. In regard to the winter running there are also complaints in connection with the service between here and Melbourne? Yes.

852. With regard to the trade between here and Sydney, do you know of any merchants who have complained of the lack of shipping facilities? Merchants and producers. It was at their instance we had the deputation to the agent of the steamship company.

853. Are you aware of cargo being cut out because of want of accommodation? I believe so, but I cannot say. You could get plenty of evidence on that point.

854. What about the mail service? During the last winter the Postmaster-General did everything he could to meet the convenience and arrangements of Tasmania, and as president of the Chamber of Commerce I was in direct communication with him. The people of Tasmania have to thank the Postmaster-General for the arrangement made, which answered exceedingly well. It was better than any service we had before, either as to mails or passengers.

855. *By the Chairman.*—You are speaking of the winter service? Yes; the winter service was made for Mondays, Wednesdays, and Fridays. After many interviews, and with the Postmaster-General urging the matter as strongly as he could, the Union Company gave way. This proved an advantage to Tasmania. Mails were despatched to all parts of Tasmania on Saturdays under this new arrangement; that is, mails by the "Loongana." The "Rotomahana" was nearly always late.

856. *By Mr. Hays.*—With regard to trade between here and Queensland ports, have you anything to say? The trade, it is believed by Tasmanians, would expand tremendously if a regular service with northern ports could be obtained. I have been told by people who have travelled in northern Queensland and inland that Tasmanian fruit and produce were constantly being inquired for, but were unobtainable. We are suffering from our insular position, without a doubt.

857. You mentioned that great inconvenience was caused to shippers to Sydney by the irregularity of the boats. From that I take it there are no fixed days of sailings? I believe the "Wakatipu" will sail every fortnight if she does not get anything else to do. She will go to the coast or to Melbourne if she is needed. Splendid potatoes can be grown in the north-eastern part of the State and along the Tamar, and farmers tell me they would grow them if they could get a regular boat for the Sydney market. They have to depend on the local market.

858. Are you aware of produce being sent from this side of Deloraine to the Coast, although the cost by rail is greater than if the stuff was sent to Launceston for shipment? Yes. I have been told that produce has been sent from the Scottsdale district to the North-West Coast for shipment.

859. *By the Chairman.*—We have had evidence given before another inquiry that produce was sent from Westbury to the Coast instead of to Launceston? One farmer at Evandale told me he had sent produce to Devonport on account of the better shipping facilities in the way of boats.

860. *By Mr. Hays.*—It is only in the busy season there is an insufficiency of steamers? If they put on another steamer for four months of the year it would be better.

861. *By Mr. Howroyd.*—In regard to subsidies it has been suggested in the course of this inquiry that the A.U.S.N. Company or the Howard Smith Company, or any other company, should be approached to enter the Tasmanian trade. Does that accord with your ideas? No. My idea is that better steamers should be put on in the place of the "Rotomahana" and "Wakatipu." The best means to do that I do not know. I think it would be better for the State to pay a subsidy.

862. A suggestion was made that a subsidy should be paid to a new company to come here and take cargo, and you would have a regular service to Sydney and Melbourne? That is what I would like to see. Subsidise a strong company, and failing that a State service as a last resort.

863. *By Mr. Valentine.*—Following that question of Mr. Howroyd's, you consider that if Launceston

was a port of call for these boats, that would give the port better facilities than the direct boat now running from Sydney to Launceston? I could not tell you that; very much would depend upon the time of calling. As long as you got a regular service it would be all right. One steamer between Launceston and Melbourne cannot do the trade at all.

864. Between Launceston and Sydney? Yes; one if regularly run.

865. Do you think trade between Launceston and Sydney would warrant a better service? Yes; for three or four months in the busy season.

866. What about the slack season? I think that afterwards the slack season would pass. Take the construction of railways and see how trade follows. Take the North-East Coast of Tasmania. There is magnificent land there remaining undeveloped only because there is no market for the output of produce. If they had a market they would be worth pounds per acre more. If there is not a market people will not grow produce.

867. Have the facilities of the port of Launceston increased in the last 10 years? No; except for the introduction of the "Loongana."

868. Is that all? We always had two steamers as long as I can remember—40 years ago.

869. Then you have no better facilities than in the T.S.N. Company's days? No.

870. Do you think if that company were still in existence it would serve the port better than the present companies? I think so; because they would be on the spot and would meet the demands. The increase in trade has been great. Marine Board figures show that. Import, wharfage dues, &c., have gone up from £10,000 to £15,000 per year. I do not like to speak without the book, and the Secretary of the Marine Board can give you the exact figures.

871. Is it considered that fares and freight charges by the present companies between Melbourne and Launceston and Sydney and Launceston are reasonable or excessive? Not if they had a good boat. The complaints are that there are no conveniences.

872. If passengers got proper accommodation you do not think they are too high? No; I do not think so.

873. Is the apple trade increasing at Launceston? Last year was the first time I saw the river boats on the Tamar packed up with fruit like the Huon boats, and nearly all this went by the "Wakatipu." I cannot give exact figures. I believe the area under fruit along the Tamar and adjacent districts is over 3000 acres, and you can estimate what that will be producing in a few years. The apples command a ready sale and high prices in Sydney owing to their fine colour and quality. The traffic in fruit will be tremendous soon.

874. There is no direct ship from Queensland to Launceston? No.

875. *By Mr. Hays.*—Has the Marine Board kept the port well in advance of the requirements of the shipping companies? No; we have not had the means to do it.

876. They have not anticipated trade in any way? Only by keeping the river dredged, so as to enable steamers of the "Loongana" type to come up by an hour's tide by day or night.

877. Has the want of proper accommodation on the part of the Marine Board been offered as an excuse by the company? Only in connection with the "Loongana."

878. Not with the "Wakatipu"? That boat comes up the middle of the night. The "Wakatipu" loaded to 19½ feet, came up to Launceston recently within an hour of high tide.

879. Do you think that if the Marine Board were to provide better accommodation for ships the companies that at present trade here would put on better

boats? I cannot say that they would. I may say that the Marine Board is firmly convinced that the trade on the Tamar will make necessary a large expenditure of money. The country is being opened up, and fruitgrowing will force the Marine Board to give better facilities.

880. You have said, Mr. Collins, that if the companies were to provide better facilities in advance of the requirements of the producers by putting on better boats it would encourage the people to produce. I want to know whether this same principle would operate with the shipping companies if the Marine Board made better facilities? Yes; the position would be forced on the Marine Board.

881. *By the Chairman.*—You have made representations repeatedly to the companies, and those representations were at last given effect to? Yes; in connection with the mail services.

882. Those suggestions brought good results? Yes; backed up by the Postmaster-General. He is deserving of most thanks.

883. When suggestions have been made by local people and they have been adopted it has nearly always been found that they have given good results? Yes.

884. Now, if the local people think the services insufficient for their needs it is almost certain they are on the right side? Yes. They know.

885. The Tasmanian people have the best knowledge of Tasmanian needs? Yes; that is the way to put it.

886. Some very large schemes for improvements on the Tamar are contemplated? Yes; for a deep-water port, and also a port higher up for interstate trade.

887. Those improvements are being contemplated in consequence of a report by Mr. Hunter, an eminent expert in harbour works? Yes. I can speak as one who has prompted the movement for the past two years.

888. You are optimistic as to the result of the scheme? Yes; it is my nature, but I am not overlooking the practical side.

889. You have every reason to believe that a harbour made on the lines of that report will give most successful results? Yes. We know Hobart has reaped enormous advantages from her deep water, and she will reap ten times more, because ships are being built with great bottoms, and passengers like these big vessels. Ports that can provide them with accommodation are going to succeed. Next to Hobart the port that will do that will be on the Tamar, 8 miles from the heads.

890. Mr. Hunter, in his report, is of opinion that a port of this character can be established in the Tamar? Yes. His words are, "one of the best in the world." After certain rocks are removed, at a cost of £40,000 or £50,000, the biggest ships can come in and load and depart within one hour's steam from the open sea.

891. There will be a port there which will be as good as the leading ones of Australia? Yes. I do not say better than Hobart. At low water there will be not less than 36 feet, and a channel 1200 feet wide. At high water there will be a depth of 42 feet. When these rocks I mentioned are removed boats will be able to come in at any time, day or night.

892. With practically a small expenditure a port can be made for Launceston which will be second only to Hobart, which we in Tasmania are so proud to possess? Yes; that is so.

893. You will be aware that, according to this morning's newspapers, the negotiations between the Postmaster-general and the shipping companies regarding the interstate service have fallen to the ground? Yes.

894. Largely on the ground that the companies demanded conditions and a subsidy that the Post-

master-General was not prepared to recommend the National administration to accede to? Yes.

895. So a situation has now been created that those who have the interests of Tasmania at heart must resolutely face? Yes. It requires a determined effort on the part of Tasmania, particularly the Government, to get better facilities for shipping communication with the mainland.

896. You believe firm and practical measures must be taken? Yes; or we will go along very slowly.

897. *By Mr. Hays.*—Following up the question that the Chairman asked, you know that the mail service has been renewed for only two years. In regard to this position, do you think that this was due in any way to lack of facilities provided at Launceston for the shipping companies? I cannot say. The Tamar is a tidal river. Within one hour's tide the "Loongana" can come up day or night. The river is perfectly lighted and navigation is easy. The "Rotomahana" would have to wait for a higher tide, as she is a deep vessel. The "Wakatipu" comes up at any time by waiting for the tide two and a half hours at the Heads. The tide will not affect the deep-water port.

The witness withdrew.

ALEXANDER EVANS *called and examined.*

Mr. Evans made the Statutory Declaration.

898. *By the Chairman.*—What is your name? Alexander Evans.

899. You are Acting Master-warden of the Marine Board of Launceston? Yes.

900. Are you aware of any feeling of dissatisfaction that has been expressed by representative men and public bodies in connection with the existing interstate steamship services? Yes; particularly between here and Melbourne. There are complaints also between here and Sydney.

901. Can you state the particular causes of the dissatisfaction, and have you heard of any suggestions for improvement of the service? Boats like the "Wakatipu" and "Rotomahana" draw too much water to enable them to make the river easily. They are an old class of boat. One is 35 years old and the other 33 years.

902. Do you know that trade to the port has materially increased since the "Loongana" entered into the service? Yes; it has increased of late. Our wharfage for cargo is much more than it was. The passenger traffic has increased considerably.

903. Have you in contemplation the carrying out of large works for the improvement of the port? Yes.

904. You have obtained a report from Mr. Hunter, a great authority on harbour works, and in consequence of that you propose this large scheme? Yes.

905. What will it cost? Something like £400,000.

906. When that scheme is finished the accommodation for shipping of all kinds will be almost complete? Yes.

907. Interstate vessels will be able to come up near the city? To Town Point.

908. What are your wharfage rates—do they compare favourably with other Australian ports? Yes; they are similar to others. This is one of the cheapest ports in the Commonwealth. It stands next to Hobart.

909. The "Loongana" brings a large number of passengers in the summer to Tasmania, does she not? Yes.

910. Has the Union Company at times applied for excursion certificates for the summer running? No; not from this State. The passengers come here in large numbers at the one time, but they filter back steadily, and not in such crushes as to need the boat having such a certificate.

911. You do not issue those excursion certificates under which they carry such a large number of passengers? No; it has not been required in my time.

912. Can you say that the Marine Board has not issued excursion certificates? As far as I know there has been no occasion to apply for one, as there is never such a rush of passengers here.

913. Passengers coming from the other States favour the "Loongana" more than any other boat in the running? Yes; much more.

914. How long has the "Loongana" been in commission? Eight or 10 years.

915. Is the shipping service from here to Sydney irregular? Yes; especially when the "Wakatipu" lays up. They sometimes put one of the coal boats on.

916. Have you heard shippers of produce from here to the Sydney market complain? Yes; I have.

917. Have you had any communication with the steamship companies' representatives regarding the service between here and the mainland States? No.

918. You have not personally made any representations? No.

919. Your duties are simply to provide as good harbour facilities as you can for shipping? Yes; and wharfage.

920. And you meet interest and necessary cost by making wharfage charges? Yes.

921. Have you no other sources of revenue? No; only import wharfage charges.

922. Your sole revenue is that? And harbour dues.

923. The large part of your revenue is derived from wharfage? Yes.

924. Harbour dues form only a small part? Yes. Every time a boat comes in and goes out she has to pay a penny each way on the registered tonnage.

925. Would any increase of passenger traffic affect your revenue in any way? Only if more steamers were put on. We would then get harbour dues of one penny each way on the registered tonnage.

926. Have you formed, as a marine board, any defined policy as yet in regard to carrying out these proposed harbour improvements?—Have you fixed a period of years during which you will carry out the work? We want to get the money and then push on with the whole of it. The first thing we will do, I presume, is to get the rocks out as recommended. We intend to push on as quickly as possible.

927. The whole scheme, as outlined in Mr. Hunter's report, is acceptable to the people of northern Tasmania? Yes; I have never heard anyone speak against it? Every one is favourable.

928. How long have you been a warden? For 20 years.

929. You know some shippers of produce to Sydney have complained bitterly? Yes; I have seen it in the press.

930. *By Mr. Valentine.*—In your opinion have the facilities of the port been kept ahead of the requirements of interstate shipping? Yes; I think so.

931. Has there been any complaint that the port does not provide for better accommodation of a better class of boats? Yes; they complained that they could not work the river with the tide going out. The "Wakatipu" recently came in drawing 19 feet 6 inches on one and a half hour's tide. A lot depends on the captain.

932. Larger and better boats can be accommodated if they wait for the tide? Yes.

933. The companies have not made that an excuse for not putting on better boats? No; they refer to trade.

934. Has the accommodation been adequate for the trade? There has been plenty of accommodation for the ships.

935. Have producers been able to get accommodation on the ships for their produce? I have heard that some of the cargo has been shut out. I do not know whether that is true.

936. Do you know how long the present companies have been in the trade? A number of years. Of course the Union Company was there first, and then Huddart, Parker.

937. They succeeded the Tasmanian Steam Navigation Company? Yes.

938. During that time have the companies given improved shipping facilities? They have been improved.

939. The boats? Yes; the "Loongana."

940. With the exception of the "Loongana"? No. For the Sydney trade there has been no improvement at all.

941. Not for many years past? No; not at all.

942. *By Mr. Hays.*—Is the revenue of the port increasing? Yes; it keeps on increasing.

943. With regard now to the "Loongana." Can she negotiate the river at all states of the tide? Yes; I have seen her do it at dead low water.

944. Has the Marine Board improved the harbour since the "Loongana" came into the trade? We have made a special berth for her here.

945. Has the Board deepened the channel? Yes; we have improved it at Newnham Bend, where she used to strike. She draws 13 feet 6 inches, and she comes up at dead low water.

946. *By Mr. Belton.*—There seems to be general dissatisfaction as to the facilities. Have you any suggestions as a set-off against the present position, such as a local company being started, &c.? A better boat should be put on. The "Rotomahana" is an old class of boat.

947. *By the Chairman.*—What does the "Loongana" draw? Thirteen feet 6 inches to 14 feet.

948. And what does the "Rotomahana" draw? Sixteen feet, and she comes up light.

949. Are the modern boats constructed so as to draw less water? Yes; they are flat underneath.

950. *By Mr. Belton.*—As a large amount of money is to be expended in improving the river, do you contemplate imposing a rate on the country around so as to meet the cost? We propose to rate five municipalities if it is required.

951. Do you expect any difficulty in raising the money? I do not expect so. We will have to take a poll on the scheme. I think they are all in favour of it.

952. *By the Chairman.*—Have you been a deep-seafaring man? No; I had a craft on the river 47 years ago.

953. Do you know the "Loongana" to have been over-crowded in the summer season? I cannot say she has been overcrowded. I have seen a large crowd on her.

954. Mr. Hunter has made a suggestion as to a dock? Yes.

955. Has the absence of docking facilities ever been felt in connection with the trade? Yes; our dock is small. It will not take any vessel over 150 feet long. The "Waratea" cannot go in.

956. So there is no dock in Launceston for vessels over 150 feet? No; nor over 40 feet beam.

957. Have you any reason to believe that if a large dock was provided it would be availed of by larger vessels? That is hard to say. I do not know whether they would use it.

958. It has been suggested by witnesses that if there were a dock at Hobart it would attract trade. Do you think that the establishment of a commodious dock in Launceston would attract vessels here? Yes, if it were at the deep-water port. I presume we should have a good dock. I believe in a pontoon one.

959. You do not approach the shipping companies as to trade. You look after port facilities only? Yes; we attend to the wants of the shipping.

960. You have not particularly interested yourself in improving the shipping services? That is out of our province.

961. You do not make representations that they should put on a different class of ships? No; that is not for the Marine Board.

962. The Marine Board as a whole body is in favour of the consummation of the scheme recommended by Mr. Hunter? Yes; decidedly.

963. The orchards along the Tamar are becoming fairly productive now? Yes.

964. The fruit is brought up for shipment to other States just as it is by the channel steamers to the Hobart wharves? Yes.

965. You expect a very considerable increase in that trade shortly? Yes; it is increasing every year now.

966. Has that been the chief reason for taking in hand the improvement of the port? Yes; the chief reason.

967. The fruit trade is the principal reason? Yes; I think the fruit trade will be to Launceston what it has been to Hobart. Years ago when I bought the s.s. "Express" at Hobart (1873) there were only a couple of steamers running, and now there are over 30 of them.

968. Have you observed that the tourist traffic is increasing? Yes; every year, decidedly.

969. You regard it as valuable to the State? Yes, one of the best things we have. There is a lot of money in it.

The witness withdrew.

WILLIAM ALEXANDER WHITAKER *called and examined.*

Mr. Whitaker made the Statutory Declaration.

970. *By the Chairman.*—What is your name? William Alexander Whitaker.

971. You are a newspaper proprietor? Yes.

972. And you are also president of the Launceston Traders' Association? Yes.

973. And you have taken a keen interest in the development of the trade of Tasmania? Yes.

974. Are you aware of any feeling of dissatisfaction with the existing interstate steamship services? Yes.

975. Has that been publicly expressed by the association you represent and by yourself? Yes. We have been dealing with the matter intermittently for two or three years.

976. Has it become a very fixed conviction in the minds of the mercantile community that the interstate steamer services are unsatisfactory? Yes.

977. Would you say very unsatisfactory in regard to passenger, mail, or cargo, or unsatisfactory in all three things? Yes. We find in regard to passenger traffic and goods that we as a State are suffering from what I consider serious disabilities. We have been dealing with them particularly from the Launceston standpoint, of course.

978. You deal with these matters largely from the standpoint of the mercantile community of northern Tasmania? Yes.

979. Will you indicate in your own way the reasons for the dissatisfaction with the existing conditions, and make any suggestions that occur to you, as president of the association. It seems to me that the ideal condition would be this: In Tasmania there are certain ports which we may consider the natural ports of export and import of particular sections of the State, and they should deal with and control the exports and imports of those sections. That is to say, there are certain ports that are

natural ports for districts. It seems to me that the duty of the State would be to see that the facilities were given for those ports to deal with the exports and imports for a certain area around. Take Launceston as an example. I say that roughly we should deal with the trade for 50 miles along the north-west. That would carry us to, say, Whiteford Hills. I say that the produce from within that zone should go to Launceston, and from beyond that to Devonport. That is the ideal condition. It is not in the best interest of the State that the railways should give preferential rates to take produce to any other port than that to which it naturally belongs.

980. You mean that certain ports have certain natural spheres of trade influence, and the lines of development should be towards drawing the trade of those respective spheres to the different ports? That is the ideal condition. There are other things that influence it. In the north-west years ago they started out to have a port in every river. That is a proposition no Government could deal with. It was then said—choose the best ports for the different areas; the Government has only a limited amount to spend, and this should be at Burnie, Devonport, and Stanley, and the railways should carry the produce to those ports. I say that, as far as possible all these ports should serve a fixed area around. Trade should not go past them to other ports.

981. The trade from Launceston to the mainland is largely concerned with the ports and Melbourne and Sydney, I take it? Yes.

982. Explain the points of weakness in the steamship services in regard to Launceston and those other two ports? We find that in Launceston at the present time we have got a certain trade that has been developing and increasing in defiance of our conditions as a shipping port. There is a certain amount of export and passenger traffic which would go through this port if it were possible to get it away at all. The railways centre is Launceston, which is evidence that this is the principal outlet for northern Tasmania. Our railway traffic at Launceston has been developing for 10 years past by leaps and bounds. The trade to the port of Launceston by railway is larger than that of any other railway and port in the State. Figures that I have compiled from official records show that for three years prior to 1909 goods carried by rail and the passenger traffic were much greater to Launceston than any other Tasmanian station. For the three years prior to 1909 Launceston topped the record of the next best station as follows:—In 1905-6 by 33,575 tons; in 1906-7 by 20,097 tons; in 1907-8 by 34,968 tons. Following those figures, and still in regard to the goods traffic, I find that for the period from 1902 to 1910-11 the goods traffic increased by 29·85 per cent. The passenger traffic from 1904-5 to 1910-11 increased by 74·32 per cent. That is to say, the total number of passengers carried to and from Launceston in 1904-5 was 210,463, and in 1910-11 337,429. I would also point out that these figures are notwithstanding that we have not got all the facilities of shipping we should have.

983. Those statistics relate largely to internal trade. The whole of the stuff that came to Launceston station was not for export? No. The Railway Department at the present time is waiting for the report of Mr. Hunter on the improvement of the river to be finally dealt with before it connects the railway system with the shipping. As soon as the scheme is adopted the Department will also put up a new railway-station. To my mind this would be an instance where the Government would be justified in assisting us to improve this port, and thereby improve our chance of getting better transport facilities with the other States.

984. Do you believe the improvement of the port of Launceston will materially increase the develop-

ment of Tasmania's trade with other States? Yes. Other ports have been improved and trade has developed accordingly. Take the trade of Devonport and Burnie. They have got better facilities for dealing with trade there than we have in Launceston. If we make a port in Launceston goods could then be sent away from here that at present have to be taken out of the area Launceston should serve to some other port. This would save goods having to be sent over the Tasmanian railways at preferential rates, which perhaps do not pay them. With regard to the shipping from Launceston, I consider, on the principle that a chain is no stronger than its weakest link, that our facilities are not up to requirements. We find that the present steamer services are not maintained consistently throughout the year. Take an instance recently when there was no boat for practically a whole month between here and Sydney. That was from July 22 to August 24, owing to the "Wakatipu" being laid up. The "Kakapo" was put on, but that was not until that time had elapsed. There was no steamer for six weeks to Eden, and one of the shipping firms here lost trade in consequence. Just about the same time we had the English mails coming here by the "Waratea." I consider that boat not sufficiently good for that service. English mails to Hobart and Launceston were delayed, of course. There is another point in regard to trade between here and Melbourne. We have a fair service with the "Loongana" during portion of the year, but we have to stand inconveniences when she is being overhauled. The "Rotomahana" is then put on, and if she misses the morning tide she does not get up until late in the evening. If these things only occur once or twice they are in the direction of paralysing business for the time being. There should be a regular service all through the year. Take the Sydney people who get perishable goods from here. If there is a lapse of a month, owing to the absence of a boat in that time, they cannot get the goods from there, and have to obtain them somewhere else, and our trade is lost. It is not a good thing to have interruptions with business like this.

985. May I take it the trading community has before it as its objective a daily service between Tasmania and the mainland? I think it is warranted. My opinion is that we should have a Federal service. I think it could be financed on the amount the Federal Government pays as a subsidy to the companies.

986. You are in favour of a Commonwealth-owned line of steamers trading with Tasmania? Yes. If the £13,000 paid annually as a subsidy was capitalised sufficient money would be available to provide boats.

987. Do you believe that a daily service between Tasmania and the mainland, though somewhat in advance of immediate requirements, would before long justify itself? I do, certainly.

988. It is essential for Tasmania, since Federation, to be in the closest touch with the mainland markets? Yes.

989. That is in regard to a service to meet the wants of the primary producers? Yes; there is a disability in regard to this. We are not sending as much produce from Launceston as other ports are. The consequence is that when we approached the steamship company to arrange the service, so that the steamer would arrive in Sydney on market day, they said they could not do it, as our trade was not as large as the others. There were only a certain number of berths at Market and Druitt streets, &c., in Sydney, and that there was not room nor sufficient labour to deal with the boat from here, unless it arrived some days before the market day. We are suffering because our export trade was

not as large as that from other places, and the shipping companies say that the Launceston trade is not worth the same as that from other ports, and so they cannot deal with it as we desire.

990. Have you ever associated yourself with any deputation to the local agents of the shipping companies? Yes.

991. What was the general tenor of their replies to the requests for the better transport of cargo? Well, I will give a sample. When we were asking for better facilities in regard to the Sydney service—we have only a fortnightly steamer—they at once stated that trade was not sufficient to warrant a better steamer or a more frequent service. I pointed out that the general opinion here (and the same view was expressed in Sydney) was that if they gave a better steamer there would be a larger traffic. In Sydney a good many things could be bought better than in Melbourne. The reply was that the trade was not good enough. I said the Union Company had always been credited with being progressive enough to give facilities to encourage trade, but in regard to Tasmania the company reversed things.

992. Have you formed the opinion that in regard to Tasmania the present companies are not disposed to take large risks? I think they consider we are of no importance.

993. Do you think the tourist trade should be encouraged? Yes; I think it is one of the most important of our assets. Figures roughly show that 40,000 tourists come to Tasmania every year. I have worked it out roughly that they spend £12 10s. each; that is not including steamer fares. Estimating it on those figures it is a big asset when that money is spent in the State. I think the number can be considerably increased.

994. In regard to the mail service, do you hold that it will never be entirely satisfactory until we have a daily service? I do not think it will be entirely satisfactory.

995. That is not beyond the realm of accomplishment, is it? If we had another steamer of the type of the "Loongana," at a cost of about £80,000, I think it could be done.

996. Have you any knowledge of the cost of running of the "Loongana"? I could not give that. It is costing more now than a little while ago; wages, &c., have gone up.

997. You have no knowledge of the cost of running of the "Loongana" compared with the "Rotomahana"? No; I think the additional cost is mainly in connection with the coal.

998. The cost is mainly in coal, on account of the faster running of the "Loongana"? Yes; and owing to the class of engines as well. I do not think there is any doubt but that the "Loongana" is paying handsomely.

999. We have had the evidence of important and responsible witnesses, who are units in the southern mercantile community, and their chief ambition seems to be to have a steamship service between Hobart and Queensland ports, which will obviate transshipment at Sydney. Goods now sent to Queensland have to be transhipped at Sydney into boats of another line. Could a better service be provided for Launceston if a vessel, running from Hobart to Queensland ports, were to touch at Launceston on the way? I am not in a position to say what trade we would be likely to provide. I think it would be principally fruit.

1000. There is evidence of other articles of Tasmanian produce sent to Queensland? I mean fruit produce.

1001. There is this point that might suggest itself to the Committee—that although at present there might not be sufficient trade to justify a vessel running from Hobart to Queensland, there might if

Launceston were made a port of call? The Tasmanian Produce and Cold Storage Co-operative Company sent 70 tons of cheese last season to Western Australia, and the buyers there were so pleased with it that they wanted as much as could be sent. I do not know anything about cheese in regard to the Queensland trade. There is this important thing to say in regard to the interstate trade. There is a strong feeling in the Traders' Association that the companies who are providing the ships that call here are very careless as to whether they do anything for us or not. We have been impressed with that times out of number, so much so that we have tried to evolve schemes to get ships ourselves to make trips.

1002. That is material. It has been in contemplation to charter ships because of what is considered the carelessness of the companies in the trade? Yes. As an instance, a friend of mine sent away some timber from here. The shipping company's officials take the timber and sign for it, and he has had as much as 30 per cent. of timber missing. The exporter goes to the company and they say, "We cannot take responsibility; we cannot help it." He then asks "Where does the timber go?" Some when being sent up in slings slipped and fell into the water, and no attempt was made to recover it.

1003. Would you mind telling who the exporter was? Henry Bills & Co.

1004. Assuming that the existing services are unsatisfactory (you, as president of the Traders' Association maintain they are very unsatisfactory), what do you suggest?—You say you favour a line of steamers being established by the Commonwealth? Yes.

1005. What do you suggest for improving the present position? I feel it is quite impossible to look for improvements under present conditions. Our services are run by two companies which have been amalgamated. I have always felt since federation has been consummated that we will not get entire satisfaction until we have Commonwealth or State-owned steamer lines, linked up with the railways.

1006. When the Transcontinental line is built other States will have both rail and sea communication. Tasmania has only sea communication, and it is necessary that communication should be the very best? That is so.

1007. You think satisfaction will not be entire until we have Commonwealth or State-owned lines? Yes.

1008. Between the two, by which do you think Tasmanian interests would be best served—by a line owned by Tasmania and administered here, or one owned by the Commonwealth and administered from some other centre? By the Commonwealth, in my opinion.

1009. Can you give reasons? Well, it is a question I do not care much about answering in that way. I feel generally this: a federal-owned and controlled line will be absolutely free from any local influences, such as might affect the service if it were a State-owned one.

1010. I would ask you to consider this point—do you consider that Tasmania is rather badly served by existing services because the forces of direction are outside of the State? I think that if the steamship companies were owned in the State it would be better. In regard to the irregularity of freights and goods brought by the "Loongana" during the summer: sometimes when she arrives there is not time for them to take the stuff out, and it is carried backwards and forwards once or twice. The passenger traffic is much more valuable to them. Then, as to the question of cost in connection with a State or Federal-owned service. At present we are paying about 1½d. per mile for passengers' tickets. It may not seem much, but I consider it is excessive. They

charge a return fare of £2 12s. 6d. The same thing applies in regard to a single fare, which is £1 11s. 6d. If you take into consideration the time you are on the ship that £2 12s. 6d. is almost prohibitive if we want to expand the tourist traffic.

1011. You believe there should be lower fares if we want to encourage the tourist traffic? I think the fares are too high. I think that with a line of steamers owned by the Commonwealth they would not be looking for big profits.

1012. The administration of a national service would not take into special consideration the encouragement of the tourist traffic? I think they would give lower fares and the service would still pay. I think the freights could be lowered and still pay.

1013. Do you think that a Commonwealth-owned service would have more chance of success, because of the greater financial strength behind it, compared with a service run by the State of Tasmania?—Is that one of your reasons for preferring a Commonwealth service to a State one? No; I do not think so.

1014. The Committee has to suggest provision for Tasmanian needs? Yes.

1015. Do you think the financial responsibility of providing a State-owned service too great for a small State like Tasmania. I think it would be unwise for Tasmania to undertake it.

1016. If the Commonwealth would not undertake it? Yes; failing the Commonwealth, the State could undertake it.

1017. Do you think there would be an advantage in having the service administered in Tasmania over some other centre in the Commonwealth? No; I do not think that it would be any advantage.

1018. *By Mr. Belton.*—You mentioned that the "Loongana" cost £80,000. Have you any justification for that? I got that information from a member of the Federal Parliament, who, I think, knew.

1019. *By the Chairman.*—I would like you, if you have any exact knowledge as to cost of building such a steamer, to provide the Committee with it, so that it can be incorporated in the evidence; because, naturally, we will not care to extract evidence from officers of the companies which they might not care to give. If we can get it through outside sources it would be better? More recently I learned that it would probably cost 30 per cent. more to build the "Loongana" now than when she was constructed. The British dockyards have more work than they can carry out, and hence private shipyards are fully engaged with Government contracts. This, with the higher wages demanded, will increase the cost. My informant said if a "Loongana" was wanted it would take two and a half years before the vessel could be completed.

1020. We might get a more up-to-date vessel now? Yes.

1021. *By Mr. Belton.*—By allowing for 4 per cent. and by capitalising the subsidy now paid by the Government you would get enough money to nearly provide three vessels? I was reckoning upon a sinking fund as well.

1021A. Senator Ready has stressed the point we should get a line of steamers in proportion to what we pay? Yes; one of my reasons for desiring a federal line is that the Federal Parliament may some day take over the railways, and this line of steamers could then be linked in with them.

1022. *By Mr. Hays.*—Speaking of the trade between Launceston and Sydney, are you aware that there is a weekly service between the North-West Coast and Sydney? Yes.

1023. Has any attempt been made to make this port a place of call for those vessels trading to the North-West Coast? I do not think we put that position before the companies. It would no doubt have suggested itself to the companies if it could be done. You will remember that some years ago they did do that.

1024. You have a regular day of sailing for the Sydney trade? Yes; once a fortnight. It was Wednesday, but it has been altered to Tuesday. Then in response to the request of the produce people here we approached the company to have the boat leave on Friday, but this was refused, as it was said it was impossible, because there was no place to berth in Sydney at the time she would arrive. The stuff is allowed to lie only four days in Sydney, and if it is not sold in that time it has to be taken away. Other people's stuff arrive on a Monday.

1025. It is favourable to the producer to have the boat arrive on a Monday? Yes.

1026. Do you know of produce being sent from this side of Deloraine to Devonport because of the lack of opportunity to send it away from here? Yes.

1027. Do you think that the Marine Board has kept the port in advance of trade requirements? No. They have failed in the past.

1028. Do you think, in the face of that, the shipping companies have failed to give the facilities they should have? Yes. They look at it from the standpoint that if they can concentrate the stuff at one place it would be better for them than having it split up. There is a little of that in it, I think.

1029. When the harbour scheme is completed, do you think it will be an inducement for the companies to make improvements? Yes.

1030. Is the trade of the port greatly increasing? The revenue has in 10 years risen from £10,000 to £15,000; and I am strongly of opinion that in the next 10 years the present figures will be doubled.

1031. There are two companies, and are they in competition? They are certainly not in competition.

1032. Did the old Tasmanian Steam Navigation Company give the port better attention than the present company? From personal knowledge I cannot say. It has been said that it did, but I do not remember.

1033. With regard to the passenger traffic, do you know of complaints being made by passengers who have arrived here as to lack of accommodation on boats trading to Launceston? On occasions I have heard it. During the summer, and especially at Christmas time, the accommodation is somewhat overtaxed, and people sleep all over the decks. In a general way I consider the "Loongana" is an up-to-date steamer, and her accommodation good. The steamer trading to Sydney (the "Wakatipu") is out of date, and is not fit for the passenger trade.

1034. With regard to the mail service, have you anything to say about it not being satisfactory between Melbourne and Launceston or Sydney and here? Only generally, as I indicated before. When they put on the "Rotomahana" and "Waratea" we are under serious disabilities then.

1035. You have mentioned that they do not have time to put cargo in and take it out of the "Loongana." Is that complaint general? Yes; it is very frequent in the summer season.

1036. Do you know of cargo being shut out on the Victorian side owing to there not being sufficient time? No; not of my own knowledge.

1037. There is another company doing trade between this port and Melbourne—Holyman's? It is understood they are in the combine, and are working with the other two companies.

1038. They have a regular service of one trip each way weekly? Yes.

1039. Does that boat have any other port of call between here and Melbourne? I do not know. The disabilities in the way of cargo are such that another boat is to be run. We have given a guarantee that we will continue to patronise it. It is only a sailing boat with auxiliary power at present, but we have been forced into that position.

1040. *By Mr. Howroyd.*—During the course of the inquiry it has been suggested by more than one witness that some inducement should be offered in the way of subsidy to other companies, such as the A.U.S.N. and the Howard, Smith. Does that meet with your approval? I may say that our association has endeavoured for two or three years past to get one to come here.

1041. With larger and better boats? No, any kinds of boats, for the cargo. We understood there was only one company not in the ring. They were afraid that the other companies would then reduce the freights, and that the traders would go back to those companies.

1042. Can you give any information as to the acreage under fruit-trees along the Tamar, and is it increasing? During the past seven years, since the time when there was only one orchard, some figures which have been compiled show that 4080 acres have been planted on the Tamar. That may not be correct to a few acres.

1043. You have no figures as to the production of fruit? It will be increasing every year.

1044. *By Mr. Valentine.*—You think that the fares charged are too high. What is your opinion as a trader regarding freights? I think they are too high. They are charging 12s. 6d. at present, and I think 10s. would be sufficient across the strait.

1045. I suppose it is a matter of high freights that has recently caused the commercial people to negotiate for this other boat? That is a factor, but I think it is more the irregularity in getting the goods. It is an important matter when at such times as Christmas, when things might be urgently required, you find goods being carried across and then back again. There is also the question of loss, such as in the timber trade, which I mentioned. There is also the fact that we have been feeling that we are considered not worth troubling about, and that we are in the hands of people who do not care much about Tasmanian trade.

1046. It is your opinion that trade has increased to such an extent during the last 10 years as to have warranted better facilities? Yes.

1047. I think we were lead to believe that the Commonwealth could not undertake the shipping service. In that event, do we understand that you would prefer State-owned steamers as best for Tasmania? Yes.

1048. Or taking the money and subsidising strong companies? I would sooner see the State service.

1049. *By Mr. Belton.*—The present companies are very strong, so the State would have to enter against strong competition. Does that opinion hold even if you could get other companies to come in and give a better service? I am afraid you would have difficulty to get other companies to come in, even with a subsidy. They do not seem to think there would be sufficient trade here to cut up with other companies. It is also said that they are short of ships.

1050. *By Mr. Valentine.*—Well, it does not seem that the trade would be sufficient for the State to undertake a big expenditure to provide for it? It is a big question altogether.

1051. As a commercial man, do you think that the port would be well served by better boats than at present, making this a port of call? I am not clear what you mean.

1052. At the present time there are direct services to Melbourne, Sydney, and Brisbane. Do you think that if the boats engaged in them were to call here that would give a better service? Undoubtedly. I think it would be a distinct advantage if it were regular, to have any addition to the present fortnightly service to Sydney and Brisbane.

1053. We are served in Hobart by the line of steamers between New Zealand and Melbourne, and shippers there complain that cargo is sometimes over-carried on account of lack of time. Do you consider the passenger trade between Melbourne and Launceston is profitable? I do.

1054. There is no doubt about it? I do not think so.

1055. *By the Chairman.*—Are you favourable to this large scheme of port improvements which is proposed in consequence of Mr. Hunter's report? I am strongly in favour of it.

1056. Are you a property-owner here? Yes.

1057. Are you willing to shoulder any rate put on the municipalities in consequence of that large scheme? Yes; I think it is a wise thing. If the scheme is adopted the money now spent in dredging will be saved.

1058. Have you always found that any important development in north-eastern Tasmania has been favourably reflected in the trade of Launceston? Yes. I went there some years ago with another member of the Chamber of Commerce to preach increased production from the land. Their answer was that there was no use raising more stuff, as they had not the facilities for shipping it away.

1059. Do you think that a national steamship service could be run on the same lines as those adopted in the case of private enterprise, or that there should be some severer form of discipline than that followed on merchant ships?—In other words, should seamen be engaged on a State-owned service on the same terms as those obtaining on merchant vessels?—There is the question of strikes and having State vessels hung up. Do not you think it would be advisable to have something like naval discipline? I have never thought out that question. It is a matter of what is practical to carry out.

The witness withdrew.

TUESDAY, OCTOBER 1, 1912.

HARRY YOUNG *called and examined.*

Mr. Young made the Statutory Declaration.

1060. *By the Chairman.*—What is your name? Harry Young.

1061. You are an agriculturist and pastoralist? Yes; both.

1062. Where do you reside? At St. Leonards at present.

1063. Do you export any of your agricultural products to the mainland States? Through merchants.

1064. Have you personally any feeling of dissatisfaction with the existing interstate services on the score of insufficiency or irregularity? Most decidedly.

1065. In what respect have you been detrimentally affected by the existing services? I must say that I must speak in a general way. As far as my own personal experience is concerned I do not know that I can give you much information that would be of value to you. I have spoken on some occasions lately in regard to the railway and shipping facilities and have coupled them together.

1066. We can only deal with railway facilities incidentally, and I would prefer you to confine yourself as closely as possible to describing any insufficiency in the shipping facilities? I cannot separate them very well.

1067. Well, give your evidence in your own way? Farmers generally admit that there has been great difficulty in regard to railway and shipping facilities in the past, and why I refer to our railways is owing to the experience that farmers have in getting rid of their produce. What I want to make clear to you is this: most of the farmers have previously done their business through the merchants, but they have been handicapped in such a way in regard to shipping, and also in sending their produce over the railways, that they have been prevented from getting the best results. For the sake of argument we will say that I wish to send 30 or 40 tons of chaff this week. We get word out that owing to the shipping facilities it will have to be held back.

1068. Are you referring to shipping to Sydney? Yes; more than any other port. That would apply in the same way to Melbourne also. We feel that we are in the hands, not only of the shipping companies, but of the merchants as well. The complaint, of course, has been made for years and years that it was impossible in the busy time for an individual to get any shipping space whatsoever; and also that the merchants had command of the whole of the space. In fact, one told me some years ago that he had the whole of the space engaged.

1069. Was this the boat for Sydney? Yes. He allowed others to fill up what space he could not fill himself.

1070. Have you any objection to saying through which firm you have sent produce? I have sold to the merchants. I have practically retired from this kind of thing now. My brother wished to ship on his own account this year, but he could not do so. He had to ship through the merchants who had the space. You cannot ship on your own account.

1071. Would that be because there are no individual producers to send along large quantities? No; I think it is due to a combine of merchants. It blocks individuals every time. That has been the trouble for years and years.

1072. Do you assert that there is a combine among Launceston merchants which operates detrimentally to the interests of primary producers in shipping? Undoubtedly; I think that has been so for a long time.

1073. Can you give any specific instances as reasons for your assertion? I do not know that I can give specific reasons other than that you find it is impossible in the busy season to get any space whatever, owing to the merchants holding that space.

1074. You really think there is insufficient space for shipping Tasmanian produce during the busy season? Yes; of course. It also affects charges, which have been increased for some years. They have got up to, I think, 50 per cent. more than in former years. It is a serious handicap.

1075. You are well acquainted with the land industries of the northern portion of the State? I ought to be.

1076. You are a land valuer? Yes.

1077. You value land for the State? Yes.

1078. In your opinion, would primary production be fostered in northern Tasmania if more facilities were granted for shipping between Launceston and Sydney? Yes.

1079. You think that better services would stimulate primary production? Yes, right through the north. They are better served on the North-West Coast than here. Our troubles here are that trade filters through the city; also the uncertainty of shipping and high freights.

1080. You say that freights are higher than 10 years ago? Yes; 50 per cent. That is what the

merchants tell you. Freight some years ago for light produce was 12s. 6d. a ton, and now it is 18s.

1081. Have you been associated with other agriculturists in the discussion of this question of shipping facilities? Not in a body.

1082. Could you tell us what seems to be the general opinion of farmers in northern Tasmania with regard to shipping facilities between Launceston and Sydney? I could not give what might be the general opinion. A great many farmers do not think for themselves.

1083. Personally you regard the shipping facilities as insufficient? I think there should be a great improvement indeed. I have suggested improvements.

1084. What is the nature of your suggested improvements? I advocate State-owned boats. We are the in the hands of a monopoly at present. Most people will admit that a State Export Department would have helped the farmers a great deal indeed, with State depots in Melbourne and Sydney. If something of that kind is not done, goodness help the farming industry in northern Tasmania.

1085. Could you tell us why the existing cool storage facilities have not been more availed of by the producers? Because they are in the wrong hands. I am not a shareholder in the company for certain reasons.

1086. The primary producers have sent little produce to the stores, especially here. Can you give any reason? I have an opinion, but perhaps it is not worth much.

1087. Well, what is it? The trouble has probably been that it has not been purely co-operative.

1088. You say that the trouble is because the management has not been co-operative? That is right. I think that accounts for it largely.

1089. Of course, you recognise the very serious responsibility the State would be undertaking in establishing a steamship service which would not reasonably approximate to a paying concern? Yes; I realise that. Still, at the same time, I recognise that if something is not done as far as produce is concerned it will be a thing of the past in a few years.

1090. You believe it is vital to the Tasmanian producer that the best shipping facilities should be provided? Yes.

1091. You believe any risk the State may take would be justified under the present circumstances? I do. It is a serious thing for the future. You will gather that at the present time there is a movement on foot for the farmers to combine. That is the first step, I take it. Then I think they should bring weight in order to try and get better railway and shipping facilities. If they do not do something of the kind I think agriculture will almost be a thing of the past in the next 10 years. It is going out fast, and it is a serious thing indeed. Everywhere you go the land is going out of cultivation. Some say that is owing to labour, but it is not altogether that; there are other things working against the farmers.

1092. I put it to you, as a representative of the farmers, that this position requires an answer: What have you to say to the statement made by the shipping companies that you primary producers do not send forth enough stuff for the bettering of the existing facilities, and that you do not avail yourselves of those that exist? Perhaps that shows the want of combination amongst the farmers. If they were to co-operate it would bring about a different state of things. The merchants have a monopoly of the market.

1093. One or two of your points are of an economic character. You believe it is better for the farmer to abolish the middle man? Yes.

1094. *By Mr. Belton.*—You say an individual cannot secure cargo space. Is that so in the port of Launceston? I do not say right through the year, but in the busy season.

1095. That is the time when you want it? You would have to get it through the merchant then.

1096. You have mentioned a combine amongst the merchants, or is it an understanding? Well, I will call it an honourable understanding.

1097. They look to some to fill the space, and give it to them, because they forward regularly? One merchant told me three or four years ago that he had all the space, but could not fill it, and so allowed others to come in.

1098. Have you any idea what the cool storage charges are? I could not say. I have always been shy of it. I believe it is on a better footing now.

1099. There are several suggestions to get over the difficulty. You suggest a State service. Have you given any consideration to the point that the State could borrow money at 4 per cent. and put on three "Loonganas" for the £13,000 now paid annually as a subsidy by the Commonwealth? I have not given any consideration to that. If they can do it they should do it as quickly as they can.

1100. If the circumstances warranted it, would you prefer the State to run the steamers or the Federal Government? I would prefer the State at present. The State should watch our interests, and we look to them more than the Federal.

1101. You realise that we would be up against a big proposition in a powerful company controlling the shipping? I do.

1102. You think the State working on the lines already indicated could successfully compete? I see no reason why it should not.

1103. Having regard to your expression that farmers are not co-operative, that presupposes that if a strong company came in and offered cheaper fares than the State the producers would stick to them, and would be guided only by the cheapness of the fares and freights? There is that difficulty, of course. It is hard to guard against.

1104. You think it might be got over? I think it might. I am satisfied that if something is not done cultivation of the land will go out. I am interested in 800 or 900 acres myself, with my sons, and I have told them. "Do not cultivate whatever you do; let the produce walk off. You cannot afford to cultivate; it is too risky."

1105. *By the Chairman.*—Might you not do that with the best shipping facilities in the world—you only do as a farmer what pays you best? When the charges are so heavy you are driven to it. I do not think the farmers would do it unless they were driven to it.

1106. *By Mr. Belton.*—It is said we do not send sufficient stuff to justify better services. Do not you think that is brought about by the insufficient facilities and insecurity about getting space? Yes.

1107. So there is a reaction against farming? Yes.

1108. Have you ever given any consideration to the suggestion of chartering boats? No; not personally. Others have.

1109. Or to the State subsidising some other strong company? No. So far all I have considered is that the Government should take some action without being asked by the producers.

1110. The State should come forward and help the producers? Yes.

1111. Are you, as a producer, not as much concerned in the Government making profits out of such a service as in encouraging the development of the country? It is a matter of that.

1112. *By Mr. Hays.*—Do you know cases of produce being shut out in consequence of insufficient space on the Sydney boat? Held back?

1113. Not through lack of space? That I could not say. You can only go from what you gather from the merchants. You might wish to ship 500 tons one week, but could only get space for 50 tons. That is how it is put forward to the farmer. They say do not send your hay for another week or a month, as they cannot send it away, and they blame the shipping companies.

1114. Have you sent shipments forward on your own account? No.

1115. Do you know of any cases of farmers trying to secure space and could not do it? I know a couple.

1116. Has it often occurred? Probably it has, but not to my own knowledge. My brother wished to send on his own account this year, but had to send through the merchants.

1117. Do not these merchants to whom the produce is sent undertake certain risks in taking up the space, and are they not able to make better arrangements with the company? I do not know. I am not behind the scenes at all.

1118. Do you know of any concessions made to the merchants as against the grower? We understand that it is so. It is reasonable to suppose it would be the case where the merchants are combined. It stands to reason that they would get better consideration. I do not know of any cases.

1119. You infer there is combination amongst the merchants? Yes.

1120. Are prices offered for produce here equal to those offered on the North-West Coast? You see the prices offered. I will give you an instance. You take up the daily paper and hay is quoted at £3 10s. nominally. That is incorrect. You go to the office and make inquiries as to how it is that they have hay £3 10s. nominally. They say they get the information from the merchants. You may answer that you can get £3 15s. offered, and ask them if they will alter it. They say no; you can draw your own inference.

1121. Do you think freights are too high between Launceston and Sydney? Yes; there is no question about it. They are too high, both for rail and shipping.

1122. With regard to the service between here and Sydney, is it run at regular intervals, and at a time convenient to the growers? No; certainly not. In the busy season recently we were six weeks waiting for a boat. You can understand what the result might be when you lose a chance of selling your produce.

1123. Have you sent any produce to Sydney *via* Devonport? No; but some has been consigned that way through merchants, and better facilities are got on the Coast than here. Some has been sent from Evandale to the North-West Coast for shipment. That speaks for itself.

1124. During certain seasons of the year there is very little offering? That depends on the state of the mainland market.

1125. But generally that is so? Well, from now onwards. Stuff is sometimes held back, but I am inclined to think it is held for certain reasons; in fact, I know it is.

1126. Does the Marine Board keep the port well in advance of the requirements of trade? As far as I know they have been fairly alive. I do not think things will ever be satisfactory while the produce goes through the city.

1127. Do you know of any difficulties in getting away perishable produce from this port?—Can space be obtained? I cannot say, as I am not in touch

with that. I think that if we get this deep-water port it might bring some benefit.

1128. You mentioned that farmers were going out of agriculture and turning attention more to grazing. Do you think that is entirely due to the need of better shipping accommodation? No; not altogether. I think the load on the farmer is becoming so heavy owing to the policy of passing on to the man on the land, that he cannot carry it.

1129. You think it is due to some extent to shipping facilities? Yes. The cost of selling a ton of chaff in Sydney is £2 8s. That speaks for itself. Unless the price is very high in the Sydney market it means that the stuff would not be worth carting. Therefore you want to cheapen the facilities for getting the stuff to the mainland markets, to enable the grower to get a reasonable return. The trouble is that the boats will not take light cargo if they can get heavy, and you may lose the market in consequence.

1130. Is there much stuff sent from this port to Brisbane? Not that I am aware of. It is principally chaff and straw that goes to Sydney, and potatoes, too, of course.

1131. *By Mr. Howroyd.*—Most of your knowledge of shipping relates to the port of Launceston. Have you heard anything of the preferential rates on the railways operating against Launceston in regard to the shipping? I have in the past, but I cannot say of late.

1132. You consider the present facilities of the port of Launceston a drawback to trade? There is no doubt about that.

1133. You think that with increased facilities likely to be offered in future there will be a great advance? Providing that we have a deep-water port, and linked up with the railways. I think it will be a great lift.

1134. You have no complaint about the mail service? I have nothing to say about that.

1135. In reference to getting over the shipping facility many suggestions have been advanced, and amongst them that some other company should be asked to come here and compete with those already engaged in the trade? I think the mail contract is overshadowing everything else.

1136. An idea has been put before this Committee that a subsidy should be paid to some other company to come and compete with the Union Company and Huddart, Parker? I have not given any consideration to that.

1137. You do not know anything about the fruit trade? I am not particularly interested in that.

1138. *By Mr. Valentine.*—You have said ground is going out of cultivation, but you do not blame all to the shipping facilities. You mentioned other reasons. What are they? Everything is being passed on to the farmer, and he is carrying a big load.

1139. Taxation you mean? I think the man in the city is let off lightly in regard to taxation, and it is heaped on the man on the land.

1140. Are there other things greater than shipping that are throwing the land out of cultivation? Increased cost of working is one of the things. The merchant passes on his increased cost of wages, and I hold that the farmer pays all the increases in the end. He cannot pass it on, but has to bear the whole of the load. I say thank God I am not in it now. This is also bringing down the value of land.

1141. *By the Chairman.*—Do you assert, as a Tasmanian land valuer, that the value of land is decreasing since the last valuation in 1910? If I went through the same districts again I should value the land at less than I did then. That is agricultural land.

1142. Agricultural land? I would.

1143. That is important as incidental to this inquiry, and a particularly important statement coming from a land valuer?—

1144. *By Mr. Valentine.*—It has been given in evidence before the Committee that if there were better shipping facilities there would be more produce to send away. Your evidence does not bear that out? If we had a deep-water port and were placed on the same footing as the Coast people I think it would.

1145. *By the Chairman.*—To sum up your evidence, you are of opinion that if there were better shipping facilities cultivation would be increased? Yes.

1146. *By Mr. Valentine.*—I want to know your reasons, and if there is a greater one than the shipping? There is also the railway.

1147. *By the Chairman.*—You mean the railways are not linked up properly? No; the increased charges. For instance, if you wanted to send a truck of chaff to Launceston at one time you could have sent it for 13s.; that is, say from Longford; but now it is 17s., and you are limited to five tons. This is a new innovation. Previously you could go up to a certain height in loading and put on all the truck would hold, perhaps 6 tons and 6½ tons. Now you are limited to 5 tons, and if you put in only 1 ton you have to pay for 5 tons, but if you put a ton and a half over the 5 tons you have to pay for that extra amount.

1148. You mean that the increased railway rates recently introduced have diminished agricultural production? Yes; no doubt about it.

1149. *By Mr. Howroyd.*—Is it a fact that rates have been increased to Launceston and not to Devonport? I cannot say.

1150. There are complaints in Launceston that there are preferential rates which tend to drive trade from Launceston? I know nothing about that.

1151. *By Mr. Valentine.*—You have told us about a difficulty about getting space in the busy season unless you go to a merchant. Is it not a fact that the farmer goes to the merchant for the purpose of getting accommodation? No.

1152. If a farmer ordered space ahead, the same as merchants, do you mean to say they would be shut out? Yes; the individual has no chance whatever.

1153. I can understand a farmer being shut out if he brings the stuff in on the day the boat goes; but if he orders the space beforehand could he not get the stuff away? No chance whatever.

1154. If there were a larger boat, or more boats, would that get over the trouble? Yes; I suppose it would.

1155. Have shipping freights increased in the last 10 years? Yes; up to 50 per cent. I go by what the merchants say. Whether they are fooling the farmer or not I cannot say.

1156. You say the cost of sending a ton of chaff to Sydney is £2 8s.? That is from the time it leaves the stack until it is landed in Sydney. That covers everything.

1157. *By Mr. Hays.*—The principal complaints have been respecting the export of chaff? Yes; and straw, too.

1158. And is not that usually sold by the farmer at the stack? Yes.

1159. And very few people sell on consignment? That is because they cannot do it otherwise.

1160. Is it because the farmer wishes to sell it on the farm in order to save further trouble? It is the practice of the farmer, because he knows he cannot get space.

1161. There are certain times of the year when there is not much cargo offering. How is it that the farmer does not then take advantage of the opportunity of sending this stuff away? Probably the market is then practically done.

1162. He then still continues to sell his stuff locally instead of shipping it? Probably certain prices are ruling in Sydney, but he cannot take advantage of them.

1163. The merchant comes in useful then? But the merchant buys only for local consumption.

1164. Does he not put the stuff in the stores? No; the merchants have limited resources. One might buy 500 tons, and he then says that he is not in the market. When he handles that he is in the market again. It is a bad position.

1165. *By the Chairman.*—Do you think that if there were co-operation amongst the farmers it would do a lot to get over these difficulties? Yes; I do.

1166. *By Mr. Belton.*—I see one point Mr. Young wants to make clear, and it is a good one. In our district a farmer looks at the quotation at Sydney. He then says, "I will ship myself to-morrow if I do not get a certain price." Now, if in such a case as that he brought in a load of produce and did not want to take the price he was offered, would he be able to send it straight away? No; he could not, in the busy season.

Mr. Belton: That is the point.

Mr. Valentine: That is short notice, and I think that policy obtains in nearly every port of Australia.

1167. *By Mr. Hays.*—You know that the merchants for some time before the boat leaves are taking orders and booking up space? I do not think that exists here in regard to the lines I have mentioned, such as hay and straw.

1168. Have you ever taken part in public meetings or otherwise in regard to getting better facilities between Launceston and Sydney? No.

1169. The farmers have not united at all to try and get this? No; they should do it. I hold that we are at the mercy of them all.

1170. *By Mr. Belton.*—Do you think that a State Export Department would help the farmers? I do; very largely.

1171. *By the Chairman.*—You have had under notice, I suppose, the projected scheme of harbour improvement, consequent upon Mr. Hunter's report? Yes.

1172. Are you aware that if this scheme is consummated the co-operation of the people and property owners in four or five municipal districts will be necessary? Yes.

1173. There has been a conference of municipal delegates in connection with the scheme? Yes; to some extent.

1174. Do you own property in any of the municipalities which may be rated? I do.

1175. Are you so favourable towards the scheme as to pay a rate? Yes; for a deep-water port, and that only.

1176. And not for the other portion? That is so.

1177. If this State undertakes, as you desire, to establish a steamer service of its own between here and other mainland ports, and the service, owing to competition, involved the State in a direct loss of a very considerable sum, do you not recognise that in all probability the land tax would have to be increased? Possibly it may. There are other ways of looking at the thing, such as development.

1178. Have you ever seriously considered the possibility of a service, such as you would like the State to establish, involving the State Treasury in a loss? I do not anticipate any loss.

1179. If there were a loss do you not recognise that the State administration of the day would have to increase the land tax, perhaps, in rather alarming proportions? Possibly it would.

1180. You recognise that it is a serious undertaking? Yes.

1181. It is a big thing for a small State to undertake? Yes; but I think it would be better for the State to do it than the Commonwealth.

1182. You believe the State would attend to the interests of Tasmania better than the Commonwealth? That is my opinion.

1183. You recognise also that if a State-owned line were established between here and the mainland that the people in the other States would also demand State-owned services, and would not put up with those given by private enterprise?—You see, therefore, that the undertaking is a big one? Yes; it is a big thing, but it is required, because I can see what is coming to the primary producers.

1184. As a primary producer, you would be prepared to see the State take this risk to meet the requirements of the producers? I would.

The witness withdrew.

DAVID THOMAS MEDWIN *called and examined.*

Mr. Medwin made the Statutory Declaration.

1185. *By the Chairman.*—What is your name? David Thomas Medwin.

1186. What are you? An orchardist.

1187. You reside on the East Tamar? Yes.

1188. As a primary producer, have you had at any time reason to be dissatisfied with the steamship services that exist between here and other mainland ports? No; none whatever. They have treated me very fairly. I have never been refused shipping space or anything. That is as regards fruit.

1189. Have you sent forward anything else in which you experienced inconvenience? Years ago, when I used to cultivate, I had as much as 2500 bushels of oats and 1400 to 1500 bags of chaff. I interviewed the shipping companies, with a view of sending the stuff away, and I had to do it through the merchants.

1190. Are the shipping services in any way so irregular as to detrimentally affect you as an orchardist? Not at present. We have trouble in transshipments.

1191. In transshipments—where? From Sydney. Supposing we wish to tranship from Sydney to Brisbane or Townsville, we have trouble then, and it is so costly. It costs more money to ship fruit from Tasmania to Townsville than to Germany.

1192. Have you personally shipped fruit to Townsville? Yes.

1193. Every season? Yes.

1194. Does the transshipment at Sydney affect your fruit? Yes. Sometimes we get a report stating that the fruit has been delayed, and we miss a market. One of my agents wrote to me last year and said there was great trouble in transshipping the stuff, and the shipping companies did not care about it. I have a letter here, dated 23rd September, 1911, from A. W. Castledeane and fruit salesman, Brisbane, in which he states that there is great difficulty as to transshipment, and the company does not seem to trouble whether the fruit comes on from Melbourne to Sydney or not, and that two or three days' delay might mean all the difference to my (witness's) returns.

1195. It would be a great advantage to orchardists if the opportunity offered to ship fruit direct to Queensland without transshipment? Yes.

1196. Is the Queensland trade growing? Yes; we always find there is a good demand for fruit.

1197. In all places? Yes; in all parts of the world we ship to, including Germany.

1198. Generally speaking, you find the orcharding industry financially satisfactory? Yes.

1199. Do you anticipate considerable expansion in this district? Of course. There is sufficient land lying dormant to grow two million bushels of fruit, that is apples, pears, apricots, and plums, within 16

miles of Launceston. It is not being put to its best use in running a few sheep, with little patches cultivated here and there.

1200. How many acres have you under fruit trees? I have 3500 trees.

1201. What acreage would that cover, approximately? I have not measured it. We have different distances between the trees. Some 14 feet, some 18 feet, and some 20 feet apart. At 14 feet apart it takes 200 trees to the acre.

1202. Have you ever thought of the possibility of having a satisfactory service established by having a vessel leave Hobart and touch at Launceston, and then go on up the East Coast of Australia? I have seen it advocated.

1203. The Committee has secured ample evidence to determine its judgment in so far that a vessel, leaving Hobart and trading to Queensland, and thus obviating transshipment at Sydney, would give great benefit to orchardists down South. You said it would be a great benefit to you, but do you see any difficulty in establishing such a service? I could not say at the moment.

1204. If not now, in the not distant future? No. In the not distant future we will have so much fruit that there will be encouragement for a boat to call.

1205. Would there be encouragement to trade to Queensland? I get good prices. In Townsville I got 14s. a case for small pears only 2 inches or so.

1206. You have, generally speaking, no complaint against the services provided by the companies? No; not from Launceston. They treat me like a white man. I have not the slightest trouble.

1207. Your name has become prominently before the people of Tasmania in connection with a movement that is based on certain grievances. Does this not relate to shipping? Not altogether. I cannot bring before the Committee what I have heard. I only want to give facts.

1208. Have you any reason to believe that a State-owned service between here and the mainland would particularly benefit you as a primary producer? I believe in it.

1209. In what respect do you think it would be advantageous over private enterprise? It is generally said we have to face a monopoly, and that they can dictate what space they will give. If we have a State-owned service, its object would be to benefit us.

1210. Your experience does not bear that out? No. I gather it from others and from press reports.

1211. The reason of the appointment of this Committee is to ascertain the causes of that discontent. As an orchardist, you have not any reasons, personally, for regarding the services as insufficient? No. In one instance last year I brought up 200 cases, and they arrived rather late on the wharf, and I was told I was shut out, but got it through.

1212. How do you send your fruit to Germany? I send it *via* Melbourne.

1213. Do you find that satisfactory? Yes. The agents treat me fairly. I have established a custom, and I do not like to break it.

1214. Do you think fruit can continue to be satisfactorily sent that way in large quantities? No. We hope to get direct shipments. I tried to get James Service & Co. to send a boat here.

1215. Did they give any specific statements as to requirements? They mentioned 10,000 cases.

1216. That is, a vessel will come here when 10,000 are available? Yes; that is if the fruit is suitable for Germany.

1217. Could you tell the Committee what quantity of fruit is likely to be produced on the Tamar next year? I cannot say; but I should estimate about 50,000 or 60,000 cases.

1218. How much of that is likely to be available for oversea export? It is nearly all export varieties that are grown.

1219. How much for European countries? I should say from, say, 10 to 20 per cent.

1220. It is possible that next season there may be enough fruit on the Tamar for a special steamer to call? If we could concentrate the shipments and had the facilities for loading, we could induce a boat to come here and load for England or Germany.

1221. That would obviate transshipment at Melbourne? Yes. That was reduced this year because the fruit monopoly has got hold of the space.

1222. To what do you allude as the fruit monopoly? Jones and Peacock. The former boasted, himself, at Exeter, that he had engaged all the space.

1223. Do you say that vessels trading with Germany were likely to touch first at Hobart and then at the Tamar, but abandoned the idea of calling at the Tamar? No; I do not fear that. I mean the danger of it all getting into one hand. For instance, a friend of mine in Launceston and myself were shipping together to Germany. Jones & Co., for the first time, last year engaged space on the Australian-German line, and he got instructions to send his stuff to Hobart instead of to Melbourne.

1224. *By Mr. Valentine.*—What difference does that make? Is it not better to send to Hobart than to Melbourne? We do not want the monopoly to get to know our business. They get our account sales and might follow our methods, or swamp the market.

1225. This is not the first year apples have been sent to Germany. They have been going for 10 or 12 years? But they had a disastrous time once.

1226. Germany was one of the best markets the Southerners had? Not according to the account sales. Personally, we made 15s. and 16s. a case.

1227. *By the Chairman.*—Do I take it that your chief objection is that a disclosure of your business may be detrimental to you? No doubt. They are large buyers, and might cut you out.

1228. Assuming that it came to a matter of deciding whether the Commonwealth should own the shipping service between Tasmania and the mainland, or that the State of Tasmania should own it, on which side would your decision be? I should say the State.

1229. You believe that boats owned and administered by Tasmania would be more likely to be in consonance with Tasmania's needs, than if administered from the mainland? Yes; undoubtedly. They would have as their object the encouragement of our industries.

1230. In dealing with markets outside the Commonwealth, Tasmania could not well take any action? No; she is too weak financially. On reflection I think that possibly it would be better for the Federal authorities to run the boats. They are stronger financially. We are too weak to be experimenting in things like this, which might prove costly.

1231. You recognise that if State-owned boats resulted in serious loss, that loss might have to be made up by taxation? Yes. We might obviate that risk if the Federal Government ran the boats.

1232. You mean that any loss on a federal line would be spread over a larger number of people? Yes. They might take the boats off this line and put them on to others.

Mr. Howroyd: That might not be an advantage.

1233. *By the Chairman.*—You realise that the State is not in the same position to run boats as it runs the railways, because they cannot shut out competition on the high seas? That is so.

1234. Western Australia has lately committed herself to a State-owned line. Do you think that in the matter of giving Tasmania the best shipping communication with the other States this State would be justified in taking the same risk? Yes. I would

take active steps, though, as I have said, on reflection, it would be better for the Federal Government to do so, because of its greater financial strength.

1235. If the Commonwealth decided to encourage State action by a subsidy, do you think that would be a sufficient incentive to establish a line? It would be an encouragement.

1236. Seeing that other States will have railway as well as sea communication between each other, Tasmania is justified in expecting that the best systems of maritime communication should be provided between her and the other States, as it is her only means of transport. For instance, passengers from Western Australia will have a choice of travelling by sea or rail to the other States, but Tasmanians have no choice? To assist development, undoubtedly this is required here.

1237. Have you given any consideration to the tourist traffic? Yes.

1238. Do you regard that as valuable to this State? Yes, of course, and the tourists are a good advertisement for us in all parts of the world.

1239. Do you think we are justified in endeavouring to develop the liking of people on the mainland to come to Tasmania? Yes.

1240. Do you think we should specially cater for it? Not specially, but in conjunction with other things.

1241. If a service were arranged on behalf of this State between Hobart and Queensland, touching at Launceston, and avoiding transshipment at Sydney, do you think it would be an advantage? Yes, if there was sufficient trade. We must try and encourage trade so as to prepare the way for development.

1242. Have you a high opinion of the possibilities of the Queensland market? Yes. There are great outlets on the mining fields there, so I am told.

1243. You are hopeful that the Tasmanian orchardists will have an increasingly better market? Yes.

1244. *By Mr. Valentine.*—An orchardist, you really believe other markets beside the interstate markets must be worked in order to provide for the sale of the fruit grown on the Tamar? Yes. It would be a matter of prudence to do so. The more markets we develop the more room there is for the extension of the growth of the fruit.

1245. You have spoken of the losses and inconvenience you sustained through transshipment. Do you think that if Launceston was made a port of call by one of the lines trading between Queensland, Sydney, and Melbourne, that would give all the facilities necessary to reach the Queensland market? Yes; but you must bear in mind that the export of fruit from here to the northern parts of Australia does not warrant a boat calling. We are hopeful of producing sufficient to encourage them to call.

1246. You admit that at the present time there is not sufficient produce to warrant boats calling? Not yet; but I am sure there will be in the near future.

1247. Do you use Victoria as a market? I did a few years ago, but Victoria is now meeting her own needs. At one time we shipped from Tasmania to that State 70,000 and 80,000 cases over short periods, but now, by the aid of cool stores, they supply their own wants.

1248. Do you send much stuff to Sydney? Yes.

1249. It is a good market? It is a better market than Europe. We get there 10s., 11s., and 11s. 6d. per case for apples.

1250. You consider the Queensland market before Sydney? No; it is a fluky market. Sometimes you get good prices, and sometimes you do not.

1251. All the orchards in the Tamar Valley are not in full bearing? No. Mine is the oldest commercial orchard on the Tamar.

1252. What age? Some of my trees are going on for 18 and 19 years.

1253. Have they attained full bearing? I would not say that. They are going on increasing. I get up to 500 bushels to the acre.

1254. That is important, as some say that trees are at their top at eight years. In my own district growers put the time up to 25 years. You had a promise that a boat for Germany would call when you could get 10,000 cases? Yes; it would go to Beauty Point.

1255. Could a boat of the size of those trading to Germany be accommodated there? Yes, at Beauty Point. Still, we have a better port under notice now at Bell Bay.

1256. Will that suit the orchardists better? Yes.

1257. *By Mr. Howroyd.*—You think that if Mr. Hunter's scheme was carried out, it would give a great impetus to the fruit trade on the Tamar? Yes, and to Launceston and Northern Tasmania generally.

1258. You say that next year there will be between 50,000 and 60,000 thousand cases of fruit grown on the Tamar? Yes.

1259. And that will increase from year to year? Yes; and quickly, too.

1260. Have you any idea of the acreage put under orchards in the last year or two? I could not tell you. According to the agricultural returns for 1910, about 1900 acres were planted on the West Tamar. As to the east side of the river, including the Lilydale district, I could not tell you.

1261. Do you find any difficulty as regards the merchants here, or as to any combination, as regards shipping space? It is generally understood that is a fact, and that it is affecting the agricultural industry.

1262. But it does not affect fruit? No; but we do not know whether that might be attempted in future.

1263. When speaking in regard to Federal and State owned boats, you said that, on reflection, perhaps it would be better for the Federal Government to own them. We will take into consideration that if they were owned by the Commonwealth they might be withdrawn from here and sent to other places? No, I do not think so. The Government has treated us fairly so far, and we will have to trust them.

1264. *By Mr. Hays.*—Regarding transshipment from Sydney to Brisbane, have you suffered any great loss? According to the statements from our agents we have lost on some shipments owing to delay and missing the markets.

1265. Have you anything to say in regard to the irregularity of the service between here and Sydney? No; not at present.

1266. You think the service as to the time of sailing is quite in keeping with the trade? That is as far as it affects the fruit industry.

1267. You have no knowledge as to other produce? I would not like to speak on that, as I am not farming now.

1268. With regard to the mail service, have you anything to say? No; I have no complaint.

1269. You are not an importer? No.

1269A. Do you ship any fruit to Melbourne? No; not this last three or four years.

1270. *By Mr. Belton.*—I have heard occasionally disparaging statements about the Tamar fruit; that is, just comparatively. They do not say it is bad. I want to ask you if you think that the Tamar fruit can, for quality and colour, hold its own? Yes; against Australia.

1271. What portion of the fruit you export is sent to the Australian market? I suppose pretty well 80 per cent. There are only certain varieties that suit the German market, such as Munro's Favourites, Cleopatras, and Jonathans. They seem to

know only those kinds. They give special prices for special fruits. We have received as much as £1 per case.

1272. Do you send any fruit to England? Yes. As regards the general reputation of Tamar fruit, will you allow me to repeat what an unbiassed person states about it. Last year I was instrumental in inducing an Anglo-Indian to come from Ceylon to settle on the Tamar. He was uncertain and suspicious about the conditions. I gave him every information, and told him to go through Tasmania and observe the different conditions and qualities of the fruit, and compare them. He did so, and told me there was no better fruit in Australia that what he saw on the Tamar. He also said that he saw nothing in Southern Tasmania to equal my fruit.

1273. Have you given any consideration to the assistance a State export department would offer to the shippers of fruit? Yes; I believe in it. They would protect us. I think that would be one of the functions of a State export department, to protect the producer and see that he got full value, and that his produce was sold to the best advantage.

1274. You recognise that our difficulty will be in regard to making recommendations. Now, you have stated first that you were in favour of a State-owned line of boats, and then modified your opinion in favour of a Federal line? Yes; because of the financial aspect.

1275. You know the present companies are not in competition? That is acknowledged.

1276. Then you must recognise that the State would be up against a strong proposition? They would be justified in order to develop trade.

1277. I have found that the farmers are not co-operative, as they have not developed that spirit yet. Do you not think that if the State organised a steamer service, and that the company was financially strong enough to compete with them and reduce the tonnage charges, the agriculturists would switch off and support the private company? I do not think the company would be sufficiently strong to compete with either the Commonwealth or State. I take it the producers would be patriotic enough to support the State.

The Chairman: It is hard to get them to translate their patriotism into pounds, shillings, and pence.

1278. *By Mr. Belton.*—To-day Mr. Jensen made a proposal that the State should borrow a sum of money equal to the capitalised subsidy now paid by the Federal Government for the mail service, and suggested that two or three "Loonganas" could be built for it? You must add the running cost.

1279. *By the Chairman.*—There is danger of loss in the actual running? That must be considered.

1280. *By Mr. Belton.*—That shows that, as a small State, we must be careful about the risk of losing money? Yes.

1281. Mr. Howroyd pointed out that the Government might send the steamers on to other lines. Do you not think that the Federal Government might organise things better, and this would be an advantage to the weaker State? Undoubtedly. Yes; it would protect it.

1282. *By the Chairman.*—As the question of a State export department has cropped up, have you given any consideration to the fact that there is little else than fruit available in large quantities for overseas shipment at present? We must look to the future. On the North-West Coast there are great possibilities for the dairying industry. The same applies to the North-East Coast. There are also great possibilities before fruit-growing, and we are going to have a prosperous island if opportunities are given for full development and to enable the producers to get full profit.

1283. Can you give us any reason why the primary producers do not avail themselves more of the cool-storage facilities in Launceston? In what way?—What could they put in?

1284. There is cool storage accommodation here for fruit, butter, and lambs, and in none of these lines has the opportunity to use it been availed of? Our fruit keeps very well without it, and will keep until October, when other fruits come in and put the apples out altogether.

1285. Cool storage is not a necessity to fruit here, then? Not up North.

1286. Why do not the farmers avail themselves of the facilities more, such as for butter for the local market? I understand butter is shipped to Melbourne.

1287. If it could be demonstrated that apples, which form the large item in our oversea exports, are handled more cheaply by Tasmania by private enterprise than those handled in some other States by State export departments, do you not think it would be rather hazardous on the part of Tasmania to go in for a large expenditure in establishing a State export department? No; decidedly not. Supposing a consignment is sent to England. The account sales when returned show a loss of about 3 per cent. for wasty apples. That is unjust and wrong, and to put it straight, there is some robbery going on. In a consignment of 40,000 cases, that would represent a loss of 1200 cases to the grower. Reckoning that, approximately, at 4s. a case, that would be £240. That would be only for one shipment, and as we send away nearly a million cases, you can reckon what the total loss would be.

1288. Are you justified in saying that there is that loss? Yes; there is 3 per cent.

1289. Are you justified in saying there would be no loss with a State export department? There would be practically no loss.

1290. You put it this way: In comparing results from the mainland markets with those of oversea markets, you have come to the conclusion that the State export department would be beneficial to the producer every time? That is so.

1291. Although you personally have no cause to complain in regard to insufficiency or irregularity of existing shipping services, still you believe the development of Tasmania's resources would be assisted by the establishment of a State-owned service? Undoubtedly; in the hands of the Federal Government, owing to its greater resources. Private companies are out to make money every time, and the Government would endeavour to serve the interests of the producers.

The witness withdrew.

CHARLES NICKALLS *called and examined.*

Mr. Nickalls made the Statutory Declaration.

1292. *By the Chairman.*—What is your name? Charles Nickalls.

1293. You are Secretary of the Launceston Chambers of Commerce? Yes.

1294. Are you aware of any feeling of dissatisfaction on the part of the mercantile community with the existing interstate steamship services? Undoubtedly; and there has been for the last few years.

1295. Have you taken part in any deputation which voiced this feeling of dissatisfaction? Yes, in several.

1296. Whom did you interview in connection with it? Mr. Hughes, in charge of the Tasmanian office of the Union Company, and previous to that Mr. Murray, two or three times, and also Mr. Cramond, local manager of the Union Company.

1297. Still more lately has any deputation waited on the manager in Melbourne? One of our representatives to the congress of the Chambers of Commerce in Melbourne waited on him.

1298. Were you present? No.

1299. What are the particular causes of dissatisfaction with the existing steamship service?—I suppose they may be grouped into grievances against the mail service, grievances in connection with the alleged insufficient facilities for the extension of the tourist traffic, and insufficient facilities in regard to cargo? Yes. The question of cargo applies more to the Sydney trade. There is also the need of a better boat in that service, which would encourage the tourist traffic.

1300. Can you particularise the chief causes of dissatisfaction during the last few years; that is, respecting the service between Launceston and Melbourne? So far as the summer time-table is concerned, that gives general satisfaction. Of course, we are now looking for a more frequent service. We want a daily service.

1301. I take it the goal for which the mercantile community at Launceston is striving is a daily mail service? Yes; a daily mail service, and that would mean a passenger service as well.

1302. Incidentally, that means cargo as well? Yes; but the cargo is a secondary matter with the "Loongana." Sometimes she leaves cargo on the wharf, or carries it backwards and forwards before unloading it.

1303. That would cause considerable inconvenience to the trading community? Yes, of course.

1304. Did the representations of the deputation to the Union Company take the form of this, and request better services? The deputations I have been on have always been in regard to the Launceston-to Sydney service, and for a better boat than the "Wakatipu."

1305. You have been associated with deputations in regard to that service only? Yes.

1306. What has been the attitude of the company in replying to the requests of the deputations, and their reasons for not acceding to them? I will read you the reply. The letter is as follows:—

Hobart, 6th December, 1912.

Launceston-Sydney Service.

Dear Sir,—I was sorry that I missed you on the two last occasions on which I visited Launceston, but no doubt Mr. Murray has informed you that I am advised by the Directors that, after giving the matter the most careful attention, they regret that the trade conditions do not warrant their replacing the "Wakatipu" by a more expensive steamer.

The earnings for several years past, which have been taken out and carefully analysed, show that there has not been any extension of passenger traffic, and we have not got any record of a single trip on which the "Wakatipu" has not been able to take all the passengers offering. On the other hand, it was very rarely that anything like the full number of passengers for which there is accommodation has been carried.

So far as cargo is concerned, it consists principally of coal from Newcastle and light cargo, such as straw, oats, and timber from Launceston, all of which could have been remuneratively handled by a purely cargo steamer, and even then the total shipments available on most occasions would only require a smaller vessel than the "Wakatipu."

From its geographical position, the bulk of the Launceston traffic must be with Melbourne rather than with Sydney, and that the company recognises the importance of the trade is shown by the fact that a vessel, such as the "Loongana," was specially built for it, and, if I may be allowed to say so, has done more to advertise Launceston than necessarily could be done by any organisation or association.

I hope to have made it sufficiently clear that, unfortunately, there is nothing to justify an alteration, and with the many demands that now face the shipowner the present is hardly the time to try experiments involving heavy expense without any prospect of it being made good, and I am sure the business men who were

good enough to let me have their views will readily realise the position, and feel that the matter has received that full consideration that was due to their representations.

Yours faithfully,

G. H. HUGHES, Manager for Tasmania.

L. S. BRUCE, Esq., Northern Tasmanian
Tourist Association, Launceston.

1307. Has there been a succession of letters? Yes. Another one reads as follows from the Union Company:—

Launceston, 21st February, 1912.

Launceston-Sydney Trade.

Dear Sir,—The wishes of the deputation from your chamber were duly forwarded to our head office, and I am requested to inform you that the matter was very fully gone into, and after discussing all the *pros* and *cons*, they arrived at the conclusion that the present trade could not support a more expensive steamer than the "Wakatipu," and they regret that they cannot see their way clear to make any alteration in the service.

We are awaiting some appreciable improvement in the trade to take place, and hope in the near future, probably by next summer, that we may be able to make some alteration.

I would like to add, and no doubt that you are aware, the "Wakatipu's" inward cargo consists principally of coal, and the outward is nearly all straw and chaff, very bulky and unprofitable cargo indeed, and difficult for any steamer to make a living.

I am, Dear Sir,

Your obedient Servant,

FRED CRAMOND, Manager.

The Secretary Chamber of Commerce, Launceston.

On March 4, 1912, we endeavoured to interest the Sydney Chamber of Commerce, and sent to it the following letter:—

Launceston Chamber of Commerce,

March 4th, 1912.

Sir,—I am directed by the members of this Chamber to bring under your notice the desirability of having an improved and more frequent steam service between Sydney and Launceston. It is felt by our members that the time has arrived when such improved service should be brought into existence, in order to provide for the natural expansion of trade between our ports, which would speedily follow the provision of due facilities.

The members of this Chamber have, upon several occasions, brought the matter under the notice of the Union S.S. Company, but so far the company has not found itself able to comply with our request, as they do not consider the present volume of trade between Sydney and Launceston justifies the additional expenditure that would be entailed by placing a more modern steamer than the "Wakatipu" in the trade.

I would point out that 3000 acres of land have already been planted as orchards in the valley of the Tamar, as well as a considerable area along the North-Eastern Railway, and as some of them are now coming into full bearing, there will be a considerable quantity of apples and pears shipped to Sydney from this port. From this source alone an expansion of trade (quite beyond the present facilities to properly handle) may be confidently expected, and further areas in the same and other districts are being brought under cultivation year by year. The fruit, on account of its excellent quality, is now meeting with a ready market in your city, and growers are well pleased with their prospects in this direction, but complain of the want of regularity and frequency of the present steamer service.

Further, I would point out that Launceston is surrounded by good agricultural country, and I am assured that if there were a regular and more frequent steam service between the two ports farmers would produce and ship more to your market to supply the wants of New South Wales, and also for transhipment to the northern ports of Australia.

The extension of the North-Eastern Railway to Bransholm has brought Launceston into railway communication with some of the richest agricultural land in our State. In the Ringarooma and other districts now served by this line, I believe there are large areas of land eminently suited for growing the best potatoes, peas, oats, and other produce that would readily find its best market in Sydney. All this produce must come to Launceston for shipment.

There is a further strong reason for an improved service, viz., the great expansion in passenger traffic between the two States that would inevitably follow. This is an important factor, as it would create trade in

every direction through our people getting more into touch with one another. The distance between Sydney and Launceston is about 100 miles shorter than that between Sydney and Hobart. It might also be mentioned that, according to published figures, the total number of passengers who travelled between Melbourne and Launceston for the three last months was 17,755. During December the number was 5510, during January 6602, and during February 5640.

The improved service between Melbourne and Launceston being responsible for the great increase in passenger traffic between these two centres.

My Chamber does not for the present press for an improved service during the whole year, but will be satisfied, to begin with, if the improved service is given during the summer months.

I shall be glad to supply your Chamber with any further particulars they may require, but this letter will be sufficient to enable them to look into the matter, and decide whether they consider it of sufficient importance to take any steps for bringing about the object desired by my Chamber.

I am, yours faithfully,

G. T. COLLINS, President.

The President Chamber of Commerce, Sydney.

I got a reply to that letter from the Sydney Chamber as follows:—

Sydney, March 25, 1912.

Dear Sir,—The council of this Chamber has had under consideration your letter of the 4th instant with reference to improved and more frequent steamer service between our respective ports.

I have had a very long interview with the manager of the U.S.S. Company here, who has been quite frank, and placed all the information I desired before me, so that the council of this Chamber might be able to form an unbiased opinion on the subject.

The Union Steamship Company assures me that they would be only too glad to put on additional tonnage between our respective ports if the trade warranted same being done, but that up to the present it has been found that the "Wakatipu" has, generally speaking, been fully able to cope with the trade requirements. It is pointed out that coal constitutes the chief portion of the cargo to your port, and baled straw a large element in the return cargo. Neither of these commodities, and in particular the straw, will stand what might be termed a remunerative rate of freight.

Possibly, during two or three months of the year, the passenger trade might be improved if a more modern steamer were placed in the running; but the fact remains that a great many New South Wales passengers go from here direct to Hobart, then pass over your railway to your port, and return *via* Melbourne, generally by rail from there. It is not thought that many such passengers would be likely to come direct from your port to Sydney, and in this view I am inclined to agree, as the attraction of a few days in Melbourne is considerable, and does not very seriously extend a visit or trip.

I have impressed upon the manager of the Union Steamship Company the necessity of looking ahead of actual requirements between our respective ports, and, at the earliest possible moment, giving more frequent communication.

No doubt, when production from your north-eastern district increases, there will be more cargo available for transport, and the Union Steamship Company will then see the necessity of meeting the position.

If you will advise us when there is any serious shortage of freight-room for cargo from your port to Sydney, we will gladly take the matter up again, and press for increased facilities. There does not, however, appear to be any possibility of getting other than the present service before the end of the current year.

Yours faithfully,

J. MAITLAND PAXTON, President.

The President, Chamber of Commerce, Launceston.

1308. *By the Chairman.*—Now, what has the mercantile community here complained of in regard to the Launceston to Sydney service?—Is it infrequency, irregularity, or the fact that the cargo-room is not sufficient? Infrequency.

1309. What is it? Fortnightly.

1310. It is regular? Practically so. At certain times of the year that is not sufficient.

1311. In what respect do you desire the service to be more frequent? An increase is wanted at certain times.

1312. In the harvest season a more frequent service is required? Yes; that is it.

1313. And the reply of the company is, in effect, that the trade does not warrant an increase, and that it would not be possible to give greater facilities than are enjoyed at present? Yes.

1314. Have you been associated in any complaints regarding the mail service? We have made numerous representations by correspondence.

1315. You regard the mail service in summer with Melbourne as satisfactory? Yes.

1316. It is the winter service that is unsatisfactory? Yes; except this year, when it has been better.

1317. The alteration in the service as suggested by Launceston men has proved satisfactory? Yes. It is an improvement on previous winters.

1318. As representatives of the mercantile interest, you adhere steadily to the ideal of a daily service? That is so.

1319. Does your Chamber compile any statistics? No.

1320. You are content to rely on whatever statistics are supplied by the Government Statistician? Yes. We have to do that, as information that was formerly given by the Customs is not now available.

1321. Does the Chamber of Commerce view with favour the improvement of the river recommended in Mr. Hunter's report? Yes; absolutely.

1322. Have the members of the Chamber of Commerce at any time discussed ways and means out of the present situation that they regard as unsatisfactory in respect to mails, passengers, and cargo?—Have any suggestions been made for the betterment of the service? Only by appeal to the company. We have a feeling against the "Rotomahana" and "Wakatipu." We want to see something better.

1323. As practical commercial men, has the question of a State-owned service been discussed by them? No.

1324. Has the question of the State Government giving a subsidy to the companies in order that better services might be provided been discussed? No.

1325. Is this a honorary position which you occupy as secretary to the Chamber? No.

1326. Have you personally come to any opinion regarding ways and means out of the situation with regard to the services between here and Melbourne? Well, of course, we recognise we are in a difficult position in regard to the control of one company. The Chamber recognises that, as it appears to them the company looks at the matter from the point that the whole of the passenger and cargo traffic must come through the company, whether it comes from Hobart, Launceston, or Devonport. It is immaterial to them which.

1327. They feel that the company is in a paramount position? Yes.

1328. Does the Chamber keep a benevolent eye on the expansion of the orcharding industry along the Tamar? Yes. They are interested to see expansion going on.

1329. A witness giving evidence previously, and a similar statement was made in the South, said that in shipping fruit from Launceston to the Queensland markets considerable damage and detriment had occurred owing to transshipment at the port of Sydney? I know nothing of that.

1330. Have you had any complaints? No; only as to irregularity, such as occurred when the "Wakatipu" was recently taken off.

1331. Seeing we have had witnesses who are primary producers both in the North and South of the State who desire facilities for sending their products to Queensland without transshipment at Sydney, do you think there should be a service from Hobart, calling at Launceston, and going right up the eastern ports of Queensland without transshipment at Sydney? There is not much to go on at present.

1332. Would not that provide a better service than the present one to Sydney? It would be better for the products to remain in the one bottom.

1333. The Hobart people do not want transshipment at Sydney. Is it not within the bounds of possibility that the rapid expansion of orcharding on the banks of the Tamar would make such a service desirable, and assist in making it pay? Undoubtedly. We recognise that it will be some little time before very much fruit is available.

1334. I may tell you that one very important witness told the Committee he would be prepared to subsidise such a service for a term of years? I am glad to hear it.

1335. Such a service as that would be better than the present one to Sydney? Undoubtedly.

1336. The Launceston press in particular seems to lay a great deal of stress on the desirability of improving the service between here and Melbourne? Yes.

1337. Do you consider that the stressing of the point, as is always being done, is justified by an existing insufficiency of the service? Well, I think when we recognise that we have perhaps four, five, and sometimes six mails between Launceston and Melbourne in the week, it is not a bad service.

1338. You do not consider the service a bad one? No.

1339. The passenger service has to be considered with the mail? Yes.

1340. The "Loongana" has greatly increased the passenger traffic between Tasmania and the mainland? Yes.

1341. Do you think it reasonable to assume that if another "Loongana" was added the tourist and general passenger traffic to Tasmania would extend? Yes, I think so; but not perhaps to the same extent as occurred in connection with the "Loongana" over the old "Pateena." Still, it would make a very appreciable difference. If you give people facilities and accommodation they will take advantage of them.

1342. I suppose the principle that underlies the long-expressed dissatisfaction is that the Northern mercantile community considers that the interests of Tasmania justify a daily mail service between here and the mainland at all seasons of the year? Yes. It is thought that the time has arrived when we should have a daily service. During the summer we have three mails to Launceston—two *via* Burnie and one *via* Stanley.

1343. From your knowledge of the gentlemen who compose the Chamber of Commerce, do you say that any movement to provide a service even somewhat in advance of existing needs would meet with their favour? Undoubtedly.

1344. The Chamber of Commerce is composed of men who are really representatives of the commercial interests? Yes.

1345. Do you think that can be said without fear of criticism? Yes, thoroughly.

1346. *By Mr. Belton.*—In one of those letters you read, did you notice the weakness of the case in the reply, wherein it is said that the "Loongana" had done more to advertise Tasmania than anything else. In contrast to that they said that the "Wakatipu" was not carrying sufficient cargo and passengers to justify any alteration. Does it not appear to you that they cannot expect a development unless there is a better boat? We made use of that. Our president made that one of his strongest points.

1347. They asked you to let them know when there is extra freight from the North-East district. That indicates that there is no enterprise, and that they do not intend to do anything in advance. Have you considered the fares. Does that of £2 12s. 6d. return between here and Melbourne not affect the traffic? Our Chamber has not dealt with that.

1348. In my travels on the other side, I found that the question of fares affected the traffic? We had a marked illustration of that a few years ago, when there was cutting between the companies, and the fare here was reduced to £1 return. There was then a large influx of tourists.

1349. Has the Chamber considered the matter of trying to obviate the difficulty, if the company will not effect any improvement, either in the way of a State-owned or Commonwealth-owned service? No. We have stopped at representing matters to the company. Individual members have expressed their opinion, but the matter has not been before the Chamber.

1350. *By Mr. Hays.*—Have complaints been made to the Chamber by the produce merchants of the lack of shipping facilities or the frequency of the running of the boats? There has not been much complaint by the merchants themselves. I must admit that. It has been more by the individual shippers. The merchants have had the option of sending the stuff along to Devonport.

1351. *By Mr. Belton.*—That would mean rail to Devonport? Yes. A great deal of stuff has been sent by rail to Devonport from a fairly considerable distance instead of being sent to Launceston.

1352. *By Mr. Hays.*—That is on account of the more frequent boat service? Yes. Launceston has suffered on that account.

1353. Has any effort been made to get the boats trading to Devonport to call at Launceston? No. That has not been considered by the Chamber. Of course, they are able to load up at Devonport.

1354. *By the Chairman.*—They are under no necessity to come to Launceston to trade? No.

1355. *By Mr. Hays.*—Do you know of complaints being made by the producers themselves that they have been unable to get space on the ships to send their own consignments direct to Sydney? No; I do not think I have heard any. A couple of instances occurred recently when the "Wakatipu" was taken off.

1356. But when she was making regular trips? No.

1357. You do not know of any instances where produce merchants have been granted space to the shutting out of producers who wanted to send stuff? As a Chamber, we have had no complaints.

1358. Does your Chamber consider freights high between here and Sydney? That has not been brought up as a matter of serious complaint at all.

1359. Representations have been made by the Chamber of Commerce for a more frequent service only during the summer months? That is so.

1360. It has been stated by shipping companies trading to this port that there was not sufficient inducement to put on better boats. What do you say to that? Well, we have generally referred to the effect of putting on a first-class boat like the "Loongana," and that if the people are given facilities they will avail themselves of them.

1361. Since the "Loongana" has been put on the trade between here and Melbourne, and given better accommodation for passenger traffic, have the importers and exporters been better served than at the time the "Pateena" was doing the trade of this port? I should say not.

1362. Are they as well served? That is doubtful. At times she has not the time to take cargo out or to put it in.

1363. These complaints with regard to the cargo would relate to the summer, when the "Loongana" is doing the trade alone? That is so.

1364. So, while passengers are better catered for in the summer months, the importers and exporters of cargo are better catered for in the winter? Yes.

1365. There is another company running between Launceston and Melbourne—Holyman's? Yes.

1366. That means four boat trips each way between here and Melbourne weekly? Yes.

1367. Have you heard complaints of passengers travelling in the summer months being put to inconvenience through want of proper accommodation or overcrowding? Only as a matter of common topic. It has never been brought before the Chamber.

1368. Do you know of cases where cargo for Melbourne has been shut out at this port in the summer months? I know two firms or companies who have stated so to me.

1369. Have you any objection to giving the names? No. One is J. & T. Gunn Limited, and the other the Cool Storage Company Limited.

1370. If we had a daily service between here and Melbourne, would not the same difficulty arise with regard to taking in and taking out cargo as now occurs in the summer months, even if there were two boats like the "Loongana"? It would, to a certain extent. The frequency of the service would get over that to a certain degree.

1371. If there was a boat running every day, it would give the "Loongana" greater time than now? There would be the two boats instead of the one.

1372. Have the Marine Board kept the port well in advance of the requirements of the trade? That is a moot point, perhaps, whether they have done as much as they ought to have done.

1373. Has it interfered in any way with the shipping or the arrival or departure of the boats, or the landing of cargo? I do not think so. It does not interfere with the "Loongana" or the "Wakatipu."

1374. *By Mr. Valentine.*—Mr. Hays asked you whether you had heard that the merchants had preference over the space to the disadvantage of the primary producers. Would you be likely to know? If it were a very serious difficulty it would come before the Chamber.

1375. If firms lost markets would that be brought under your notice? We look for that sort of thing.

1376. There has been no such case brought under your notice? No.

1377. I take it, then, that in your opinion the present trade of the port of Launceston with Sydney, and the passenger traffic, does not warrant a bigger boat than what you have? I can quite believe it does not mean a paying proposition for the company, but a better boat would greatly improve matters.

1378. In the same way as the "Loongana" has? Yes.

1379. Do you think it advisable for the State to subsidise even the companies we have now to make up for any immediate loss?—Would it be the means of bringing about more production and more passengers? Our Chamber has never considered that. Personally I do not think so.

1380. When a better boat was asked for in the Sydney-Launceston trade did the Chamber expect a boat of the same type as the "Loongana"? Oh, dear, no. It is recognised, of course, that the "Wakatipu" is quite out of date.

1381. A boat like the "Rotomahana" would be better; would she bring about any better results? I do not think so.

1382. *By Mr. Belton.*—Have you any reason to believe that the company has been making large profits? I can quite believe that the company does not make large profits on the Launceston-Sydney business.

1383. Have you any reason for thinking that? No; except the knowledge of the fact that the boat often goes away with only a small cargo. They claim themselves that the coal-carrying trade to this port is not a very payable item. They have to compete

with the Melbourne steamers largely, and then bring it down for their own use. That was a reply given to me only a few weeks ago.

1384. *By the Chairman.*—It is the infrequency of the service rather than the lack of space that is the trouble? Yes. There are only a few occasions during the year when she does not offer sufficient accommodation.

1385. When you asked for better boats did you really ask for a boat with better passenger accommodation? Yes.

1386. And a boat that would make the port of Launceston more frequently? Yes; more up to date and more frequent.

1387. Is the impression that you have gathered from your numerous interviews with the companies one of this description—that they are content to barely provide sufficient facilities for existing traffic rather than to cater in advance? Yes.

1388. They are prepared to provide for what they consider present requirements, and are not prepared to anticipate. The companies naturally regard the whole matter as a commercial proposition, and consider it mainly from the standpoint of profit? No doubt that is it.

1389. Do you think the mercantile community of northern Tasmania would welcome any decided action on the part of the State that would tend to realise Tasmania's ideal of a daily service with the mainland? I think so.

1390. And even if the establishment of such a service resulted in loss to the Treasury, do you think it would still be welcome to the mercantile community? It depends upon the extent of the loss.

1391. I suppose if the loss were a big one the establishment of the service and those responsible would not lack criticism? That is so.

The witness withdrew.

GEORGE STEWART MEREDITH *called and examined.*

Mr. Meredith made the Statutory Declaration.

1392. *By the Chairman.*—Your name is George Stewart Meredith? Yes.

1393. What is your occupation, Mr. Meredith? I am Secretary of the Marine Board of Launceston.

1394. How long have you been employed in that capacity? I was appointed in August last, but I was Acting-Secretary for six months previous to that.

1395. Has the Acting-Master Warden said anything to you about the preparation of certain sets of figures? Yes; he asked me to give the imports and exports and the finance. We have no record of imports and exports at the office, nor of passengers.

1396. You have no records of passengers? No.

1397. The only figures you are able to give are figures relating to the Board's revenue? That is so.

1398. I regret very much that we cannot get from the Marine Board a statement as to the tonnage of the steamers. You have only recently been in the service of the Board, and I suppose you have no knowledge of the causes which prevent your being able to give these statistics? We only have the manifests to get them by. The collection is all done through the Customs. No record can be got of the tonnage from the manifest.

1399. Would it be in your power to give us a return showing the progressive increase, if increase there is, in the Board's revenue for the last four

years? I have some figures here showing the sources of the revenue of the Board:—

Table showing Sources of Revenue of Marine Board of Launceston for the Years 1907-1911.

Receipts.	1907.	1908.	1909.	1910.	1911.
	£	£	£	£	£
Pilotage	347	302	282	363	167
Harbour dues	2009	2302	2191	2222	2244
Towage	602	687	327	533	187
Wharfage (net).....	10,117	10,170	9027	9886	9846
Rents, &c.....	827	1088	1197	1202	1292
Dock	131	148	140	185	138
Jetties	229	163	165	177	125
Certificates and licences	80	40	41	32	58
Commission and sundry credits ..	130	702	172	167	191
	14,472	15,602	13,542	14,767	14,248
Light dues.....	1346	1485	1488	1529	1421
Yearly turnover ...	16,988	19,340	19,745	20,233	21,058
Dr Balance to next account	2110	2797	5640	4373	4699
Total of yearly balance	19,098	22,383	25,589	24,651	25,757

I would like to point out that the yearly turnover in 1907 was £16,000, although our revenue only shows £14,000. We do work for departments, for which we charge a certain percentage, which would probably give us in 12 months another £1000 to add to our revenue.

1400. From what source are the rents derived? From the rent of sheds and so on. The shed accommodation provided is larger now than five years ago.

1401. Larger shed accommodation has to be provided, and yet the wharfage has undergone a slight reduction? It would be from exports the rent is derived. I think we use four large sheds for that purpose.

1402. There has been a considerable reduction in the revenue from jetties—is there an explanation for that? In 1907 there were mostly small ketches on the river; now they have the "Bass" and the larger river steamers, which have taken the trade away from the ketches, and they pay so much a month, while the ketches pay so much for each jetty used.

1403. Then it is not through the diminution of trade, but owing to a change in its incidence? Yes: the change from ketches to steamers.

1404. The receipts from commission and sundry credits seem to have increased remarkably in 1908? Yes; that was the sale of a dredge for £500.

1405. Can you give us any information as to why there has been a considerable reduction in receipts from pilotage, 1907-11? That is really covered by the number of barques, from which pilotage would perhaps run into £30 each way, being superseded by steamers; steam having taken the place of sail here again. The towage has also dropped for the same reason.

1406. The port is not so much frequented by sailing vessels? That is it.

1407. Have you any explanation of the slight diminution in receipts from wharfage, comparing 1911 with 1907? No; I could hardly say. It is just as likely to go to £10,000 this year as it was to drop last year. I would like to point out that there is an item which does not appear in the headings from which we make a profit. It is in regard to lighterage cargo from ships from England.

1408. That does not appear under any of the headings in the return? No. We will have it one year and not the next.

1409. The direct trade between England and the Tamar is only just in its infancy, and it is not regular? That is so. Sometimes we have one boat, sometimes two, a year.

1410. That is practically the only information you can give us? That is practically all. With the return is the last annual balance-sheet.

1411. Have you any knowledge of the causes of your being unable to supply us with that information which the Marine Board itself is unable to give? It has always been collected by the Customs, and never by the Board. The Customs always collected it for interstate, foreign, both import and export. It was stopped when the Federal Government took it over.

1412. *By Mr. Belton.*—Could anyone in Launceston give us that information? I do not think so, because I tried to get the same information for Mr. Hunter, and the Customs people told me they did not have it in the office. They sent to Hobart, and were told they did not have it. The Board could not compile these statistics from the information now supplied by the companies. We started it, but it was stopped.

1413. Would you care to hazard an opinion, notwithstanding the absence of the statistics we desire to obtain, as to the growth of trade in the port. Has the trade increased since you have been secretary? I have not had time to see, having only about four months' experience. The monthly return is about 43 boats in and out.

1414. Have you noticed any progress in the number of boats? Yes; there is an increase.

1415. Have the boats increased in size at all? No; they are all the same, but Holyman's are now getting larger boats.

1416. The coastal is an expanding trade, is it not? Yes; there is plenty of cargo from here to the coast.

1417. That is purely Tasmanian trade? Yes.

1418. *By Mr. Hays.*—Have you any export rate? No; there is no charge whatever.

The witness withdrew.

LEONARD BRADBURY THOMPSON *called and examined.*

Mr. Thompson made the Statutory Declaration.

1419. *By the Chairman.*—What is your full name, Mr. Thompson? Leonard Bradbury Thompson.

1420. What is your occupation? I am a managing partner in the firm of Henry Bills & Co., manufacturers.

1421. What do you manufacture? All classes of furniture.

1422. Has the trade of your firm brought you into relation with the existing steamship service of Tasmania and the other States? Yes.

1423. Have you formed any opinion as to the inadequacy or otherwise of the existing service? Yes; as far as the freightage is concerned.

1424. Do you complain of the rates? Not of the rates, but of the service.

1425. Will you kindly give us your reasons? The only reason I am dissatisfied with the service is this—that I send a good bit of timber to our Melbourne house, or rather to the firm with which we deal, and never seem to be able to get any satisfaction one way or the other in regard to a good bit of timber, which is lost in some way. I will tell you of one complaint out of many hundreds of others that occur; that is where a claim was sent in for timber, and the reply was given simply that the timber was not marked. If you send 500 pieces and land 300 you are very lucky.

1426. You make that statement in all seriousness? Yes; absolutely.

1427. Was it valuable timber? It was Tasmanian blackwood, and you might as well talk to the moon as to Holyman's or the other people, and you have

no redress. In every instance where I sent timber I marked the numbers of pieces so that there could be no dispute, but they will not take the trouble to count it.

1428. And even then you lose it? Yes; in hundreds of instances.

1429. Would you attribute the loss to pillage? I would not like to say, but I know there is a place at Charles-street, and it is a marvellous thing that I can go there occasionally and buy a bit of blackwood which some man is supposed to be fished up out of the river. He says the whole lot fell into the river on one occasion, and they took no trouble to get any of it back again.

1430. That is a matter of administration rather than of the quality of the vessels, and does not seem quite to be a question which affects the efficiency or otherwise of the service at present existing. Do you say the vessels do not run sufficiently often? They do not, because the timber often lies about for five weeks before being dealt with, and I have had cargo carried to and from Melbourne two or three times, articles such as a ton of bolts or mattress wire.

1431. That is material used in your business? Yes.

1432. Do you send finished articles of furniture to the mainland? Only on one or two occasions.

1433. Most of the articles you manufacture are supplied to Tasmanian residents? To Tasmanian business people. We do not do a retail business.

1434. Have you been inconvenienced by the fact that articles have been carried to and fro and not landed? Oh, yes. If you send for goods you usually require them, and sometimes they are carried over for possibly a week. The boat may be late, and you wait for the goods and they are taken back to Melbourne.

1435. Have you had business experience on the mainland? Yes. I was for 13 years on the road, travelling.

1436. As a commercial man, do you think if a daily service were established between Tasmania and Melbourne trade would be developed? Undoubtedly it would, and more so now than ever, for this reason. Now that we have wages boards here a great deal of our population that has gone away on account of the wages will be coming back, which means increased business.

1437. The recently-enacted Tasmanian legislation you believe will cause increased trade? Undoubtedly; it is one of the best things that ever happened.

1438. This is rather a personal inquiry into the affairs of your firm, Mr. Thompson, but will you please understand that no question that is put to you is calculated to prejudice you in any way. Has your business expanded considerably since its establishment? We have built four times, and we started five years ago with five hands, whilst now we have 90, and I would put on another 25 if I could get them.

1439. Are you, then, satisfied with Launceston as a manufacturing centre? Yes; I am, absolutely.

1440. Do you anticipate that recent Tasmanian legislation in the way already indicated will cause a further advance of your business? Yes; but only by way of increased population, of course.

1441. You believe that legislation which has raised the standard of our wages will tend to reduce any migration of our population? Yes; I do.

1442. Would you suggest a better oversight in regard to the shipping of cargo? I certainly should. My own opinion is this—that it is practically held by one company, and you have no option but to send by Holyman's. You cannot send in winter, and very seldom at that. It is possible, knowing they have no opposition, they do as they like. We have a little opposition now. It has been brought about by a few traders, and the man running it is satisfied, and I

believe will shortly put on another boat. We have guaranteed him a full ship as often as he likes to sail.

1443. The Launceston traders have been so dissatisfied with the service that they have recently arranged for another vessel? That is correct. We have the "Joseph Simms" and another boat direct to Adelaide. The "Joseph Simms" made her first trip the other day. She is now getting an auxiliary engine, and the man intends to make a regular time-table from here to Melbourne.

1444. The traders have organised not only in the way of providing an additional boat between here and Melbourne, but also assist in the running of a vessel between Launceston and Adelaide direct? I do not know much about that, but there is one run by the same man. Some two years ago we had boats bringing white pine for us from New Zealand, and they were to continue their voyage to Melbourne and Adelaide and take our blackwood to Adelaide on that boat, but of course now there is not sufficient white pine being used in Tasmania on account of its high price and the hardwood taking its place, and they do not come here now, and we generally get it from New Zealand to Hobart and up from Hobart by rail. That, of course, makes it very expensive.

1445. You clearly and deliberately tell the Committee that the position in regard to the shipment of cargo was so intolerable that the trade has guaranteed a man a full ship each time he sails? They did not guarantee anything. This man called on some of the traders and said he was prepared to put on a boat if they would support it. It was a promise that they would assist him. He interviewed some of the business people, and they told him as far as they were concerned, they could fill his ship every time. That is J. & T. Gunn. That is one of the principal things he thought would trouble him. We do not know yet how far we can give him support from Melbourne to Launceston. From Melbourne to Launceston by the Union Steamship Company we have no complaint whatever. As far as I am concerned I am complaining as to the handling of the timber between here and Melbourne by Holyman's. We have to send it by them; the Union Company will not take it.

1446. Your stuff, you say, has been brought here and taken back? Yes. That is not so very serious as far as we are concerned, and it is small in the winter time, and they get a fog or something of that kind; but from now onwards we seldom have to make complaints as regards the Union Company.

1447. *By Mr. Valentine.*—With regard to a daily service, it would tend to increase the traffic of the ports, but would it improve matters as regards the freight business? I think so, in this way—that there would be less delay in the handling of the cargo. We are handicapped in one way, because we do not get our mail on the Inveresk side until 2 o'clock or 2.20, and we cannot get our reply back again.

1448. You have given instances where cargo has been overcarried. That might still happen with a daily boat? Possibly so, of course.

1449. This matter of the shortage in consignments of timber—you say they take no notice? None whatever.

1450. Are there any means of forcing them? No. In one instance it was sent on the 23rd July, and it did not leave till 16th of August. Inquiries were made at the Melbourne agents, with the result that they said they had no information whatever on the matter.

1451. Are the pieces of timber so small that they will not take the responsibility? They will only count big boards; they will not count three by two's and so on.

1452. Do not you think that would be done with any shipping firms? Possibly so. They will not count floor-boards, for instance.

1453. Do you think that the business from the port and to the port at the present time would warrant larger vessels being used for the purpose of cargo and passenger traffic from here to Sydney? Yes; I think the delay is too great between here and Sydney. We have machinery and so on coming over, and it is a long time to wait for it; practically a fortnight.

1454. Do you think the increase at the present time would warrant a better boat? I am not conversant with that.

1455. Do you think there can be a business worked up in Tasmanian timber if you were in touch with the Queensland ports. We do not sell timber to anyone outside our own house. I buy for our own people on the other side, because I am on the spot.

1456. You do not know of any inquiries having been made by Queensland people for our timber? No; none whatever.

1457. Our timber is getting better known now? Yes. It would be better known if they would take more trouble in regard to the grading, and so on. I have seen stuff sent away that I would not take the trouble to put in our yard. That will condemn our trade, of course.

1458. *By Mr. Belton.*—Have you given any consideration to any suggestions for improving the service?—For instance, some have suggested State or Federal control, and others the subsidising of some large company to take up the trade? I have not given it a great deal of consideration. It has always appealed to me that where shipping companies are running now, State-owned vessels would be much better and pay better, and would be under better supervision.

1459. *By Mr. Valentine.*—Have you considered that the State would have to enter into strong competition with the present companies in order to compete successfully? I do not think so. I do not think the competition would be strong at all. I think the companies would have to alter their tactics considerably to retain their trade. No business men in Launceston are satisfied at the present time.

1460. As a business man, you have nothing to complain of with regard to the freight or shipping except in the loss of timber? That is right. The service, as far as we are concerned, is adequate.

1461. Is it your opinion that shippers could compel State-owned vessels to acknowledge their responsibility more than is done by the companies? It would be not so much a matter of compulsion as one of competition. There would be more opposition, and to keep his business a man would have to look after it more.

The witness withdrew.

FREDERICK RICHARD UNSWORTH *called and examined.*

Mr. Unsworth made the Statutory Declaration.

1462. *By the Chairman.*—What is your name? Frederick Richard Unsworth.

1463. You are a member of the firm of Messrs. Irvine and McEachern, wine and spirits merchants, and reside in Launceston? Yes.

1464. Are you aware of any feeling of dissatisfaction on the part of the mercantile community with the steamship service generally? There is a strong feeling of dissatisfaction existing.

1465. In what particular respects do you consider the existing service is inadequate? As far as the winter running is concerned it is totally inadequate, and the "Rotomahana" is unfit for the trade

1466. Do you think the mercantile community would be greatly advantaged by a daily steamer with reference to Melbourne? Yes; I am sure of it.

1467. Made in each case by large boats like the "Loongana"? Yes.

1468. Do you think that would materially assist in developing the tourist trade of Tasmania? Undoubtedly it would.

1469. Have you, as a resident of Launceston for many years, any opinion in regard to the value of that trade to the State? I can only speak generally. I know it means a tremendous difference to us. The tourist traffic is very important.

1470. Do you think the establishment of a daily service all the year round would tend to develop a habit on the part of the mainland people to visit Tasmania? It would in the summer months. I would not advocate a daily service in the winter, as I do not think it is required. If we had four trips a week in winter it would be all right.

1471. As a business man of this State, do you regard the existing services in regard to mails as sufficient? No; they are not sufficient.

1472. Have you, as a business man, experienced any inconvenience because of the inadequate facilities in regard to mails? I have. When a mail comes on a Saturday people with no box find it useless.

1473. Have you taken any particular interest in the question of shipping facilities as between this port and Sydney? Yes.

1474. Are you aware of representations having been made by the commercial community to the Union Steamship Company's representatives in regard to the inadequacy of the service? Yes; on several occasions.

1475. What has been the general attitude of the companies in regard to your applications for a better service? It has been adverse.

1476. Did they say the volume of trade did not warrant a better service? Yes.

1477. You are aware that a more frequent service exists between Hobart and Sydney than between Launceston and Sydney? Yes; and it is better equipped.

1478. And have you heard that the mercantile community of the south desires an even better service than the one existing? I cannot say; I have heard that. The more facilities, of course, you give people to travel the more they will travel.

1479. Do you think the mercantile community of Launceston would look favourably upon any step taken by Tasmania, either on its own initiative or in conjunction with the Commonwealth, to provide a better service? I am sure of it.

1480. Do you think, as a practical business man, that they would deem it wise for Tasmania to undertake the responsibility of shouldering some business risk? That is my own opinion, and that of people I have spoken to.

1481. And face financial loss? I do not think there would be any loss.

1482. Seeing Tasmania is an insular State, and wholly dependent upon maritime transport, do you think it vital for Tasmania to have the best service obtainable? Undoubtedly.

1483. Do you regard it as a prime factor in developing the resources of the State? Yes; certainly.

1484. I believe that, as a commercial man and a representative of a firm doing a large business, you import largely, do you not? Yes.

1485. What is your experience in regard to freight rates charged on your imports—is it satisfactory or unsatisfactory? It is very unsatisfactory.

1486. Can you give any specific reasons for your dissatisfaction? I can do so. Freight on wines and

spirits until about three years ago was the same as for goods—10s. per ton. It was suddenly raised to 12s. 6d., and when I asked the freight manager of the company for an explanation he said it was to bring it into line with the other States. That was all the satisfaction I got. The rates were raised on ordinary goods some little time ago from 10s. to 11s., wines and spirits were raised to 13s. 6d.; but about three or four months ago, without notice of any kind in any shape or form, wines and spirits were raised to 15s. per ton, or 4s. more than for ordinary cargo. On bottled beer we only pay the same as for ordinary cargo. It is monstrous. For transshipments from England and Scotland, when the rate was 10s. per ton we used to be charged 7s. 6d., and it is now 14s. for wines and spirits.

1487. Those figures are strictly for freights? Yes.

1488. In connection with your transshipments from England and Scotland there has been an increase of almost 100 per cent.? Yes. They used to charge 7s. 6d., and now we pay 14s. and the charges.

1489. Irrespective of the charge itself, is there any way in which this increase operates adversely against the merchants?—Are they placed at a disadvantage compared with the merchants in Victoria? Yes; they are.

1490. There are supposed to be two companies engaged in this trade? Yes.

1491. Huddart, Parker Limited and the Union Steamship Company? Yes.

1492. Does each company own a boat in the trade, or do they run the one boat? Yes; and in the winter time the "Rotomahana's" funnel is painted Huddart, Parker's colour, and she is brought over here.

1493. You say that in the winter months the "Rotomahana" nominally belongs to the Huddart, Parker Company, whilst really belonging to the Union Steamship Company? In my opinion, yes.

1494. So that although two companies are nominally in the trade you are charged this increase by each one of the companies? Yes; and the same with Holyman's. They are all in it.

1495. How long have you been in Tasmania? Since 1879.

1496. Have you been intimately connected with the mercantile life of the community ever since? Yes; from that time to the present.

1497. You have for some time, I believe, given serious consideration to this question of interstate shipping? I have.

1498. Having well considered the matter you advise the members of this Committee that some step to secure a better service is necessary? I do, without hesitation.

1499. Have you thought of the means that should be adopted by the people of the State of Tasmania to bring about a better condition of things such as you believe the mercantile community desires? The means would be to build the steamers and get the benefit of the mail contract. The Commonwealth Government is placing West Australia in a better position by means of a railway. We cannot have a railway, but we ought to be placed in a similar position by a steamer.

1500. Mr. Collins made a point in giving his evidence to which I would like to direct your attention. He said that did Tasmania have a land connection with the mainland by this time there would have undoubtedly been a railway, and trains would leave Tasmania for Melbourne at least daily. It would seem that as physical conditions do not admit of that, and we cannot have a railway, you believe it necessary to have the next best thing, namely a steamer service of the highest order of excellence? That is correct. I think we are justly entitled to it.

1501. Assuming that the position necessitates action of some sort, which of the different suggestions I am going to enumerate do you pin your faith to—the establishment of a service owned by the State and administered in Tasmania, the co-operation with the Commonwealth, or application to the Commonwealth to provide a service, the creation of a company in Tasmania in which the State could take a large block of shares, or the subsidising of any of the existing companies to provide better facilities?—Of those suggestions that have been before the Committee, which do you believe the best to adopt? Firstly, an application to the Commonwealth.

1502. And the next in order? The State to take it up. The State can run it in conjunction with the trains, as they do in the Old Country. It is simply a ferry service, and the companies in the Old Country have their own steamers in connection with the trains. They run from Holyhead to Dublin, and across to France and other places.

1503. I would like your consideration of this point: the Bass Straits are not territorial waters. You will recognise that a State service or Commonwealth service would meet with competition on the part of the existing services? Yes.

1504. Do you think if the competition were actively maintained the State would be likely to suffer great loss? I do not think so. People do not carry on a losing business for long; it is not human nature. We had the same thing here when Huddart, Parker came and tackled the Union Steamship Company.

1505. There is one other point I would like you to consider. You prefer an application being made to the Commonwealth? Yes; I think we are justly entitled to that.

1506. Will you consider this: Tasmania suffers in some respects, or is believed to, because of her insular position. Seeing her position is an exceptional one, and the maritime transport provided in Tasmania's interests is particularly necessary, it would be desirable to have that service administered from Tasmania rather than from the central Commonwealth administration. Do not you think a service owned by Tasmania and administered in Tasmania, with a particular eye to Tasmania's interests, would be more conducive to the development of the State than a service owned by the Commonwealth and administered from a mainland centre? It would be naturally more to the advantage of Tasmania to be administered from here.

1507. If the service were owned by the State of Tasmania it would naturally be used to the best advantage in connection with Tasmania's needs? Yes.

1508. What do you think of the passenger fares? I think they are too high.

1509. But there has been considerable reduction compared with the passenger rates once charged by the steamers, say 20 years ago? I do not think there has been much reduction.

1510. Would you say that any reduction made in the passenger fares has always developed a larger volume of traffic? Yes; undoubtedly.

1511. You are of opinion that in order to provide the best facilities for the development of the tourist trade the fares should be reduced? I should say the fares should be £1 each way, and a good reduction ought to be made for motors. We want people who have their own motors to come here; they spend a lot of money.

1512. You believe there would be no serious loss from the establishment of such a service? I cannot see how the loss would come about. I am sure it would be a profitable business.

1513. It would be shared, however, by private enterprise? Yes; but it would not be for long.

1514. The taxation burden of Tasmania might be further increased. Do you realise that if we sustained the same loss as in connection with our railways the deficiency would have to be made up by taxation? Yes; of course it would.

1515. I am just indicating some of the difficulties in the way? Yes; of course we cannot stand much more in that direction.

1516. As a business man, however, you have a firm conviction that the establishment of such a service by the State would not result in serious loss? That is my conviction.

1517. Have some members of the mercantile community thought the existing freight charges so exorbitant as to lead them to make arrangements to get a vessel to trade between here and Melbourne? Yes; a schooner is now getting an oil engine. I was president of the Merchants' and Warehousemen's Association here, of which a meeting was held, and we understand we can get a full back cargo from here of timber.

1518. Do you believe there would be a possibility of developing the passenger traffic between here and Sydney if a better boat were commissioned? I am sure there would. That is our trouble, all the people from Sydney go to Hobart.

1519. You have, of course, some knowledge of the scheme of harbour improvements that is likely to be undertaken by the Marine Board of Launceston in connection with the recommendations of Mr. Hunter? Yes.

1520. Does the policy of improving the harbour on those lines appeal favourably to you? Undoubtedly it does.

1521. As a commercial man you believe that the scheme is a desirable one? I do. I am sure the commercial community are quite willing to take their share of the financial burden, too.

1522. Have you experienced any difficulty of a serious nature arising out of claims for pillage under existing conditions? It is terrible; they dispute everything.

1523. Is the attitude of the shipping companies an ordinary business one or exceptional? I think it is a great nuisance. We have had a lot of trouble.

1524. You regard the matter from a different point of view to that of the companies? Yes. In former days any reasonable thing would be paid at once, but now it is all disputed. That was under a former sub-manager.

1525. Is the attitude of the company with regard to facilities one that is lacking in enterprise, in your opinion? I am sure it is, as far as Sydney is concerned especially.

1526. Would you attribute that to the fact that the control of affairs in connection with these companies is located out of Tasmania? Yes; I would. They are a long way away, and cannot have the same knowledge of local requirements.

1527. Have you any recollection of the operations of the old Tasmanian Steam Navigation Company? Yes.

1528. That was a company owned and administered in Tasmania? Yes; and very well administered too.

1529. It catered well for Tasmania's needs? Undoubtedly.

1530. Did they build vessels in advance of immediate requirements? They did. There is the "Pateena," for instance, which is running now.

1531. The "Pateena" marked the same step in advance as the "Loongana" did subsequently? Yes; that is it.

1532. *By Mr. Hays.*—Complaints have been made to this Committee by other witnesses with regard to cargo being overcarried; have you anything to say in that regard? I have not had much trouble that way,

but I know I have been lucky. It has been done, but fortunately it has not caused me inconvenience.

1533. *By Mr. Valentine.*—It largely depends upon the class of goods whether it causes trouble or not? Yes.

1534. *By Mr. Hays.*—Do you import through Holyman's Company? Very rarely.

1535. As an importer, are you better served now that the "Loongana" is in the trade than at the time of the "Fateena" and "Coogee"? It is about the same thing, I think. We get three trips now, where I think we got two trips each way per week.

1536. Have you interested yourself at all in the tourist work? I am not a member of the association. I am a member of so many other things. I have assisted, however, by sending home literature dealing with Tasmania, and all over the world. I do that every year to France, Germany, Spain, and many other places, to advertise the State. I send these pamphlets to all the firms I do business with every year, together with a copy of the Christmas "Courier."

1537. With regard to the mails, you really have five mails a week now? Yes; but of course the Saturday mail does not come in till after dinner. The Saturday coast mail is no good to us.

1538. Can you say why the old Tasmanian Steam Navigation Company went out of business? I am afraid it was lack of "go," or something of the kind on the part of the directors. There was something wrong somewhere.

1539. With regard to a line of boats being put on by the Federal Government, it is only reasonable to assume that the companies trading here now will still continue to do business, and with a reduced freight and fares; do you think the people of this State would show their patriotism so far as to patronise the Federal or State-owned line, while they could ship cheaper by a private company? A man generally will go to the cheapest market, of course. If it came to a matter of competition the State or Commonwealth would have to come down to meet it.

1540. *By Mr. Belton.*—The mail subsidy would cut off an immense thing? Yes; I do not think we need fear very much.

1541. *By Mr. Hays.*—While a line of boats might give superior accommodation, the company might offer cheaper fares? Yes; but that would not last long.

1542. *By the Chairman.*—In the event of a policy of competition being entered into by the companies, the greater resources of the State or Commonwealth would cause such competition to cease, you think? Yes; these companies would not fight Governments.

1543. *By Mr. Valentine.*—You have spoken favourably of the enterprise of the old T.S.N. Company; do you think it would be possible that a smaller company could be built up now by Tasmanian enterprise if subsidised by the State or the Commonwealth, or both? It could, of course.

1544. Do you think the commercial men in Launceston would assist in bringing such a company about? I believe they would. It has been often spoken of here as to why we did not put a boat on ourselves. It would cost a lot of money. Two "Loonganas" would run into a quarter of a million of money.

1545. *By the Chairman.*—You believe the building of two boats of that type would cost a quarter of a million? I think so. I understand she cost something like £100,000. It might not be so much, but shipbuilding has gone up.

1546. Vessels ordered by the State, specially designed for this trade, would possibly be even better suited for the trade than the "Loongana"? Yes.

1547. Presumably there has been some advance in shipbuilding since then? Yes; no doubt.

1548. *By Mr. Howroyd.*—In the event of improved port facilities, I suppose it would not be necessary to have vessels of such a type as the "Loongana"? I suppose you could get vessels drawing more water.

1549. *By the Chairman.*—In connection with such a service speed would still be essential? Oh, yes; at any rate, one speedy boat.

1550. *By Mr. Valentine.*—As a commercial man, do you consider that in Launceston such an enterprise would be favourably considered by the business people? I think it would.

1551. I look upon it this way—that if it were owned by a company of the commercial people of the State they would have the interests of the State at heart, and would do more, perhaps, even than the State would? Yes; I see your point, and it is a very good one.

1552. It would, perhaps, secure more loyalty? Yes.

1553. And as we have proved that the old T.S.N. Company gave every satisfaction, why could not a similar company give the same satisfaction? That is so. I am speaking personally, but we never had any trouble.

1554. Of course you realise that if the State entered into this enterprise they would be up against two strong companies? Yes; but I do not think it would last.

1555. Do you think if the State were inclined to subsidise an outside company altogether to make Launceston and other ports ports of call for the existing service, that the commercial people would get such benefit as they desire?—There are other companies, such as the A.U.S.N. Company, trading with all the interstate ports except Tasmania. If a company like that, with their fine boats, were encouraged by a subsidy from this State, or the Commonwealth, to make Tasmanian ports ports of call, would that give you satisfaction? Of course it would, provided we get reasonable freights and passages.

1556. Do you think there would be any risk of them falling into the same rut as the others? There is the risk, of course.

1557. Could you tell us whether freights in the other States have advanced in the same ratio as you have spoken of? I believe they have.

1558. Then Launceston's is not an isolated case? I do not think so.

1559. Do you think the city of Launceston has sufficient business to warrant a better service than you have at the present time? Yes; undoubtedly.

1560. Would the business of the port warrant the building of two "Loongana's," do you think? In the winter, of course, you would have to reduce your trips.

1561. Seeing that it would be necessary to reduce the running, could any company or the State run vessels at a cheaper fare than now charged? They would get the profit, of course, out of this trade.

1562. *By the Chairman.*—You believe the trade is a most profitable one to the companies at present engaged in it? Yes.

1563. *By Mr. Valentine.*—Do you think with a better service from Sydney it would encourage the tourist traffic? I do. They will not travel by the "Wakatipu," with her stuffy cabins, although she is a good seaboard, but slow.

1564. As to the matter of pillage, does not that happen on all lines, and is beyond their control? They have a shed, but there is absolutely no supervision. Anyone can walk in.

1565. *By the Chairman.*—One witness says the oversight on the part of the company is insufficient and unsatisfactory? That is my opinion, too.

1566. Have you taken into consideration in connection with the establishment of a State or Commonwealth shipping service, Mr. Unsworth, that people might possibly ask for the policy to be extended as between Hobart and Sydney, and with a possible extension to Queensland?—If a State service were established between Launceston and Melbourne, could not Hobart reasonably ask for the enjoyment of any benefit offered by such a policy, and demand a State-owned service, as far as the needs of Hobart are concerned? No. As I said before, I look upon this as a ferry service connecting us with the mainland, and why, I consider, the Commonwealth should run a service.

1567. Have you any recollection of some recent issue of shares of Huddart, Parker, & Co., which was immediately absorbed and quoted on the Stock Exchange at a premium? Yes. I remember that.

1568. That took place—how long ago? It was not more than a year ago, if so long.

1569. Their operations must be remarkably successful, then? We all know that.

The witness withdrew.

JOHN JOSEPH BROOMBY *called and examined.*

Mr. Broomby made the Statutory Declaration.

1570. *By the Chairman.*—Your name is John Joseph Broomby? Yes.

1571. What is your occupation, Mr. Broomby? I am a produce merchant.

1572. Doing business in Launceston? Yes.

1573. Are you aware of any feeling of dissatisfaction in the community with regard to the existing shipping service between Tasmania and the mainland? Like all traders we have our grievances. We went and interviewed the Union Company a little while back on some of our grievances. They took the "Wakitupu" off for a month, and we had no boat to Sydney for that time, which was a decided disadvantage.

1574. Did it cause you any inconvenience? It gave us great inconvenience, and in some cases loss. In one case we had not a boat for Eden for six weeks, and when they put on a boat for Sydney she did not call at Eden. We had one order cancelled because the man could not wait. That was one of the things we saw the Company about a little while ago, and asked them to undertake that if they took our regular trader off they would give a boat in her place. They did not give us the undertaking. I reckon we ought to have a boat a week to Sydney.

1575. Would that be a material advantage to the primary producers of this State? Yes; and it would also mean there would be a very good passenger business.

1576. You think the passenger traffic would be materially increased? Yes. Regarding the Brisbane trade, take the chaff: that is dumped at Geelong, and goes straight up north right up to Rockhampton or Townsville, and we here are at a great disadvantage in anything to tranship at Sydney. I went thoroughly into this matter some years ago, with the idea of putting down a dumping plant, which would save freight.

1577. The object of the operation of dumping is the minimising of space? Yes. We found we were at a disadvantage of something like 10s. to 12s. a ton from Geelong, and then there was the transhipment charges. If we could get a service that would go right on it would help us with the Queensland trade, not only in fodder lines, but in fruit.

Although I have never done anything in fruit myself a friend of mine has been at a disadvantage owing to the damage and substitution of cases of fruit in Sydney.

1578. As a commercial man, the transhipment to Queensland ports necessary at Sydney, where Tasmanian products are concerned, is a great disadvantage? Yes.

1579. And entails a serious loss to shippers? Yes. Last year (this was not my experience, but of someone else, and I do not know whether you will regard it as evidence), but I have been told that potatoes have been known to be even taken out of their sacks.

1580. Perhaps we had better follow the rules of evidence and obtain this from the gentleman concerned? Yes. He has been right up north, and has seen cases and the sacks, and has seen the contents and found they were not Tasmanian products at all; they had been substituted. A direct service would be a big advantage, and it would pay, I believe, to subsidise such a service.

1581. Is the boat at present in commission unsatisfactory in any respect for the trade?—Do you suffer a general inconvenience or only an occasional inconvenience? This year we had a good many extra boats on, but with the increase of space that will be required for fruit—and it will be a continually increasing business—I think there is sufficient to warrant a weekly service between Launceston and Sydney; and if possible I should strongly advocate that we have at least a fortnightly boat from Tasmania that would run on to Queensland.

1582. We have taken evidence on that point—that it would be an advantage not only to the north, but to the south? Yes. Taking this question of dumped chaff—that is a big trade with Queensland, and I know what is done from Victoria—we are absolutely handicapped out of it, because of there being no direct boat. I would have put down a dumping plant but for the extra freight and the cost of transhipment.

1583. Do you think the Queensland market a good one for Tasmanian products? It is one of the best markets we have, or should be. It is one of the best customers of Victoria.

1584. And it would be a great advantage to Tasmania to be given the same facilities as those of Geelong, for instance? Yes; it would mean there would be a great expansion.

1585. The Committee is naturally desirous of securing all the information they can get without wanting to know the secrets of a commercial man's business. A witness representative of the agricultural industry has given evidence to the Committee in which he stated his belief that the producers are prejudiced by certain arrangements made with the produce agents. If it is not asking you too much, would you say you if agree with that? We emphatically protested against the Union Company acting as forwarding agents. We stated that if a man wanted to forward his stuff he should forward it through a forwarding agent, not necessarily a produce merchant. We contended it was not the duty of shipping companies to be forwarding agents for farmers. Regarding farmers, I know that when the markets are up he wants to ship, and when they are down he does not want to. Those who ship regularly should have some preference regarding the space. For instance, as you are probably aware, the produce business is very often done months ahead on contract, and I want space to fill whether the market is up or down. I have contracted to ship a certain quantity each month, and it would be very hard on a regular shipper who fills a certain amount of space in every boat to be shut out when, say, the market is up. The farmer, of course, wants to ship when the market is

up. It would be pretty rough on the merchant—the regular shipper—to be shut out. We do not ask for any preference as a rule, but we say that regular shippers have not right to be shut out.

1586. Do your business obligations necessitate your contracting for space, such contract involving financial risk? No. We very seldom contract for space with the company.

1587. But as a regular shipper you want the preference? Yes; and we expect it. If I am in the habit of shipping 4000 it is pretty rough to be cut down to 2000.

1588. You think the preference is one of the ordinary customs of business? Exactly. We only ask the companies to do what is done in every branch of life or commerce.

1589. You do not contract for space? No.

1590. The result is brought about on the part of the regular shippers and the company by the application of a regular business rule? That is so.

1591. Have you given any attention to the question of a better steamship service between Tasmania and Melbourne as being vital to Tasmania's interests? During the summer months there certainly should be better cargo vessels. The "Loongana" is practically run for passengers from, say, now to the end of March. At present they do not care whether they take cargo or not.

1592. Do you enjoy any other facilities than those provided by the passenger boats? We have the "Waratea" once a week.

1593. Is she sufficient for the trade? No; not for the cargo trade.

1594. Have you heard of any move on the part of the traders of this community to secure the employment of any vessels? I believe certain people have chartered a sailing vessel.

1595. You will have noted the persistent agitation on the part of the press for an improved service with the mainland? Yes.

1596. Do you think the needs of Tasmania in regard to the development of the tourist trade and having a better mail service than that at present justify that agitation? I think it would be greatly beneficial to Tasmania to have a daily service—two "Loonganas" instead of one. It would help things considerably.

1597. The press seems to have the idea before it of a daily mail service to Tasmania from the mainland? Yes.

1598. Would that be a great advantage to the commercial community? Yes; it would help, of course.

1599. And it would incidentally mean, of course, facilities for the passenger trade? Yes.

1600. It would help develop Tasmania's resources? Yes. It would give greater facilities for export, too.

1601. You are aware of the projected scheme for improving the port of Launceston? Yes.

1602. What is your attitude towards the scheme on those lines? I would vote for it with both hands. I am in favour of it, and am willing to share in the taxation.

1603. *By Mr. Belton.*—For the deep-water scheme or for the whole thing? For the whole scheme. I think it is absolutely essential.

1604. *By the Chairman.*—Are you impressed favourably with the prospects of the fruit industry on the Tamar? Yes; I anticipate large developments.

1605. Have you had under consideration at any time the question of providing better facilities for interstate trade by State action or by action on the part of the Commonwealth?—You have seen that

urged for, and that the Postmaster-General has been negotiating with the companies? Yes.

1606. And you have noticed that the negotiations have fallen through? Yes.

1607. Do you think that an improved service is imperatively necessary?—Is it necessary to such an extent as to justify State action—the cargo trade, the passenger traffic, and the mail service—you may take the three together? I consider that the companies at present having the trade do not cater in an enterprising way for that trade, and the State should take action, because we are an island, and isolated from the other States, who have a Government railway connecting each State.

1608. And have the advantages of maritime transport as well? Yes; and the companies not being more enterprising and more satisfactory the State should take action.

1609. It has been suggested to the Committee by certain witnesses that the Commonwealth should be urged to take action in this matter. Of the two—the State or the Commonwealth—which would you prefer? I would prefer our own.

1609a. Any service designed with a view to providing better facilities you think should be owned by the State rather than by the Commonwealth? Yes.

1610. Do you believe that policy would be the better one because of the needs of the Tasmanian people being more likely to be more closely considered by a local administration? My experience of the great federal spirit has been one of great disappointment. I have seen the uncalled-for manner in which the other States have treated us over the potatoes, for instance, and am sorry to admit that as far as I am concerned the federal spirit was not existent. Each Minister of Agriculture was crying out "we must protect our own people," and their protection went a great deal further than it had any need to do. As far as Tasmania is concerned we might have been outside the Commonwealth, and aliens altogether. They do not care whether we exist or not. That is my experience, and in the case of any development of our own country in the way of steamship service by all means let us own our own.

1611. You believe there is a spirit existent on the mainland of non-consideration of Tasmania's interest? Yes.

1612. And in consequence of that you would prefer that a steamship service should be owned by the State and administered from Tasmania rather than be owned by the Commonwealth and administered from the Commonwealth centre? That is right.

1613. Do you think your attitude in this respect is representative of that of the people of the mercantile community of the North? I think the commercial community are favourable to that idea.

1614. You believe if the State resolutely faces the position in the interests of Tasmania's needs that such action would be commended by all the responsible elements in the community? I think it would be endorsed by all the business men.

1615. *By Mr. Belton.*—I understood you to say there was a difference of 10s. a ton as between Geelong and Tasmania in regard to freight to Queensland? Yes; at least 10s. I went very carefully into this matter, which was in regard to dumped chaff. I saw the trade being done by Victoria with Queensland, and I went into the question of dumping and freights, and I found that the freights absolutely prohibited any business being done. That was about three years ago.

1616. Have you anything to do with the butter export business? We deal with all grain and potatoes.

1617. You spoke of the development of the fruit industry? Yes.

1618. Have you taken into consideration the relative qualities of the fruit in the South and the North?—Do you think you are on the same footing here as regards quality, colour, and so on? Regarding the Tamar, I think we shall produce very good-quality fruit, and what I have seen of it at various shows it has been equal to that exhibited in the South.

1619. You are very emphatic from your own point of view as to the benefit of a State service as against one of the Commonwealth? Yes.

1620. You have known that two public men have made suggestions, one of which (by Mr. Jensen) was that money should be borrowed from the Commonwealth and the interest made up by the mail subsidy. That would have been a safe proposition? Yes.

1621. Have you given that any consideration? No, the question of finance was a matter I did not go into. As regards the Commonwealth, my experience is it would be more beneficial for Tasmania to do the business herself.

1622. Have you taken this point into consideration: the other States are developing along the lines now suggested—Western Australia, for instance? Western Australia has already started.

1623. Would it not be better for some central authority to have the organisation of all these interstate questions, so that one State should not compete with the other, Tasmania being a weak State financially? That is so. Suppose we had a line of ships and Victoria had a line, we should then be, perhaps, competing for the trade of this island with Victoria. I think there should be some arrangement between the Governments in that case. It would mean organisation or arrangement, but whatever you do, do not let the Commonwealth get hold of it. Our experience with the potato blight was a very bad one. They refused to discuss the matter with me, and said they would only do so with the Minister.

1624. *By the Chairman.*—Your idea is that Tasmania's interest has always remained subsidiary? Yes.

1625. *By Mr. Belton.*—You know we acted similarly in connection with New Zealand before that? There was a big difference. At that time we were an absolutely clean State, and we acted and bolted the stable door after the horse was inside. They had the blight as well as ourselves in Victoria, the same as we had in Tasmania. The two cases were not on all fours. New South Wales had more blight than we did, where they prohibited us altogether.

1626. You say emphatically that you intended providing for the dumping of your chaff, and because of the want of facilities to Brisbane you declined to undertake it? Yes. That would have provided a market every year for a certain amount of Tasmania's hay.

1627. *By Mr. Hays.*—Have the produce merchants made any representations to the shipping companies to carry the produce direct to Brisbane without transshipment? Yes; we made representations years ago, but the company doing our trade is the Union Company, and they do not go further north than Sydney.

1628. But have you offered any inducement for them to go beyond Sydney? You are probably well aware that there is, shall I call it, an honourable understanding between the company in regard to that.

1629. Have you a produce merchants' association in this State? Yes.

1630. As an association, have you approached them? No; not on that point.

1631. Do you send much produce from this State to Queensland ports? No.

1632. Is that as a result of the high charges? My evidence was chiefly in connection with chaff, but oats, peas, and potatoes have gone. Recently, owing to the restriction of the Queensland Government I have not shipped any potatoes.

1633. Do you think the interests would be better served by a weekly service? Yes.

1634. Is there sufficient cargo for such a service? Yes; I think there would be a great deal more than at present.

1635. Have you or the merchants forwarded produce to Sydney by the "Wakatipu"? Yes.

1636. Has it been satisfactory? Yes.

1637. You spoke of the freights between Geelong and Queensland ports being so much below the charges you can land stuff at those ports from Launceston. What are the freights? I can hardly remember what the freights are, they vary so much at the different ports; but I can say this—I went into the matter some years ago and was prepared to cater for the trade in chaff to Queensland, and knew very well that all things being equal the prices of our products were favourable compared with the prices on the other side—that is Victoria, who had the trade—and I found it would not pay, because I could not get the trade on account of the extra freight and the transshipment charges. This was at least 10s. a ton, plus the transshipment charges.

1638. *By Mr. Belton.*—Have you any objection to giving us the freights? No; I will supply it for you if you like.

1639. *By Mr. Hays.*—There is not any combination amongst the produce merchants here? None whatever.

1640. And the talk of a combine and monopoly is baseless? Yes; that is so. I only wish there was more combination amongst the merchants, not so much as a matter of price, but as a matter of getting better trading conditions. Any combination said to exist regarding prices is absolutely baseless. The conditions of trade are such as to make it absolutely impossible for any man to do business if hampered by a combination.

1641. You mean the conditions of the trade necessitate such a state of things as precludes any possibility of combination? Absolutely.

1642. *By Mr. Hays.*—Have you any knowledge of anything being done by the way of combination to the detriment of the producer who wishes to consign produce to Sydney? No; there is no combination.

1643. Have you produce merchants ever attempted to charter a boat to carry away the produce? Yes.

1644. Have you been successful? No.

1645. Why was that? We have always been told there have been no boats available.

1646. The principal exports to Sydney are such as straw and chaff? There are oats, peas, and potatoes, and grain also, and fruit.

1647. You are not connected with the fruit trade? No.

1648. Has cargo frequently been shut out here which was intended for Sydney? Yes.

1649. And the company have not attempted in any way to meet the requirements of the trade by putting on additional boats? Oh, yes; we have had a weekly service for a month or two, as a very great favour.

1650. Did you find that the trade increased as the result of the weekly service? It would have meant that we would have been at a loss if we had not had the weekly service. At one time I had to stop buying, even with the weekly service, because I could not get it away.

1651. Are you importers? We import such things as manures.

1652. From where? From Melbourne, and also from Europe.

1653. Have your firm suffered any inconvenience by way of the shipping facilities between Melbourne and Tasmania—the want of accommodation? Sometimes we have had stuff wait for three or four trips.

1654. That was for want of space? Not exactly; but because the boats have been doing double running, and have been hurried.

1655. *By Mr. Howroyd.*—Do you consider the present facilities for accommodating shipping at Launceston a drawback? Regarding the depth of water, undoubtedly it is a disadvantage.

1656. Do you think the port improvements recommended would tend to bring a larger and better class of steamers, and a more frequent service? It would help us in every way, and tend to take away the bad name we have got everywhere, which is not altogether warranted.

1657. There was something said about the possibility of competition between the various States owning lines of steamers? Do you think the element of competition would be so likely by the States as between the companies? I think the matter would be easy of adjustment.

1658. There would be no possibility of any argument against the State owning steamers on that account? No.

1659. Do you think there is a serious danger of any strong competition from private companies against State-owned companies, where the loss would fall on the shareholders, whereas the State has the resources of the State behind it? I think if any company had a lucrative trade and found someone against it they would fight.

1660. But you do not think they would have a strong probability of success, as the State would have with all the people behind it? No. I think provided we could get the steamship companies to treat us reasonably there would be no necessity for the State to interfere; but the companies acting in such a manner as to be detrimental to the interests of the country, the State should have a line, and once they start it, make up their mind to stick to it whatever the outcome may be. I am very strongly in favour of the State owning the steamers as against the Commonwealth.

1661. Do you know any rates charged by the railway that may be regarded as preferential, and may act adversely? No; I do not know of that.

1662. You do not know of anything like preferential freights in favour of Devonport as against Launceston? No; I do not know anything of it.

1663. Have you any reason to think that the fruit is a growing industry, and likely to increase the trade of the port? Undoubtedly. I think we will see Launceston twice as big within the next 10 years in consequence of the improvements to be effected.

1664. *By Mr. Valentine.*—Have you considered that there may be other means adopted by the State in encouraging better shipping facilities, such as subsidising one of the other companies—would you be in favour of seeing that done before having a line of our own? It would all depend. To subsidise the present people I should say no, but with an opposition crowd, I should be in favour of it.

1665. That is to say, if a strong company were brought into the business, especially if they would open up Brisbane as a port? Yes; if they would open up the Queensland trade. It could be done in this way—that we could possibly make, say, Launceston the terminus, and starting from there pick up cargo on the way, and go right on.

1666. A company like the A.U.S.N. Co. would do the Queensland trade and make Launceston a port of call—would that be for the betterment of Launceston? Undoubtedly; that or any other strong company, but if we could not get better treatment than that of the last 10 years I would be strongly

in favour of a State-owned line. The very fact of competition would make them more obliging. If the companies were aware that unless they catered in a reasonable way as regards the service they give and the charges they make that the State would be prepared to enter into the business, it would mean that the people of the State would be much better served than formerly.

1667. Do you consider that the present trade of Launceston warrants the establishment of a weekly service to Queensland? I would not say a weekly service to Queensland. We could do with a fortnightly service, or even once a month; it is the direct boat we want; that is the particular thing. The very fact of having communication would be helpful to us. A service of that kind would create its own traffic, as have our trams. The more facilities that are given the more is the trade.

1668. As a merchant, can you tell us what goods would be offered for import from Queensland to Launceston? Fruit, I think; that is about all I know of.

1669. *By Mr. Howroyd.*—Do you think bacon and cheese would be brought in? At certain times they might be brought, and there would be a great deal exported.

1670. *By Mr. Valentine.*—There would be other things besides chaff to export—fruit for instance? Yes. We could produce anything that Victoria produces, and I think there would be a fair trade.

1671. *By the Chairman.*—You believe that if Tasmania had a satisfactory shipping service with Queensland she could legitimately expect to enjoy a fair proportion of the trade now being done between Victoria and Queensland? Yes; that is so.

1672. *By Mr. Valentine.*—Can you say whether you think the trading community of Launceston would be prepared to assist in subsidising the means of opening up a better communication with Sydney and Queensland? That is to say, would the people be prepared to themselves subsidise a service—no.

1673. We had evidence to show that firms down south would guarantee freights and the subsidy? We would not do the same thing here. The business here is much more split up. The party who would be prepared to subsidise to any great extent must have the biggest end of the business. Here we are all doing a bit, and it would not be worth anyone's while to subsidise.

1674. Not even the association? No; I do not think so.

1675. There is not sufficient enterprise, then? No; you could put it that way.

1676. *By the Chairman.*—That service you desire with Queensland is also desired by traders in Southern Tasmania. What would you think of the establishment of a service which would have Hobart as its Tasmanian terminating port, call at Launceston, and then go north along the coast of Australia as far as Queensland? I think Southern Tasmania would have to have a steamer going from the south and the northern steamer from Launceston to the North-West Coast, which is equally interested with us.

1677. But do you not think in the early stages that a trade with Queensland, with a service of that description, would serve the north and the south alike?—There is not sufficient trade from any one point; but if the trade from the whole of Tasmania, having Queensland for its object, were gathered together, would not it justify a service? I do not think you could ever have one service between the two, because it would take a steamer very nearly the same length of time from Hobart to Launceston as from Hobart to Sydney.

1678. But the service need not be particularly frequent? It would be a great deal better if we only had one service. There should be only one port of call, and have the boat either come to the north or to the south. It would not be a bit of good, with the very expensive conditions of running, to go, say, from Hobart to Launceston and the Coast. The following could be done providing a service was seriously contemplated. It would be much better for the boats to leave Northern Tasmania and Southern Tasmania alternately. The produce from the end of the island that did not have a boat that week could be shipped to Sydney, and be transhipped there into direct boat.

1679. That would necessitate the transhipment of northern products? Yes; but it would mean that the expense would be infinitesimal compared with the other.

1680. *By Mr. Belton.*—Would not an alternative service meet the case? Yes; that would meet it, but having one boat to do the whole of Tasmania on one trip is out of the question.

1681. *By the Chairman.*—You were suggesting the possibility of produce being railed to Hobart. Would the cost of railing it to Hobart do away with that advantage, which would enable you to commercially compete with the shippers from Geelong? Yes; I think it would.

1682. A good steamer with good cargo capacity and fair passenger accommodation might develop a good trade on the lines suggested by Mr. Belton? I think so.

1683. Do you think it worthy of consideration? Yes. If you are going to run a service from Tasmania to Queensland, not only would it do the Tasmanian and Queensland trade, but you would touch at all the ports. For instance, you could take in cargo at Brisbane for Sydney, and for all other ports on the coast.

1684. It would participate in the general trade between Tasmania and Sydney, for instance? Yes; and all other ports that you touch at.

1685. And the establishment of such a service, even if the boat only left here monthly, would be beneficial? Yes; and enable us to get a share of the trade now held by Victoria.

1686. Tasmania's position may be regarded as an exceptional one? Yes; we are isolated.

1687. And that of itself would generally justify exceptional action being taken? Yes; undoubtedly.

1688. *By Mr. Valentine.*—We understand that many years ago the trade between Tasmania and the mainland was done by a Tasmanian company which gave general satisfaction. They were up to date. Do you consider that the commercial men in Launceston and other parts of Tasmania would be favourable to the formation of such a company, if it were subsidised? That is a question that one would hardly like to reply to off-hand. As to the why and wherefore of the Tasmanian company going out of the business, it is generally known that the directors were not used to opposition, and were willing to be absorbed by the Union Company sooner than fight.

The witness withdrew.

FRIDAY, OCTOBER 11, 1912 (AT HOBART).

LOUIS MANTON SHOOBIDGE *called and examined.*

Mr. Shoobridge made the Statutory Declaration.

1689. *By the Chairman.*—Your name is Louis Manton Shoobridge? Yes.

1690. You are a landowner? Yes.

1691. And an exporter of primary products? No; not at present. I have retired from that.

1692. You have been engaged in the orcharding industry? Yes.

1693. You have been an orchardist on a pretty large scale? Yes.

1694. You have also been a grower of hops? Yes.

1695. You are pretty well acquainted with the details of the shipping services between Tasmania and the mainland? Yes.

1696. Do you deem them in any way insufficient or inadequate for the requirements of Tasmanian trade? I always found them sufficient.

1697. Are you aware of any movement in the direction of securing better steamship services between Tasmanian ports and the mainland? Yes.

1698. Have you been associated with it in any way? Not directly.

1699. You are well aware of such a movement having been afoot? Yes.

1700. You are aware there is a feeling of dissatisfaction on the part of many people associated with the commercial life of this end of the island with regard to the existing services? I have heard it generally remarked, more in connection with the fruit and shipping to the eastern States; Queensland more particularly.

1701. Have you had any experience of the Queensland market? Yes; with fruit. I have shipped there regularly, but the difficulty was the transshipment in Sydney.

1702. You regard the transshipment necessitated at the port of Sydney as a bar to the expansion of the trade? Yes; it is more or less detrimental to the trade.

1703. From your experience of the Queensland market, do you consider there are possibilities of considerable expansion? Yes; seeing it is situated in the tropics, they cannot produce our fruits to perfection.

1704. You believe there is a large market and good prospects in Queensland for the products of a State situated in such a temperate climate as Tasmania? Yes.

1705. You say that the services, generally speaking, were satisfactory during the time you were personally actively engaged? Occasionally there was a difficulty in the transshipment. There would be delay, and we would miss the Brisbane boat, the fruit being kept back for several days.

1706. Did it ever involve you in financial loss? Yes.

1707. Was it serious? The fruit would be more or less damaged through the delay, and so would often miss the market and not realise such a good price. That was in regard more particularly to pears.

1708. The transshipment necessitated increased cost in freight? Yes; there is the cost of transshipment; there were two freights to pay.

1709. The cost of transshipment is now put down as a charge? Yes; I think it has been included now in the freight. I do not know that there was a special charge for transshipments; it was simply that the returns from Brisbane included (freights) so much. I could not say what the freights actually were—whether the item was included in the freight from Hobart to Brisbane.

1710. What are the principal articles you have exported to Queensland? Fruit and hops.

1711. You have sent hops? Yes.

1712. Do those of your family who have succeeded you in the business still export hops to Queensland? Not hops for a number of years now. The hops have been sold under a contract, delivered in Hobart, and have nothing to do with the shipment beyond Hobart.

1713. You have had a sufficient market in your own State for hops? The mainland buyers come here and buy. The hops go to the mainland just the same.

1714. Do the Queensland buyers come here? People from Melbourne really buy the hops.

1715. How many years were you exporting fruit to Queensland? For some 30 years.

1716. Did the trade greatly expand? Yes; it increased largely in volume.

1717. Up to the time you ceased exporting, did you notice an increase? Yes; there was an increase; it is some two to three years ago now.

1718. If there were a steamer service from Hobart to Queensland ports, obviating the necessity of transshipment at Sydney, do you think the trade between Tasmania and Queensland would materially expand? I think so.

1719. Have you any occasion to complain, as a business man, of the mail service?—Did the mail service prove insufficient for your business needs? Do you mean for the carriage of fruit, or anything like that?

1720. No. Did you deem the mail service too infrequent? I have not found it so. I would not have a very great amount of mail matter.

1721. You are aware that in connection with the interstate shipping service it has been particularly urged, especially in the north of the island, that it is to the advantage of the mercantile community to have a daily mail? It would be, I should think.

1722. Have you in any way been connected with the tourist traffic? Not directly.

1723. Have you been associated with any of the bodies that have for their object the development of this traffic? No; I have not; not directly.

1724. As a leading man for many years in primary production in this part of the State, have you any suggestions to offer to the Committee which you think would be of assistance to them in regard to the development of Tasmanian trade with the mainland, or the necessity for better steamship services? Not beyond more than a direct steamer right along the coast to Queensland, speaking more particularly of fruit. We cannot send much to the west. The eastern States—New South Wales and Queensland—are our chief markets. Victoria is rather too similar in its production in the way of fruit, and South Australia, too. There is very little market there, and we are practically shut out from the west by regulations intended to keep out the pests.

1725. You mean that stringent regulations in Western Australia militate against the development of Tasmanian trade in that direction? Yes; very much.

1726. Are the regulations in the eastern States not nearly so stringent? No; not nearly.

1727. Would you think it of particular interest to Tasmania to especially develop and cultivate the trade with Queensland? I should think it would be. It is a very large territory, and a very wealthy State.

1728. Did you ship fruit in a large way? Comparatively, I should say I did.

1729. Could you give us any idea of the volume of your exportation, say, the number of cases of fruit, and what kind? Altogether it would be from 20,000 to 30,000 cases.

1729A. Was that the exclusive production of your own orchard? Yes; I was not a fruit dealer. I only shipped what I grew myself.

1730. Do those who have succeeded you on your estate maintain the same production and exportation? They are increasing it.

1731. To the eastern States? They will, and also to the overseas, because it is the English trade very

largely we devote ourselves to. That is outside the Commonwealth, that we term "overseas."

1732. Would the Committee be justified in thinking that any measures it might suggest for the development of the steamship services between here and Queensland would have your approval, as a primary producer? Yes.

1733. *By Mr. Sheridan.*—How would you suggest an improvement in the steamship service between here and the Eastern States?—Have you any suggestions to make? It might be simply left to private companies or the State might take it up.

1734. That is whether the Commonwealth should run a line of steamers or whether the Tasmanian Government should run their own, or whether it might be done by private companies? It is questionable whether the State could run as economically as the private companies, and it might be a heavier burden on the taxpayer.

1735. That is the Tasmanian Government? Or the Federal Government.

1736. Is there any possibility in the near future of a private company taking up an enterprise of this kind—a direct service to, say, Queensland? The difficulty is to compete with those already controlling the service.

1737. Those controlling the service already, I believe, say it will not pay to improve the service. If that argument be correct, do you think the State or another private company should enter the business? I think greater benefit would be received from a private company, because if the present company say it will not pay, probably the State would involve the taxpayer in extra cost to make up the deficiency, as someone would have to do.

1738. Have you ever lived in Queensland? No; but I have visited it occasionally for short periods.

1739. You do not know whether the trade in other primary products can be worked up—potatoes, for instance? I should think possibly potatoes could.

1740. They do not grow much down this end? No. I think there should be an outlet there for potatoes, as they will not grow as well in Queensland.

1741. I was wondering whether you had any personal experience in that production? No; I have not.

1742. Have you given the matter of South American trade in fruit any consideration? I think there is a very good market there if gradually developed?

1743. We have had witnesses who were very laudatory in regard to the future expansion of the trade with South America; are you in agreement with that? On certain lines we can; but it is a wealthy country in natural products; for instance, meat and grain. It is wonderfully fertile. The great trouble there is the unsettled state of the Government.

1744. With regard to fruit, do you think there is a good market in Buenos Ayres? I think there is a good market for us there, and it rather extends the season beyond the English one. The English season is so short, and we want a market to follow that.

1745. Have you had any experience yourself of the export of fruit to South America? I have not shipped direct myself, but have sold fruit destined for South America at a good price. I thought it better to take the price offered here than to risk the shipment.

1746. You are aware that any fruit shipped from here to South America has to go *via* New Zealand, and be transhipped? I thought we had steamers which took it direct; I was not aware of it.

1747. *By Mr. Hays.*—Do you think there would be sufficient trade between Tasmania and Queensland to warrant, say, a weekly service between this port and Queensland? I think there should be.

1748. And do you think the trade that would be done has possibilities of development such as would induce a company to run a weekly service? By calling at intermediate ports, say at Sydney, and then going on, there might, I think.

1749. What has been your experience in the shipments you have sent forward to Queensland—was it more profitable than Sydney? Taken on the average they have been about the same.

1750. There are considerable quantities of fruit sent from here to the Queensland markets? Yes. Of course, the Queensland market is somewhat controlled by the Sydney market, because the Sydney people make a practice of sending regular consignments forward as well.

1751. *By Mr. Sheridan.*—On their own account? Yes. The dealers send it on, knowing the state of the market, which is, therefore, seldom very much different to the Sydney one.

1752. *By Mr. Hays.*—What are the freights between Sydney and Brisbane, approximately? I could not say. It is three years now since I have had anything directly to do with the business, and generally on the account sales it was "freight," so much, without the details.

1753. Have you found your fruit has suffered considerably through transshipment? At times it has.

1754. Are you aware of any direct shipments from this port to Queensland? No; I am not aware of any.

1755. *By the Chairman.*—Would you kindly think over this aspect of the question. In regard to the matter of developing the trade with Queensland there seems to be some community of interests between the north and south traders. Do not you think it possible for a service to be established that would make Hobart a port of departure on one trip and, say, Launceston the port of departure on another? Would that be a fortnightly service?—

1755a. Yes: as far north as Queensland. Do you think there could be a satisfactory service run on those lines? I do not think so, as far as fruit is concerned. I think a weekly service is necessary for fruit.

1756. We have had evidence from Mr. Henry Jones that he considered a fortnightly service would be a great boon for a start? Mr. Jones, of course, would have had more experience than I have.

1757. A fortnightly service direct would be a great improvement, at any rate, for general trade? Yes.

1758. Do not you think, then, that a service run jointly with one from the north of the island would materially advantage Tasmanian traders? I think it would.

1759. On a recent occasion a very small steamer—in fact, I think it was a river excursion steamer—was sold from Hobart to Queensland. Those associated with the vessel took advantage of its being sold and making the trip to Queensland to load it with fruit, and it has been stated in evidence, that the fruit arrived at Brisbane in a better condition than any fruit that had ever reached that port, and it brought top prices. Is not that indicative of the very great value to Tasmania of a direct service? I should quite expect that result. I think the fruit lying in Sydney Harbour would more or less deteriorate.

1760. The question I am now about to put is almost an academic one, but I think it might be recorded. Do not you think the tourist traffic between here and Queensland would induce Queenslanders who visit Tasmania to contract a liking or increased apprecia-

tion of Tasmanian products? Yes; and I think they would appreciate a direct service, too.

1761. *By Mr. Sheridan.*—In your experience of shipping fruit to Queensland, do you think there is more damage done by transshipment than by the length of time it takes to get there? Yes; I think so; it is the handling of the fruit.

1762. Following up the Chairman's question with regard to the small steamer—the "Excelsior"—which went to Queensland: she took a long time to get there, of course, and notwithstanding that the fruit arrived there in excellent condition, and brought a splendid price. Now, do you think, supposing we could make some arrangement with the A.U.S.N. Co., who travel as far as Adelaide, for them to call in at Hobart to load their vessels with fruit it would be an advantage? Yes; it would, but I have always understood there would be a difficulty in the way. If they would come it would answer the purpose.

1763. Supposing they would come, do you think the fact of them calling at Melbourne and Sydney before arriving in Queensland would tend to the deterioration of the fruit? Not very seriously, if they had well-ventilated holds.

1764. *By Mr. Hays.*—Have you ever made any representation to the shipping companies with a view to getting your fruit handled in a more careful manner in order to avoid the loss from deterioration? We have approached them from time to time, and they have effected a good many reforms in connection with the handling.

1765. Do you think, although the fruit may be transhipped in Sydney, it is possible by careful handling to prevent it from suffering, or very little? It is not always the handling. It is often the delay, which means the boat just being missed for the northern ports. The connections are not always complete. At times we have missed the boat and the fruit has had to remain in Sydney a day or two longer.

1766. I understand you have exported largely to the English market. What has been your experience of the shipments with regard to the condition in which the fruit was landed as against its condition on being landed in Queensland? You mean how would it compare on arrival?—

1767. Yes: or when it reached the merchants. What were the reports in the main? I think, on the whole, it arrives in England quite as well, or better. It is carried under different conditions. There is the cool chamber on the English boats.

1768. It would be subject to almost the same amount of handling, would it not? There would be a little more handling going to Brisbane.

1769. *By the Chairman.*—There is no transshipment going to England? It is difficult to make a comparison between the two, the conditions are so different.

1770. *By Mr. Hays.*—Do you think a line of steamers calling here would need cool chambers for the northern ports? Yes; or to have better ventilation in the holds.

1771. *By Mr. Sheridan.*—In the event of a line trading, say, as far as Cairns, would it be necessary to have a cool chamber? It would be an advantage; their fruit is brought on deck for the sake of ventilation. Our fruit is not carried on deck.

1772. It is on the Queensland coast? There is no doubt a cool chamber would be an advantage.

1773. *By Mr. Hays.*—What would you consider would be an inducement to the companies to call here—would you suggest a subsidy being given? Unless they could get a certain amount of freight guaranteed it would be necessary for a company to be subsidised. The subsidy should help the trade, and be an encouragement.

1774. Do you think there would be sufficient trade right through the year, or only during the fruit season? I think, combined with other products besides fruit, and the tourist traffic, there should be enough to keep the trade going right through the year.

1775. *By Mr. Sheridan.*—With the help of a subsidy? Yes; unless they could be guaranteed a certain amount of trade it would be difficult for the companies to be got to take it up. The produce comes more in the winter time, whilst the tourist traffic is in the summer.

1776. *By Mr. Hays.*—Another point has occurred to me. In the event of a direct line of boats being put on between this port and Queensland, do you think the facilities given here to the exporter of fruit to send shipments forward to Queensland would be an equal inducement for Queensland growers to send their fruit here, that would be in any way competitive with Tasmanian fruits in this State, or bring about serious competition? I do not think their fruit interferes much with our own; that is, the tropical fruit, such as bananas and pineapples. I think we would be better for the freer exchange.

1777. You do not think it would act detrimentally with Tasmania's interests? No; I do not think so.

1778. *By the Chairman.*—Is there any point upon which you have not been examined, Mr. Shoobridge, upon which you would like to make any suggestion? Nothing occurs to me just now.

1779. You do not think you can give us any further information that might be of assistance to us? Not beyond the questions you have put to me, Mr. Chairman.

The witness withdrew.

CHARLES ERNEST WEBSTER *called and examined.*

Mr. Webster made the Statutory Declaration.

1780. *By the Chairman.*—Your name is Charles Ernest Webster? Yes.

1781. You are a merchant doing business in the city of Hobart? Yes.

1782. In what lines do you do business? In most lines connected with the natural products of the soil.

1783. You do business in primary products? Yes; mostly. And we do a certain amount of importation.

1784. Do you export largely to mainland ports? At certain times we do.

1785. What are the articles you export principally? Wool, skins, grain, bark, hops, and potatoes to a limited extent.

1786. To which of the mainland States do you export principally? Wool and skins, both to Victoria and Europe; grain, bark, and hops mostly to Melbourne; and potatoes to Sydney.

1787. Do you export fruit? Not to any extent.

1788. Are you aware of any feeling of dissatisfaction on the part of the mercantile community of Hobart with reference to the existing service between Tasmania and the mainland ports? I think at times the traffic gets very congested, the boats not being sufficiently large to handle it; but that, of course, is particularly at rush times, when there is a sudden advance in market prices of the natural products in the other States. It is very difficult to handle any rush traffic. The boats seem to be at those times quite incapable of dealing with it, but such periods are irregular, and only last a short time. You are speaking now purely of the export trade, I take it; not of the passenger traffic.

1789. The feeling of dissatisfaction to which I have referred is exhibited also in connection with the passenger traffic? Yes. I think there is a pretty general feeling of dissatisfaction there.

1790. Have you been associated with other commercial gentlemen here in representations made to the shipping companies for the providing of a better service between Hobart and the mainland States? I was not. I was absent at that time.

1791. Are you aware of the nature of the representations they made to the companies? Yes.

1792. Do you think those representations were wholly justified by the circumstances? I think so. There is no doubt, of course, we are most considerably hampered at times, but on the other hand if the companies provided more space and more accommodation during the slack season they might not be able to fill it. I think the representations were principally that there was not sufficient accommodation either for freight or passengers—that is to say, for a considerable portion of the year; but during the other portion they would go empty, or half empty, if they provided more. I think, particularly in the summer months, the passenger accommodation is insufficient for the traffic. Then, in the winter months, when they are short of space for fruit perhaps they do not get passengers. I am referring to the Sydney trade. I think the Hobart-Melbourne trade is well provided for; far better than is absolutely necessary.

1793. The better provision there is incidental to the traffic between Melbourne and New Zealand? Yes. The boats are as distinctly in advance of our requirements, as the others are behind it.

1794. Have you any feeling of dissatisfaction with the existing mail services between Tasmania and the mainland? They are very inconvenient, indeed.

1795. To you, as a commercial man? Yes.

1796. Would you be kind enough to detail to the Committee the particular features of such inconvenience, as they present themselves to you, or as you have experienced them? I cannot give you exact details, but the dates on which the mails arrive seem to entail considerable delay in transmission, and it so frequently happens that our English mails are delayed—hung up in the other States—partly through irregular running of the steamers and partly through their starting on the wrong days. The inconvenience has been very considerable of late in connection with the running of the "Rotomahana" between Melbourne and Launceston.

1797. The running of the "Rotomahana" has occasioned you inconvenience in regard to mails? Yes.

1798. The evidence taken so far by the Committee seems to disclose an almost complete unanimity of opinion on the parts of the northern and southern mercantile communities regarding the desirableness of a steamship service between Tasmania and Queensland, which would obviate the necessity for transshipment at the port of Sydney. What is your opinion in regard to that—would the establishment of a service of that kind advantage you in regard to trade with Queensland? It would increase the trade if a service could be established, but I do not know whether there is enough trade at present to make it pay.

1799. That is one of the matters the Committee is investigating? We do not do sufficient direct trade with Queensland to say how much it would be of advantage.

1800. But do you think the prospects of trade with Queensland would be materially increased if a direct service were established? The trade must be increased, but whether it would be material or not I would not like to say. I do not think that it would, because although the cost of transshipment

would be obviated, on the other hand if a direct service were established they would probably charge correspondingly higher freights. The principal advantage would be the saving of time in marketing perishable products and the lessening the risk of damage in transit. There would be a certain amount of expense saved in transshipment, but if there were a direct service established I think they would have to put higher rates on than the two combined rates now charged to induce them to establish it. After all, they must get a rate that would pay them. If the service can be established at a fair rate of freight it must increase the trade between the two States. The difficulty will probably be the back freight.

1801. A service from Tasmania to Queensland that obviated the necessity for transshipment, that the vessels engaged in could touch at Sydney, would also secure in all probability a share of the trade between Sydney and Queensland? If they touch at Sydney—yes. In that case the delay operates against the direct trade of perishable products. It should be an inducement, I think, for a good line of steamers, that there would be an encouragement to passenger traffic.

1802. It is only fair you should be put in possession of the impression of the Committee from evidence given by other witnesses in regard to the question I am now going to put. A service obviating the necessity of transshipment has been so highly esteemed by Mr. Henry Jones as to lead him to tell the Committee that he is prepared to give a subsidy towards such a service. Would not you regard that as pretty substantial evidence in favour of the way Tasmanian trade would be developed? Undoubtedly. In giving my general ideas I am applying myself more particularly to the products we export. We do not handle fruit or jam at all, and I could not, except in a general way, speak as to the increase of trade in those particular articles. I am talking now of potatoes, hops, grain, and other products of that kind. A direct service would probably lead to an increased export in potatoes, and if we can get them there at a cheaper rate it must increase our trade.

1803. If the State assists in establishing a service of that kind, and did not make too large demands, would not you hail such a service with a certain degree of pleasure? Certainly.

1804. And you, of course, believe it would perhaps almost immediately, but certainly in the future, develop production? I believe there could be no doubt about it. I would not like to express an opinion as to what subsidy should be paid.

1805. The existing service between Hobart and Sydney compares very disadvantageously with the existing service between Melbourne and Hobart? Yes; very, as to passenger accommodation.

1806. And the superior service between Hobart and Melbourne with that between Hobart and Sydney, as a whole, owing to the fact that Hobart is a port of call between Melbourne and New Zealand? Yes.

1807. If such a service as Tasmania enjoys as that between Hobart and Melbourne existed between Hobart and Sydney, do you think Tasmania's commercial interests would be materially advantaged? Unquestionably. That is rather shown in the summer months when the better class of boats come here. Hundreds of people who come would not have undertaken the trip in the other boats. I am referring to the mail boats which come from Sydney to Hobart and on to Melbourne.

1808. They come for the large fruit shipments? Yes; and bring hundreds who would not make the trip on the other boats.

1809. You have travelled very frequently between Tasmania and the mainland? Yes; fairly so.

1810. Does the accommodation for passengers on such a boat as the "Loongana" compare favourably with that provided on the mail-boats? Well, of course, it would be on a smaller scale, but I think the "Loongana's" accommodation is very good.

1811. Is there more "elbow-room" on the big mail-boats? Oh, yes; you cannot really compare the two, but I think the "Loongana's" accommodation is good. She is, of course, only for the Melbourne Launceston trade, and particularly fitted for the shallow river.

1812. But the bigger the boat the more attractive to passengers is a truism, of course? Yes; it is an encouragement to people to travel.

1813. Are you directly associated with any organisation having for its object the development of the tourist traffic from the mainland? No.

1814. Have you taken any personal interest in the matter? I have not personally identified myself with it.

1815. Have you noticed that the volume of tourist trade in the summer has affected in any way the local consumption of the articles you handle in your business? No; because we are dealing with products in a wholesale way, and so our trade is not affected.

1816. If it is affected it is in such a circuitous manner that you do not feel it? Yes.

1817. *By Mr. Sheridan.*—From your business experience, do you think there would be any probability whatever of an endeavour to float a private company for the purpose of establishing a line of steamers to trade from here to Queensland meeting with any kind of success? It would be very doubtful. I do not think it would.

1818. Would you favour the State of Tasmania establishing a line of steamers, or chartering a line, even though it would be directly unprofitable for a few years? I would not like to express an opinion on that. I would have to see a lot of figures before I would be prepared to speak on the matter.

1819. Do you know if any association here has approached any other company to allow their steamers to call? I do not know whether they have or not.

1820. You do not know of any association that has ever done that? No.

1821. *By Mr. Howroyd.*—In reference to the Queensland trade: you spoke of the difficulty of back freight, I think. Do not you think that difficulty would be largely got over if some other companies, such as the A.U.S.N. Co., were subsidised to call at Tasmanian ports on their way down? I dare say it would if they had back freight from Brisbane, or Queensland, to Melbourne, and as long as it did not interfere with their passenger traffic.

1822. There would be a back trade in sugar to Hobart? We do not handle sugar now-a-days, and I am not sure it does not always come through Melbourne where it is refined.

1823. Do you experience much difficulty in regard to the Sydney trade from here? At times we have great difficulty to get produce away; in some seasons the difficulty is very great.

1824. What is the present service from here to Sydney? It is a weekly service, or else every 10 days. At present it is weekly.

1825. I think you said you did not favour the idea of the State entering into competition, is that so? What I said was that I did not think there was any chance of floating a company locally; that is, to induce people to subscribe the necessary capital.

1826. I suppose you have not been into the question? No; I have not.

1827. *By Mr. Hays.*—You have experienced difficulty, you say, in shipping your produce from here to Sydney? Yes; in some seasons it is very great.

1828. You mentioned, I think, that at the present time you have a weekly service? Yes.

1829. And at other periods of the year it is irregular? It is regular in a way, but not so frequent. It is every 10 days instead of seven.

1830. That is because there is not sufficient to induce them to make more frequent calls? It is very seldom we have more frequent service than a weekly one. Sometimes they put boats on to meet the extra trade.

1831. With regard to the freights to Sydney, do you think they are reasonable? They are not excessive, but I would not call them cheap.

1832. Have they increased during the last few years? Yes; they have, a little; there have been one or two small advances.

1833. Has any attempt ever been made, or inducement offered to the companies now trading between Hobart and Sydney, to go further north to Queensland? I do not know about that. We have not taken any direct part in anything of the kind. Our particular business with Queensland is very small.

1834. You are not aware of other merchants in this State doing a large trade with Queensland? Oh, yes; the fruit people do.

1835. But apart from fruit, as produce merchants? No; we used to do a better trade in hops than we do now. It may be that the Melbourne and Sydney speculators have rather got the handling of that trade.

1836. You are not aware of any direct shipments being made to Queensland with regard to farm produce? Potatoes, of course, are sent there.

1837. But they are all transhipped? Yes.

1838. You have never had a direct shipment to send forward? Not for many years. We have in years gone by, but it was a good many years ago.

1839. Are you a large importer? No; not large.

1840. What has been your experience as an importer?—Have you found the services from the various States satisfactory? Yes. We import mostly through Melbourne.

1841. And it has been satisfactory? Yes; the boats on that line are very good. The Sydney importations are occasionally difficult to get down. We import fertilisers, &c., from there.

1842. Have you had any experience of the trade on the North-West Coast? We had up to two years ago. We had a considerable export trade between the North-West Coast and Sydney for a number of years.

1843. And not with Queensland? It was sent on to Queensland, but it was mostly sold through Sydney houses.

1844. You are aware there is a considerable trade there? Yes; both for potatoes and oats.

1845. What did you find, as an exporter from the North-West Coast, with regard to the service between the ports up there and Sydney—was it satisfactory? Well, at times it was not at all satisfactory. It was handled under high pressure.

1846. Did you deal largely in potatoes? We did fairly largely, but never very largely.

1847. Did you send any consignments of potatoes through to Queensland ports? No; we avoided it as much as we could.

1848. May I ask the reason? It was the difficulty and delay of transhipment, and of course at certain times the potatoes require to be marketed soon after they are picked over.

1849. Your experience as a shipper of potatoes from the North-West Coast, and possibly from here,

has persuaded you that the fact of having to tranship in Sydney is detrimental to the producer and to the exporter? Yes.

1850. That would be obviated by a direct line of steamers? Yes; it would benefit the potato trade, most materially.

1851. Did you do any trade from the North-West Coast with chaff? At certain seasons we did. We have not handled produce from the North-West Coast now for two years; we closed that section of our business. We did a fair amount in chaff, and the same remark applies as to the potato trade—the difficulty of transhipment; in fact, more so with chaff than potatoes.

1852. *By the Chairman.*—The Committee, Mr. Webster, wants to get all the information it can, but at the same time the members have a proper regard for the susceptibilities of business men with regard to their businesses, so if you have any hesitation in regard to telling us if your business with the other States discloses any prospects generally of considerable expansion we will not press for a reply? I have no objection to answer the question whatever, but it is somewhat difficult. I would like to think it did, but I do not know whether it is so or not. It is a big question, and I have not given it consideration. In some productions it ought to increase, but it depends, of course, very largely on the facilities afforded.

1853. If there were a steamer trading fairly regularly between the port of Hobart and Queensland, and obviating the transhipment of produce at Sydney, would that materially advantage your firm in regard to exportations? I think so, unquestionably. Queensland is the market for a good deal of our produce. New South Wales takes a lot of our produce for transhipment at Sydney for Queensland, which goes there through the hands of Sydney intermediaries.

1854. Then Queensland is a valuable market for Tasmanian producers? Yes. With greater facilities there is no question that the trade would follow.

1855. I am going to put to you a question which is more in the province of Parliamentarians to discuss, but still Parliament represents the people, and I want the opinion of the people in the commercial life of the community. Now, do not you think the State would be justified at times in making provision for the development of the country's resources by providing facilities somewhat in advance of the actual present needs, Mr. Webster? Yes; certainly, with limitations, I think so. I think the State is justified in opening up fresh markets within certain limitations if there is a prospect of continuance.

1856. And there is, of course, a tendency on the part of private companies to not be too far in advance of actual needs. They content themselves with providing for bare trade necessities. I am speaking more particularly of shipping companies? Yes; I think they give you only what they consider necessary; they naturally try to fill up every time.

1857. You think there is justification for a State having the needs of a young country like our own in view being a little more courageous than the ordinary business man would be in regard to railways, steamship services, and so on? I think so; that is really answered by my previous reply.

1858. Is there anything we have not elicited from you you would like to offer voluntarily? I do not think so.

1859. *By Mr. Hays.*—You are aware there is a considerable trade done between Victoria and Queensland in regard to chaff—dumped chaff—as a result of having a through service, and that they are able to compete to great advantage against Tasmanian products in that direction. Do you think if we had a service between here and Queensland the trade

could be fostered? If you can get it through at the same rates of freight. With a direct service from Melbourne right up the Queensland coast, I take it they would get more reasonable freights.

1860. I understand they can get it there at something like 12s. a ton less than we can? That is where Victoria and New Zealand get the advantage over us.

1861. As a merchant in that particular product do you think our chaff compares favourably with that of Victoria? I think so; very favourably. For that market it is a quality of chaff that should be better suited, not being so dry as the Victorian chaff.

1862. *By the Chairman.*—Has the A.U.S.N. Company any Hobart agents, do you know? I think Huddart-Parker are their agents.

1863. Just one more question, Mr. Webster. As a citizen, I take it you would regard the tourist trade as very important to Tasmania? Yes; very important indeed. I consider it one of the biggest assets the State has got.

The witness withdrew.

FRIDAY, OCTOBER 11, 1912.

HON. HENRY DOBSON *called and examined.*

Mr. Dobson took the Statutory Declaration.

1864. *By the Chairman.*—Your name is Henry Dobson? Yes.

1865. And you reside in Hobart? Yes.

1866. And you have been Premier of the State of Tasmania? Yes.

1867. Are you aware, Mr. Dobson, of anything denoting dissatisfaction on the part of the mercantile community in a general way on the existing steamship service between Tasmania and the mainland? I am aware that there has been, and is still, a great deal of dissatisfaction at Launceston with regard to the steamers that take our people on to the mainland, and I think that we rather prejudiced our case by putting up so long as we did with steamers like the "Pateena" and the old "Coogee." There is not the slightest doubt that that service remained for far too long a time than the importance of the traffic warranted. If we had studied our shipping interests better, we should not have stood the service I am referring to so long.

1868. Have you been associated with any public movement for the purpose of securing any better steamship service between this State and the mainland? As President of the Tourist Association I have always taken a deep interest in those things. Now that we have the "Loongana," we have a steamer that carries the mails quickly and is an excellent passenger boat, and after giving the matter very careful consideration I have come to the conclusion that the most feasible thing that we can urge is that we should have a second "Loongana." There is the "Rotomahana." She is out of date, breaks down occasionally, is not nearly up to the requirements of the travelling public, and uncertain with regard to the delivery of her mails. Now, I understand, that the Union Steamship Company is willing to give a second "Loongana."

1869. We have not had that submitted to us in evidence yet? I understand such is the case. Of course, I recognise that that would require a lot of negotiation about, because if the company provided a second "Loongana" it is safe to expect that they would want a larger subsidy for the carrying out of the mail contract. Though I am opposed to subsidies generally, being convinced that they are dangerous things to create, yet there are circumstances which

occasionally warrant them being paid. If the subsidy were increased, it would be in payment for a better steamship service. Two steamers of the "Loongana" class would provide a tip-top service, and we should be able to afford to pay for it, and the company would naturally expect to be paid for it.

1870. In connection with the service between Hobart and Sydney, have you any observations to make with regard to that? I have considered that matter on numerous occasions in connection with our tourist traffic. It has come personally under my notice in connection with a family of my own. They have been coming over here every summer for the past 10 years, and there is a very grave complaint in regard to the discomfort of the two steamers which are running in that trade. This mainly applies to when they are overcrowded, at Christmas time and holiday time, and there is not the accommodation on board to cope with the traffic. The difficulty I see with regard to the present service is, that while it is not too good yet, it is not too bad for a small port like Hobart, which has only a very small passenger traffic during the winter months. That is the aspect of the case which presents a great difficulty. For about 12 weeks during the summer months the accommodation is not quite sufficient for the traffic offering, making the boats overcrowded, and, consequently, uncomfortable, with the result that passengers at those times are continually crying out for a better service. But my experience has been that the travelling public are gluttons for comfort and luxuries, and some are never satisfied. They want all they can get, and they do not give any consideration to the steamship company, which has to make a paying concern of it. It is a business proposition with them. My family, when they come down here, have to go weeks beforehand to the office to engage their berths, which at times makes it very inconvenient, and they also have to engage their berths to take them back again before they leave Sydney, as it has been found a very great difficulty to get berths on the homeward trip. Those are the matters that are operating against our tourist traffic, and for that time of the year they want remedying.

1871. For how many months of the year does this press of business extend? As I have already told you, it would be about 12 weeks; but possibly the steamship people, who keep statistics, would show that there is not very much to complain about after, say, February. But there is a good deal of trouble generally even to get home in March.

1872. We had Mr. Seager here giving evidence, and he said that there was a distinct tendency for the tourist season to lengthen. What do you say about that? Yes, there is; but that is partly owing to the large ocean-going steamers that call here—the big steamers that come here from Sydney on their way home, to take the apples away. They bring a large number of people with them. Some stop here for a couple of days, while the steamer is loading, and then go on with her. Then they also bring a large number who stay here a few weeks, and then pick up a later steamer and go on with her. Those passengers who might have come earlier put off their trip because they prefer the large mailboats to the smaller vessels in the trade. In that way the season is being prolonged. I do not see it is fair to think that more passengers are coming by the "Westralia" and "Palooa" at the end of 12 weeks, or getting into the autumn. I do not think that can be shown.

1873. Most of the passengers arriving here then come by the large mailboats? Yes.

1874. You are one of the promoters of the Tourist Association? Yes; I started it, and Mr. Seager has been with me from the start of it.

1875. And it has extended greatly since your initial efforts? It has.

1876. You are still associated with it? Yes. I would like to say, with regard to the traffic, that it is worth while to spend a little more money for the conveyance of the mail, for at the same time it would be improving the tourist traffic. The better facilities you give the tourists for travelling the more they will take advantage of them, and that is a point that deserves to be kept in mind, because I believe that the tourist traffic should be fostered as far as possible. With the climate and the scenery that we have got, I am convinced that the tourist traffic is one of the greatest assets Tasmania has got. You might not be able to see it yet, but that it will be I am certain. Wait till there are 10,000,000 of people on the mainland; that will be the time my words will be proved true. Where will they go during the summer months? They must go somewhere for a change, and here in Tasmania there is all that they desire right at their very doors. We are bound to get an enormous amount of tourists here. There is no speculation about it to my mind. It is a fact, and will be sure to be realised. You only have to imagine what will happen when millions are peopling the mainland to recognise how Tasmania will benefit then.

1877. I think that will be generally admitted, that your representations regarding the tourist traffic are quite accurate; but have you noticed that the traffic has expanded considerably; that there has been an annual expansion? Yes. I have noticed, and have checked my own thoughts by two things: First of all by Webster, Rometch, & Duncan's tickets that the passengers take, and the trips they go, and the receipts, and also by the business that is being done at the Springs Hotel, of which I was the founder. Last season was the best we have ever had at the Springs, far and away; it was a capital season.

1878. Was it a record? Yes.

1879. The Secretary of the Tourist Association sent us down some figures which absolutely prove what you say? I am certain of it. The passengers that came here and made the trips up exceeded all previous years, and I am confident that will continue.

1880. I suppose, Mr. Dobson, you have, as a public man, given consideration to the question of Tasmania's insularity, which practically necessitates, for the purpose of this State's development, the very best kind of maritime transport between here and the mainland States? Yes. I have considered it on very many occasions, and I have taken part in debates in the Federal Parliament in regard to it. I would say this, that if there is any trouble about obtaining a second "Loongana" to supplement the present service, then I claim that we would be absolutely justified in asking the Federal Government to enlarge the subsidy to the mail contract on the ground that we are outside the Commonwealth, so to speak, that we are removed from the seat of Government, and that we have a right to some expenditure here as against the enormous expenditure that is going on on the mainland in connection with the construction of the two railways. There is the Transcontinental railway, that has already been committed to at a cost of millions. I am sure it will cost five or six millions of money, perhaps more. I do not for one moment believe that that railway will be done for anything like the four and a half millions that it has been estimated to cost. Then they are going to construct a railway from Pine Creek to Katherine River, a distance of 70 miles; and they are also being pushed by South Australia to connect with Oodnadatta. It will mean that there will be something like ten millions of money to be spent on the mainland by the Commonwealth on railway communication, and

I do not think we would be asking them too much for a few thousand pounds a year to enable Tasmania to obtain a good steamship service. I claim that Tasmania has a *bona fide* right to it, and we would be perfectly justified in asking the Federal Government for that assistance.

1881. The other States, with the railway construction going on, will have two means of communication with each other, viz., railway and maritime, and that in that respect it intensifies the disadvantage Tasmania is suffering under owing to her insularity? Yes; that is a fair position to take up, and one which should be remembered by the Commonwealth when considering the matter.

1882. But we are always doomed, because of our geographical position. We are doomed to rely entirely on a maritime service between here and the mainland? Yes; there is no get out of it.

1883. You willingly concede, therefore, that finding ourselves in that position, that we should have the very best kind of steamship service? I do. It will pay us in the long run to have that, because of the passenger traffic. Give the increased facilities and comfort, and the traffic must increase. It is increasing now—there is no doubt of it—under present conditions, and with an improvement in that respect it will go on at a much quicker rate. But, of course, you will have to take into account the increased cost of running steamers now to what previously obtained. The provisions in the Navigation Bill must increase the cost, and it is a very great pity that the Peninsula and Orient Company and the Orient Line, and those steamers that carry coloured crews, have got to alter their wages-sheet in the way proposed. It is going to extremes, and it is going to do Tasmania considerable harm, and going to deprive this State of a lot of traffic and, incidentally, the money that the tourists who travel by these boats spend when here. There is the white Australia question, and let them stick to that if they like, but they ought not go to the extremes they propose.

1884. As far as the Navigation Bill is concerned, the only bearing that it will have on the scope of this enquiry is the possible withdrawal of those vessels that bring tourists to Tasmania; by the withdrawal of the oversea boats from the trade? Quite so, because they have been instrumental in attracting large numbers of tourists to Tasmania by the facilities they offer to travel.

1885. You think that the prohibition of the mail-boats embarking in the interstate trade will militate against the expansion of the tourist traffic? Yes; I feel certain of it. It will stop a lot from coming who annually make the trip, and deprive us of others who might be induced to come if the large steamers were running here. There are many people in Australia who want luxuries in travelling, who will pay for it by the large mail steamers, but who will not come if they are confined to the smaller boats.

1886. During the course of this enquiry various suggestions have been given from time to time in the evidence of witnesses, and which have been recommended to the Committee, and I will enumerate a few of them to you, Mr. Dobson, for your consideration. It has been suggested that Tasmania should establish a service of her own with the mainland, controlled here and run in Tasmania's interests; it has been suggested by some witnesses that they believe in a Commonwealth service being established which will serve the different Australian States, and incidentally serve Tasmania; it has been suggested by some that the Government of this State ought to assist in the formation of a Tasmanian company which will enter into competition with the other companies; it has been suggested that the State should subsidise one or both of the two companies that are

now trading between Tasmania and the mainland, to improve the present service; it has been suggested that the Government should invite some company which is at present engaged in the Australian trade, and which is not at present running to Tasmania, to come here and enter into competition with the two companies that serve us at present. Now, Mr. Dobson, which of all these different suggestions do you favour or regard as being about the best suited for the Tasmanian conditions? I regard none of them favourably, and believe it would be a great mistake to carry out any one of them, except as I have already said, that under the circumstances the Federal Government ought to pay a higher subsidy for the carrying of the mail service, because if that were done it would mean that a good passenger service will be given also.

1887. You believe, then, that the best method for securing better shipping facilities is for the Commonwealth Government to more substantially subsidise the present steamship companies? Provided they give good mail service and increase the accommodation for passengers. That is a thing that I consider the post-office officials might recognise, either directly or indirectly, viz., the comfort of passengers and the facilities afforded the people of Tasmania to get to the mainland, where the seat of Government is, where the Federal Parliament is, where everything obtains that controls Tasmania by the Commonwealth.

1888. Do you think, Mr. Dobson, that Tasmania has been in anywise neglected because the directorates of the two shipping companies at present running in the Tamar trade exercise their energy outside of Tasmania; that the head office of the directors of the existing companies are both outside of Tasmania? No. I would not like to say that, because they have got a good office here. You could not expect those companies to have a head office in all the capitals of the States; there can only be one head office. I do not think that Melbourne or Sydney is being neglected by those companies on that account, if you can call it neglect. They have to do the best they can for their shareholders, and personally I do not think our business justifies better steamers, except as I say, during those three months when the traffic is at its best.

1889. Do you remember the Tasmanian Steamship Navigation Company, which used to run steamers from here to the mainland? Yes, I remember something about it; but I cannot speak with any knowledge as to it.

1890. Could you say that at the time when that company was engaged in the trade, that it kept fairly abreast or somewhat ahead of the shipping requirements? You can hardly compare the workings of the two companies. There was very little tourist traffic in those days, and our population was a mere handful. You cannot speak of the two companies as being alike, as the times are altogether different.

1891. You say the conditions have so changed during the past few years that you cannot make comparisons with the two companies? No; you could not fairly do so.

1892. Well, I will ask you to consider this question, Mr. Dobson. Suppose it came to your making a decision regarding the establishment of a Commonwealth-owned line of steamships, and a steamship service owned by the State of Tasmania, which would you decide in favour of? I do not care about either.

1893. You have already told us that, but I will put the question to you in this form. Do you think a steamship service owned by the State of Tasmania could be administered more satisfactorily in regard to the catering for Tasmania's needs than one owned

by the Commonwealth and administered from the Federal seat of Government, which at present happens to be Melbourne? That is different to my having to decide in favour of having one or the other. Perhaps it might be, from a financial aspect, better if the Commonwealth Government did it. Financially, the Commonwealth ought to do it, but speaking patriotically, and to suit our own convenience, Tasmania would do it better.

1894. We are the only outside State of the Commonwealth? Yes; that is right, and of course demands special treatment. But what you have to remember is that when you once enter on a steamship business you do not know where you are going to end; that is the trouble. There are so many things that it leads up to.

1895. You regard Tasmania as being too weak a State financially to embark into such a business as a steamship service? I would not say that Tasmania is absolutely too weak, but I do say that a steamship business is a perilous enterprise to enter upon. If the State did start a line of steamers, it would have to meet the competition of all the companies trading to the other States.

1896. Take the State of Western Australia. The developmental needs of that State urged the Government there to get a better service by means of the State embarking in a business of that description quite recently, has it not? Yes; but, you see, that if you once commence such a business you have to go on with it, and you endeavour in a particular State by means of steamers, to go in for socialism, which I do not believe in. It appears to me that a Government which enters upon a business of that kind is fighting its own people. If there is a monopoly put it down with the strong arm of the law, but if there is no monopoly there are always measures to be adopted to improve present conditions.

1897. We have been told by witnesses that there is practically no competition between the two companies at present trading here? No, there is not; but you cannot say that the fares are exorbitant. If they were, then they could be told that if they were not made more reasonable competition would be brought about.

1898. You do not think the fares are excessive? No, not at present; but I am afraid you will very shortly be faced with increased fares. In my opinion the Navigation Bill is going to increase the cost of the working of the steamers, and you will have to pay higher fares in consequence. The companies will have to pass the extra cost on to the travelling and shipping public.

1899. *By Mr. Sheridan.*—The object of the Navigation Bill is to protect the Australian coastal vessels from the competition of the oversea vessels? You mean the competition of the mailboats?—

1900. Yes? That may be so, but it will result in a considerable loss to us. A certain proportion of tourist people might come by the ordinary passenger boats, but it will mean also that a certain proportion will not come at all if the mailboats do not come here.

1901. Have you personally made representations to the shipping companies as to the inadequacy of the present service? I have attended with deputations to the local managers, pointing out in what way the service might be improved.

1902. And what has been their attitude on those occasions?—Is it that the trade does not warrant a better service? Yes. They say that the trade does not pay to give an improved service. Some members of the Tourist Association and some of the commercial folk of Hobart waited on the managers of the steamship companies, and urged that a better boat should be put on the Sydney trade, with the result

that a large steamer was put on; but that was for only one season, and then they took it off again, saying that it did not pay and that the better boat did not make any difference to the traffic. I contend that one season is not long enough to prove whether the trade would pay a larger steamer running. There are so many things that might act against it in one season. Take a coal strike, or wharf lumpers' dispute, or a lot of other things that would affect the position. It was a coal strike at Home that affected the sale of our apples in London. Another point is that when we want a bigger boat here during the 12 weeks of our summer season, New Zealand wants it worse. I can say this, that I do think the directors of the Union Company look closely after the New Zealand traffic because the trip there brings them in twice as much as bringing them to Hobart; but they only favour them in the exercise of their business. It is a four-days' trip to New Zealand.

1903. Have you any personal knowledge of the financial result of the operations of that company? No; I do not know anything about it.

1904. Have you any recollection of the recent issue of stock shares by one of these companies? Yes; they seemed to go off very well. I thought of buying some myself at par, but after considering the matter I shook my head and said "No." It was not good enough for me. I would rather have a safer proposal than that.

1905. What would you suggest in the way of an improvement on the steamship service between here and Sydney?—You very clearly and definitely told us that a larger Commonwealth subsidy might secure another "Loongana"; but that is for the Launceston-Melbourne trade. Have you any suggestion to offer regarding the betterment of the service between Hobart and Sydney? I think, if it is a fact that mailboats or any steamers that carry coloured crews are to be shut out of the trade and not allowed to make Hobart a port of call for passengers, then I think we ought to ask for and get a bigger boat for the Sydney summer traffic for the 12 weeks that it lasts. We should have a 5000-ton boat at least.

1906. There has been a generally-expressed desire on the part of representative witnesses examined by this Committee that Tasmanian producers should have the benefit of a service to Queensland. At present, to get their produce to the northern State, it is necessary to send it to Sydney, and there tranship it to Brisbane, and the witnesses are unanimous in their opinion that a service should be established to obviate the transhipping? I was thinking of that as I walked down here, and it struck me that after all it was a question of cost. What I would like to know is, have we enough trade to warrant a good steamer being put on?—

1907. The point is, is it advisable to establish a service between Tasmania and Queensland?—It is a point on which the commercial opinion of Southern and Northern Tasmania is unanimous. They desire to see a service brought about to obviate the transhipment at Sydney? That, of course, is most desirable; but can it be done. The steamship companies could tell you what the traffic is, and then you can see how much is being transhipped, and whether it would pay. I know the progress Queensland is making, and it is going ahead more than any other State. She must take our fruit and things of that sort, jams, and other produce.

1908. Do you think any reasonably forward step that this State might take in assisting in the establishment of a service between Tasmania and Queensland would be justified? It might do to put on a small steamer suitable for the traffic. If it does not pay, then they would have to be given a subsidy. I would do that on the ground that you should give

every assistance to the producers. I would sooner see a subsidy given to primary producers than to any other class in the community.

1909. It has been suggested that a service might be established between Tasmania and Queensland, making Hobart the port of departure for one trip, and Launceston for the next trip, and so on alternately? That would be fair. I was going to allude to Launceston. The people of the North should have a fair share of what is going, as they have a large quantity of produce to be exported.

1910. You think that it is a matter that could well be given reasonable attention to? Yes. The subsidy would not be very great. We would not want a passenger steamer with all modern conveniences, but you could take passengers too.

1911. You think the State might reasonably assist? Yes, if the traffic warranted it. That could first be ascertained.

1912. *By Mr. Sheridan.*—You are prominently connected with the Tourist Association, I understand? Yes; as I said, I am its founder.

1913. Could you supply any figures at all as to the tourist traffic for a few years past? I believe the Secretary is supplying all you want in that direction.

1914. Could you say if the number of tourists from season to season has increased? I believe it has, from my mixing up with them. I know of a cattle king from Queensland—a very wealthy man—who has bought a place down the Channel, and is now living there. That came of a visit to Tasmania on a tourist trip.

1915. Has your association approached any company as to the advisability of calling at Hobart for cargo? No; I do not think we have.

1916. You have not asked another company to enter into competition with the present companies? No; we have not.

1916A. From your business here, as a business man, and also as a public man, do you think that there is any chance of a private company to establish a line of steamers between here and mainland ports, say Sydney and Brisbane?—Do you think there would be any chance of any endeavour of that kind being successful? I do not think so.

1917. Seeing that is so, and also seeing the necessity of establishing a better service, you would prefer a subsidy being given by the Government? Yes. I think it is the safest and best.

1918. You think that is preferable to the Government chartering a steamer? Yes; because of what the Union Company pointed out—that is, that they have not got a big steamer. Every time we want it other people want it, too. Any part of New Zealand pays better than our traffic does. They want large steamers there as well as we do. There are thousands of people who wanted to come here last summer and could not do so. During last month a man said to me that Australia had lost a thousand immigrants. It was a public man, and, I understand, he was sent home to look after immigration. They cannot get the steamers to bring them out here.

1919. Seeing that private enterprise does not seem to be equal to the occasion to establish a line of steamers to assist trade generally, do not you think the State ought to come to the rescue in some way, directly or indirectly, for the development of Tasmania? No; I do not, because Tasmania is being developed. If you had another competitor in the service I do not think it would pay both of them. Tasmania is being developed; all parts are going ahead, and the steamers are improving. If we got a second "Loongana" we would be in a fairly good way. The steamers that are running in the Sydney service are not too bad, but, as I say, they are not sufficient for the twelve weeks of the tourist season.

1920. *By Mr. Valentine.*—Are you of the opinion that if we had a better service between here and Brisbane that it would serve to encourage a great many more tourists? I think it would, if the fares were fairly reasonable. Just as we find hundreds of servant maids, dressmakers, girls in shops, like a trip to other parts, who will pay 6d. for afternoon tea, so we will find that Queensland girls of that description will come here if the fares are made reasonably cheap. But they do not come now because they cannot afford to go from Brisbane to Sydney, then to Melbourne, and across to Tasmania, as it makes it a too expensive trip for them. If we can only make a start in that direction, the few who do come over will advertise Tasmania when they go back, and once you get a direct service to Queensland it would do a lot of good. But I believe it would end in having to pay a subsidy for it. I believe in doing it in that way, as it is for a good motive. Look at the money that is spent by those wealthy people who bring their motors over. I would see that the principal roads of the State were kept in good order for the motors, so as to induce their owners to come across.

1921. *By the Chairman.*—You are very optimistic in advancing the tourist traffic? I am. It is a dead certainty; there is no speculation about it.

1922. *By Mr. Sheridan.*—Most of the witnesses attached importance to working up a trade between Melbourne, Sydney, Queensland, and Tasmania? Yes.

1923. You spoke of the Commonwealth subsidy; I understood you to refer to the Commonwealth giving a subsidy for the carriage of mails, but could you approach the Commonwealth for a subsidy for a service between here and Queensland, for the mails from the northern State are brought *via* Sydney and Melbourne? I think we might on account of the position we occupy. And here is a point that is worthy of being considered: we built our own railways, and we had to purchase the Main Line between Hobart and Launceston, the money being found by ourselves. The State has lost thousands of pounds in interest on the railways. The Commonwealth is now engaged in the construction of two railways at our expense, and from which this State will derive not the slightest advantage. Taking that into consideration I feel that we have a splendid claim on the Commonwealth to bring about an improved shipping service between Launceston and Melbourne, and between Hobart, Sydney, and Queensland. I always opposed the construction of the transcontinental railway, although I always thought it should be built, but not by the Commonwealth. We built our trunk line, and why cannot South Australia do the same. That is a question of policy, of course, but I always opposed the construction on that ground. There is a sea of blue between ourselves and the seat of Government of the Commonwealth, and we are deserving of every consideration in consequence. It is because of our geographical position that calls for urgent attention. Those two States through which that railway is to pass should undertake to indemnify the rest of Australia against loss. Give them a liberal subsidy for the conveyance of mails, because of the railway having to go through the desert; but if there is any loss the State concerned should indemnify the other States from contributing to meet it.

1924. *By the Chairman.*—Though you have been dilating on questions of policy, yet your arguments are permissible in view of the fact that you are trying to show that the assistance being meted out to those two States of the Commonwealth adds to the strength of our claim on the Commonwealth for a better shipping service? Yes; that is the reason I introduced the railway construction.

1925. *By Mr. Sheridan.*—Several witnesses have testified that in their opinion a really good trade could be established between here and Queensland ports in fruit, potatoes, and grain. Now, seeing that that is so, and that in the event of competition by other steamers not being established by private enterprise, and in the event of the company not accepting a reasonable subsidy, do not you think that Tasmania would be justified in either chartering a couple of steamers, or of establishing a small line of steamers in order to develop that trade, even though it might not be directly payable? No; I hardly think so. You put it that private enterprise will not do it, the reason of that being that it would not pay.

1926. They look at it from a directly profitable point of view, and the State has another aspect to look at? That is so, but we cannot usefully discuss the question until we know what the traffic is. It requires going into to ascertain what the traffic has been in the past; what is likely to offer should a direct service be established, and the possibilities of a return freight from Queensland to Tasmania, possibly obtaining cargo for Sydney *en route*. I feel convinced that the passenger traffic would increase, but at the same time I am not in accord with the State going in for the shipping business. The State might in some way assist private enterprise.

1927. *By the Chairman.*—Mr. Henry Jones was a witness, and he spoke of the possibilities of such a service being great. He committed himself to the statement that his firm would give £1000 spread over four years to subsidise any company that gave such a service? That is useful evidence, but have any witnesses given you any idea of what the probable traffic would be?—

1928. Yes; we have had evidence as to the estimated quantity of produce that would be exported to Queensland from Messrs. W. D. Peacock & Co., Messrs. H. Jones & Co., and one or two others; but, of course, we have not been able to get any tabulated statistics of what was likely to be sent? If that evidence is good, with a subsidy some steamer should take up the running between here and Queensland.

1929. *By Mr. Sheridan.*—Private enterprise would not touch it in the same way as the Government would construct a line of railway? Yes; I quite see that. This has also to be thought of—that every load such a steamer takes from the Queensland service you deprive the other two steamers of it. Queensland is a large State, and well worth looking after. It should be able to take a large quantity of Tasmanian produce.

1930. The idea is to go right up to Cairns without transshipping? Yes; that is a good idea if it will pay a shipping company to do so.

1930A. The proposed line of steamers between here and Queensland would make Sydney the first port of call both ways? Yes. I understand the idea—that cargo will be carried to Sydney and landed there, and then the through traffic will be carried on to Queensland.

1931. We are making the primary producers here our first consideration? Quite so.

The witness withdrew.

HON. FRANK BOND, M.L.C., *called and examined.*

Mr. Bond made the Statutory Declaration.

1932. *By the Chairman.*—You are the Hon. Frank Bond? Yes.

1933. You are a merchant? Yes.

1934. And reside at Hobart? Yes.

1935. You are a member of the Legislative Council of this State? I am.

1936. Have you heard from time to time, Mr. Bond, that there is certain dissatisfaction on the part of commercial men here with the existing steamship service between Tasmania and the mainland States—protests have been made, and representations also made by the officials of the shipping companies here, and so on? Yes; principally from a passenger's standpoint, I think.

1937. You have interests in Queensland, have you not? Yes.

1938. And attention to them necessitates your travelling a good deal? Yes. Not so much now; I go up there about once a year.

1939. Do you, as a merchant, send stuff to the northern State? I do, frequently.

1940. Do you export a considerable volume? Not to Queensland? I ship fairly regularly there, but it is not a port that I send very much to.

1941. What do you send there? Bark.

1942. Tasmanian wattle bark? Yes.

1943. Does the transshipping of the stuff you send to Queensland at Sydney cost you anything, or does it interfere with the development of your trade? I should think it does, because we pay for transshipping, and have to pay nearly double the amount for freight as from here to Sydney.

1944. Do you send by the boats that usually trade there, or do you charter a boat to carry it? I send everything by steamer.

1945. By those steamers that ordinarily coast to New South Wales? Yes.

1946. There seems to be a great desire on the part of commercial men of the northern and southern ends of the State that Tasmania should have a shipping service with Queensland which would obviate the transshipping of perishable produce at Sydney? Mine is not a perishable product. It does not hurt it to knock it about loading and unloading it. It is in bags, and it does not hurt it.

1947. We recognise that; yours is not damaged? No; and it has not to be sent at any stated time. I can hold my goods till I know a steamer is due to leave Sydney for Queensland.

1948. Do you think Queensland is likely to become a good market for Tasmanian produce? I should think so, because of the amount of fruit they already take. I think New South Wales and Queensland take more fruit from us in a year than England, and it is spread over a longer period. Take Tasmanian jams, for instance. I have had a station in Queensland for the last six years; there has been no other jams used there but Tasmanian. My station is 600 miles inland from the coast. We will not take anything but Tasmanian potatoes there. We will not have Queensland-grown potatoes. I remember a case that occurred last year, when I sent down to buy a ton of potatoes. It is a long way to carry them—600 miles. They sent along Queensland potatoes, claiming they were Tasmanian. I sent a sample back and made a claim for the freight, as they were not Tasmanian potatoes, and they paid half the cost of transit; and that is no small item for such a long journey. As far as potatoes, fruit, jams—those are the principal things that are produced here in Tasmania—a large quantity is, and will be, consumed in Queensland from Tasmania.

1949. You think Tasmanian products, such as those you have mentioned, are likely to continue in favour in Queensland? I think so.

1950. I wish to put you in possession of certain information, as it has been put to the Committee. Such a gentleman as Mr. Henry Jones thinks so highly of the possibilities of trade between Tasmania and Queensland that he has, in evidence given to

this Committee, expressed his willingness to pay £1000, spread over four years, as a subsidy to any company that establishes a service between Tasmania and Queensland, which would obviate transshipment. Would you say that of itself, added to your own observations, indicates a development in the trade? I think it is certain. It stands to reason that Mr. Jones must benefit to that amount, or he would not offer to pay it. He must be satisfied that his trade would increase.

1951. Such a service does not at present exist. The object of this inquiry is to see whether that public discontent or dissatisfaction is justified in any way, and to advise the legislature to undertake in some reasonable way to foster and develop Tasmanian trade. We also have it in evidence that a small boat that was trading here was sold to some firm in Queensland. Those connected with the sale loaded the steamer with Tasmanian fruit, and it crawled, so to speak, up the coast of Australia to Queensland, with the result that her fruit was landed in a better condition, and obtained better prices, than any Tasmanian fruit had ever done before? It may have been better fruit. The only difference could have been the way fruit is knocked about by being transshipped at Sydney. That could be the only difference in the case, because the fast boats would land their fruit much quicker. The knocking about would possibly cause a difference.

1952. We have it in evidence that people up north would like to have the opportunity of sending stuff to Queensland without transshipment? You would require two boats to be able to do that.

1953. It has been suggested that there should be a fortnightly service, boat leaving Hobart one trip and Launceston the next trip? You would have to have two boats for that. You could not get to Queensland and back in a week. If you had two boats one could trade to one port and the other to the other port. For one particular time of the year, if you had two boats, one half as big again as the other, when North-West Coast potatoes were in, it would be able to cope with the traffic up there. When our fruit, potatoes, and other produce were in we would want a larger boat then. You could not do the trade with one boat except by having monthly trips—Hobart one month, Launceston the next, and so on alternately; but that would not be any good to meet trade requirements.

1954. A fortnightly service, would that do? Then there would have to be two boats to do that.

1955. You say you have had an interest in Queensland for six years, and I suppose you have moved about among the people there? Not to a great extent. I only go there annually.

1956. Do you think anything that would obviate the necessity of transshipment would lead to an increase in the tourist traffic? I am certain of it. I will give you my idea of the way matters are worked with reference to that. I will at first say that, as far as I am individually situated, I have got a splendid service, because I trade principally with Victoria and New Zealand. They give a good weekly service to those ports—a good cargo service. But the through freights are higher than they have been for 10 years past. We know there is a certain arrangement. I know there is an arrangement between certain companies that they will not trespass on each other's coast. Now, you could not get the Union Company, Huddart-Parker, or Howard Smith, nor any other company, to go out of their territory into another's. You may talk to the companies till you are tired, and they would continue to tell you the freight does not warrant it, that it will not pay, and so on, because they will not trespass on another company's trade. There-

fore you cannot get a boat from Hobart to Brisbane or from Brisbane to Hobart, because you are interfering with two separate coasts. The two separate companies—Union Company and Huddart, Parker—they finish at Sydney, and the other companies go round to Melbourne and up to Queensland. The only thing that could possibly be done would be for the Government to give a subsidy to a new company to start with, so as to take up the running. I think in a very few years, if there were two boats—even chartered boats for a couple of years—that I think they would be then able to go on their own, and pay afterwards. The Government subsidy could then be withdrawn.

1957. You say, as a commercial man, that if two boats were chartered and established in this trade in the way you have indicated that in a few years' time they would be self-supporting? I believe they would be. It would be unreasonable to think they would earn sufficient to pay the cost of charter, insurance, right off from the outset, but certainly within two years they would be self-supporting. I certainly believe that after looking at the conditions. I have not had much time to give the matter detailed consideration, but having been closely connected with shipping business for the past 25 years I am confident that they will pay their way after two years, and the subsidy given by the Government could be withdrawn.

1958. You have very great hopes of the trade expanding between Tasmania and Queensland? Yes. There are a lot of interests that would have to be beaten down first. As soon as you start a line of boats here you are competing with the Union Company and Huddart, Parker between here and Sydney. You would not go direct from here to Brisbane; you would first call at Sydney with whatever cargo was on board, and then go on to Brisbane, and back again. You would not trade with a boat merely direct to Brisbane and back. You are going to interfere with many lines of steamers, by going into two different territories, as far as boundaries are concerned. I would not go and take an oath that they have such an understanding, but we all know they have. We know they have got forbidden ground.

1959. There is a general understanding regarding their lines of trade? Yes. If one steamer started I feel certain of this. I have not got any knowledge of the North-West Coast, or what quantity of trade they have got. I have knowledge of the Hobart trade, and I say positively it is my belief that a boat would pay straight away from Hobart to Queensland, touching at Sydney. The boats that are at present running—the companies are not doing it for fun. They only go to Sydney, and I dare say they would give thousands of pounds to be able to go on to Brisbane, but they cannot, because if they do the other people would come in here and go to New Zealand. If one company touches another company's ground they can expect retaliation, so I say that a boat going from here to Sydney, and then going on to Brisbane, would really be in a better position, in my opinion, than the "Palooa" and the "Westralia" that are running there now. It will interfere very much with them, because your Sydney trade would be brought so much in with the Brisbane trade; but I do not think it would pay, unless you called at Sydney on the way up.

1960. Do you think such a service as you describe between Tasmania and Brisbane would be of material benefit to Tasmania? Yes; it must be. Every ship that calls at Hobart must be of benefit to this city. I am taking it from the standpoint as to whether it would pay without assistance from the Government, but I am satisfied that that assistance would be only for a short time.

1961. Do you think the State would be justified in taking action? Yes. I am speaking outside of my own trade, because as far as my trade is concerned I have got no perishable goods. They have not got a good service for fruit, because they have got to take it to Sydney and there have it transhipped. Something might happen which might cause a delay, and then the fruit might spoil. If the fruit was taken to Sydney and there was any labour trouble there the fruit could then be taken straight on to Brisbane. If that happened now the fruit could not be taken on to Brisbane, and in that way trade is restricted.

1962. You are a financier—you are a man who has considerable financial operations? Yes.

1963. You have spoken about this company not being in the trade for fun? That is so.

1964. Have you any recollection of Huddart, Parker and Company making a large issue of stock a year or so ago? Yes; I remember that.

1965. Was that not pretty well subscribed for? It was oversubscribed; I think twenty times over. They asked for £250,000 or £125,000 (I forget exactly), but two and a half millions were offered.

1966. Whatever their allegations may be about the Tasmanian trade their whole enterprise must be profitable? Absolutely profitable, on the whole.

1967. As a commercial man you say it is profitable? Yes; highly so. I think that there is no business that has proved more profitable than a steamship company in Australia for the last 20 years. Take the Union Steamship Company. That company has been established I do not think more than 40 years. It has been worked up from a very small company, not much bigger than our coastal steamers, and they have grown into what they are now. Only two years ago they gave to their shareholders 200,000 shares—I think they are the right figures—besides paying them a dividend. They gave the reserved shares as a bonus to the shareholders. That speaks for itself. Taking that one company as a basis of what steamship companies are doing in Australia it shows what they are capable of earning. I do not know of a steam navigation company in Australia but what has been a success. I do not know of one, and I think that as far as boats from here to Queensland are concerned, if they were chartered, that they would prove a payable venture; and it would not be long before the Government would be able to leave them alone. Once they were established and had been running for a couple of years they would prove a highly payable concern.

1968. You recognise that Tasmania, being an island State, wants the very best shipping facilities for her development? There is no doubt about that.

1969. We cannot afford to neglect our maritime transport with the other States? I should think not. There is every reason for it being thoroughly maintained.

1970. You think that this State would be justified in taking action of some sort to assist in the establishment of such a service as you have been speaking about? Do you mean between here and Queensland ports?—

1971. Yes I do. I am not suggesting a State-owned service, mind.

1972. You suggest the chartering of steamers which should be subsidised by the Government? Yes; subsidise a company or a private individual that would agree to run so many trips; whatever might be arranged for one or two boats. If it is desirable to run a boat from the North-West Coast to Queensland, well and good; but it would certainly not be desirable to run a steamer from the North-West Coast every two weeks during the whole year. I should say only fortnightly when the potatoes were ready for export. You

would not get tourists that will go to the North-West Coast. They will drift right round here. But my idea is if you had a boat, whether it was run by a company assisted by the Government or whether it was run by a private individual, you would want to bind them over to run those boats not less than 26 times during the year from Hobart to Queensland; and I think it will be found that after such a service is established for about two years the Government would be able to withdraw the subsidy, and there would then be no fear of the boat being discontinued. That is my opinion.

1973. *By Mr. Sheridan.*—You think if the Government withdrew the subsidy after two years' running that the boat would still continue to compete with the two existing companies here—the Union Company and Huddart, Parker and Co.—and also compete with the companies trading on the Australian coast, viz., Howard, Smith & Co. and the A.U.S.N. Company? Yes; I am satisfied of that. Those companies will not alter their tariff. I do not think they would.

1974. *By the Chairman.*—You do not think there is any competition between the two existing companies? None. If one company shuts a bill of lading out it is passed on to the other office. There is no competition at all, and more than that, it is well known they work together. We do not know any thing about the stuff that is going to Queensland. There are lots of stuff that are sold in Sydney that are bought to go to Queensland. The orders that are placed here for Tasmanian apples and pears are nothing to the orders that are placed direct to Sydney. They say Sydney is the market for Brisbane. But if you had a boat going direct to Queensland Sydney would not be heard of, so far as Tasmanian produce is concerned. They would do business direct with Tasmania, and not through Sydney, as at present. Now Tasmania knows nothing at all about the northern merchants, who do business with Sydney for Tasmanian produce. We know very little of what is going on. If half a million people are drawing produce that they cannot produce themselves it is certain that they would be able to support a boat. They buy Tasmanian potatoes and apples in Sydney market for Brisbane. What we want is a new company to come in.

1975. We have had all sorts of suggestions from witnesses as to the best methods to pursue to bring about an improved shipping service. Seeing the difficulties are such as you have outlined, what about the State stepping in and doing it? I do not believe in the State doing it.

1976. You are opposed to that? Yes; thoroughly. A State-run boat would not be run with the same economy as that by a company or an individual. You cannot get the State to run it on the same lines as private enterprise. I believe the expenses would be half as high again if the State took it up.

1977. As a matter of principle you think a State concern would be too costly? Yes.

1978. That would not justify the State running it? No; I am confident that nothing would justify the State becoming competitors in a shipping service.

1979. You think the State might very reasonably subsidise a company? Yes; I think they would get it all back again. There would be no loss at all in a service between here and Queensland.

1980. *By Mr. Sheridan.*—This strikes me, Mr. Bond: in the event of your starting a small company subsidised by the State—two or three steamers, as the case might be—in the event of them being run off by a larger company, do not you think, then, that the State should enter into competition? I think then that the Government could afford to increase the subsidy, because the State has been

getting the benefit of such competition. If a large company runs the smaller steamers off then the people of this State must have been getting the benefit. Who is the State but the people? And having had the benefit of the service they could well afford to give more substantial subsidy if the attempt were made. But I do not believe it would be. If they start to run a 2s. 6d. rate between here and Sydney, look what the people of Tasmania is going to benefit. Tasmania is the people, and Tasmania is paying the subsidy. The steamer would not be carrying the stuff at a cheap rate, but would be carrying the whole of the goods from Tasmania.

1981. You mean that the benefit of the cheap rate would be going into the hands of the primary producers? Yes, into the pockets of those paying the subsidy. If the Government offered a certain subsidy I think you would float a company in three days. I cannot say anything about the North-West Coast, because that is only cargo. Here you have cargo and passengers. I am satisfied if a reasonable subsidy were offered by the Government a local company would be floated in three days.

1982. Would there be any chance of any back freight from Queensland? There would be a certain amount; there would be bananas and other things.

1983. Do you think the local company would get a share of the trade now existing on the Queensland coast to Sydney? Most certainly; why not?

1984. *By Mr. Howroyd.*—Could you give any idea of the amount of subsidy that would be required to bring about the flotation of a local company? I have never given it a thought.

1985. With regard to the boats; could the boats be obtained, seeing the combination that exists between the different companies?—Could you obtain them from Great Britain? They could be obtained here all right. If you could not charter them you could certainly build the boats. They could be got easily enough.

1986. *By the Chairman.*—You have spoken about going to charter boats on your own account at a time when there was a proposed increase of freight. Now, would you personally entertain any proposal such as you have outlined? I certainly would be a shareholder. I would certainly put some capital into it.

1987. You would put capital into a company to establish a service between here and Queensland? Yes; if the Government made a fair offer to induce somebody to start it.

1988. You are opposed to State enterprise, but you know the British Government owns shares in the Suez Canal? That is a different thing to a commercial business.

1989. Yes; that is a national undertaking. What about a company being formed and the State taking a number of shares in it, at the same time securing the benefit of that economy that you speak of that goes hand in hand with private enterprise? If the thing is going to pay I think money could be raised without the State taking shares in that way. Whatever the company earns this company is not going to be content with earning 5 per cent. on its outlay. The Government, if they had shares, would be quite satisfied with 4 per cent. It might be of advantage to the company if the Government found the money for it at 4 per cent., in addition to the subsidy.

1990. You believe private enterprise is more economical in its management than the Government? Yes. No company would embark on such an enterprise for 5 per cent. interest. It would require to make more than that out of its venture. The Government could give the company assistance, as I say, by finding the money, say, at 4 per cent., and be secured. The Government might find the money

for half the boats, and then the company might do with the lesser subsidy. The money could be loaned on mortgage.

1991. You believe that would be the best way to tackle the proposition? That would be the best proposition, if there were any difficulty in finding shareholders. Say one steamer for this trade costs £75,000, and the North-West Coast steamer £50,000. The Government could very easily find £40,000 out of it and take a lien over the boats; have a bill of sale over them. I think the Government could support the company in that way, but as far as the Government taking shares, I do not think the Government and private enterprise could work well together. As soon as the Government found the company was making more than 4 per cent. interest it might turn round and say, "we cannot continue our subsidy any longer."

1992. *By Mr. Hays.*—Complaints have been made in other parts of the State, and are you aware of any complaints having been made by those who sent cargo forward to Queensland ports, *via* Sydney, as to their not being able to identify their produce at that end? I have not been connected with that class of freight.

1993. Have you heard of such a thing? No; I am only a small freighter. My stuff is sent away in bags, and is easily identifiable.

1994. Is there much delay in Sydney? Two or three days sometimes. They are very fine boats; better boats than we get here.

1995. *By the Chairman.*—If we could not get this company started, even with Government subsidy, we would be still up against the same proposition—things remaining as they are. Do you think we are going to float a company in Tasmania? Yes; I see no reason why it should not be; that is if the Government is going to back it with a reasonable subsidy. I think such a subsidy would only be a loan, because I really believe such a subsidy would be more than repaid indirectly to the State.

The witness withdrew.

FRIDAY, 18TH OCTOBER, 1912.

WILLIAM LEVITT WELLS *called and examined.*

Mr. Wells made the Statutory Declaration.

1996. *By the Chairman.*—What is your name in full? William Levitt Wells.

1997. What is your occupation? I have a business at Latrobe.

1998. Are you an exporter or an importer on a large scale? I am an importer and an exporter, but mostly an importer.

1999. How long have you been in the business? I have been in the district about 30 years.

2000. Are you well acquainted with the north-western produce interests? Yes; I think so.

2001. Are you personally aware of, or have you seen anything published in the papers in regard to dissatisfaction with the steamship services plying between Tasmanian ports and the mainland? I do not think there is much quarrel with the Melbourne portion of it.

2002. You are aware that dissatisfaction has been expressed in some quarters? Yes; but personally I have no objection to the present facilities for the Melbourne service.

2003. You regard the service between the North-West Coast and Melbourne as satisfactory? Fairly satisfactory; yes.

2004. Have you anything to say regarding any assumed inadequacy or insufficiency on the part of the steamship service between the North-West Coast and, say, Sydney? The export to Sydney is fairly good, but the import from Sydney is practically nil. We cannot get any facilities at all. If you order goods in Sydney your chances are it is from a fortnight to six weeks before you get them. It is practically prohibited, the service is so bad.

2005. To which particular feature of the badness can these complaints of yours be attributed? To the lack of boats and the facilities together, and the irregularity of the boats and the fact of the boats going round to all sorts of ports before they come here.

2006. It is not direct enough, is that it? Yes; and it is so irregular as to time that it is practically prohibitive.

2007. Do you mean it is not direct enough to the port of Devonport? Yes.

2008. And it is also very irregular? Yes.

2009. How often does a boat from Sydney touch Devonport? I believe it is supposed to be once a fortnight, but as a matter of fact it is really very irregular indeed.

2010. What do you export? I do not export directly, except on rare occasions. I generally act as a commission agent.

2011. In what lines of produce? Potatoes, oats, and chaff.

2012. Are you able to get these away to Sydney fairly satisfactorily? Yes. Now and then there is a hitch, but as a rule it is satisfactory.

2013. Have you ever attempted to send any of your exportations to Queensland? No. I have had no experience in that direction.

2014. Have you any suggestion to offer to the Committee regarding improving the service to such an extent as to satisfy your requirements? Well, I believe that if the boats ran regularly and you could depend upon getting the stuff by a certain time, there would be at least two or three times as much trade done.

2015. Do they not leave regularly? No; nor do they know beforehand when or where they are going.

2016. Are the dates of departure fixed fairly regularly beforehand from Devonport? Oh, yes.

2017. How can that be—if they do not depart from this port regularly, how can they make it? They go back to Melbourne. It is not the same boat that brings stuff from Sydney that took it to Sydney. The boats go to Melbourne and round, and go to Stanley, and then to Burnie and Devonport, and then to Sydney. I believe it is done on account of the port dues.

2018. Do you think that a service which left Launceston, touched at Devonport, and going to Sydney and right up the Queensland coast, obviating the necessity for transshipment at Sydney, and so on, would be of advantage to the producer along this coast, as well as the importers, if the return trip were made fairly regularly? Yes; I should think it would. But the different importers could tell you much better than I can. My opinion would not be worth much for that.

2019. What do you import? Every description of goods—flour, hardware, drapery, and all sorts of things—practically everything.

2020. The ordinary lines stocked by a large country business? Yes. Am I permitted to make any observations regarding the New Zealand trade?—There the rates and freights are exceedingly high. We have complained about it, but nothing has been done in the matter. It is grass seed mostly we want to import from New Zealand. I have been to the

office in Melbourne, where I was told the matter would be taken into consideration, but nothing has come of it.

2021. How would you import grass seed from New Zealand if you wanted it? It goes to Melbourne, and then is transhipped. I have had it *via* Hobart and brought by rail; it comes to about the same thing.

2022. Have you any complaint to make regarding the freight rates between here and Sydney or Melbourne? No; I think they are a little higher than they were, but I do not think them unreasonably high. There is competition between here and Melbourne. Holyman's run as well as the Union Company.

2023. *By Mr. Whitsitt.*—Is there any difference between the rates charged by the companies? No; they have the same rates.

2024. Then there is no competition? Well, there is. The rates are the same, but different companies running helps to keep them down.

2025. What tonnage do you export annually? There is a great deal of it. All our business is done on commission, and we do not keep records, but roughly it perhaps amounts to 1000 tons in the course of the year.

2026. That is from produce? Yes. I think it is about that quantity.

2027. Do you consign any of your produce to Queensland? I have never done it direct; perhaps we have through agents.

2028. If direct shipping facilities to Queensland were available, would you, as an exporter, be likely to avail yourself of such facilities? All things being equal, I would. So much depends upon the circumstances. There is no doubt that if direct boats ran the handling would be better. I had a shipment of apples this year which went to Brisbane, and they arrived there in a shocking condition, and they left here perfectly sound.

2029. *By the Chairman.*—Did you export them to Brisbane? Yes; but it was only one small shipment.

2030. Was the bad condition largely on account of the transhipment? I could not give the reason; but the report on them was very bad, whilst when they left here they were in very good condition.

2031. *By Mr. Valentine.*—What produce would you be likely to have for such a market as Queensland ports offer? It would be potatoes mostly.

2032. Is there much fruit grown in your locality? The quantity is increasing every year. A good deal went this year.

2033. From your knowledge of the orcharding you think it shows signs of expansion? Yes; most certainly.

2034. Is there a large area under orchard now? Yes. Five or six years ago there were about 500 to 600 bushels went, and this year one man alone shipped over 1000 cases, and next year I think there will very probably be 5000.

2035. *By the Chairman.*—Are the orchards just coming into bearing? Yes.

2036. And the industry gives evidence of establishing itself? Yes. It has passed the experimental stage.

2037. *By Mr. Valentine.*—Do we understand that it is owing to this being a port of call only the trouble you have with the shipping companies is brought about? Yes. There is only one boat brings cargo from Sydney—the “Wakatipu”—and she is exceedingly irregular. She starts from Launceston and goes to Sydney, and then from Sydney she goes to Strahan, I believe, and then comes all the way round the coast here.

2038. *By the Chairman.*—Are not you confusing the “Wakatipu” with some other boat, Mr. Wells; I do not think the “Wakatipu” does that voyage? Well, she used to once, I know; they may have another boat doing it now.

The witness withdrew.

EDGAR HORATIO DOUGLAS KEENE *called and examined.*

Mr. Keene made the Statutory Declaration.

2039. *By the Chairman.*—Your name is Edgar Horatio Douglas Keene? Yes.

2040. What occupation do you follow? I am a landholder.

2041. In the Devonport district? Yes.

2042. Have you put any of your land under orchard? Yes; 350 acres of our own and people interested with ourselves.

2043. Are you an exporter? Yes; we commenced last season. We exported apples to Sydney and India.

2044. Did you export to any other Australian market, such as Queensland? No; we did not send to Queensland. We had an offer of 6s., but we considered, owing to the transhipment required, it would be better to send them elsewhere.

2045. Have the shipments to India been satisfactory? Yes; highly satisfactory.

2046. Do you contemplate any expansion of your exportation? The big risk is that there is no cool storage, but it paid us.

2047. If there were no transhipment at the port of Sydney and you had a direct service to Queensland, would you test that market? I think so. There would be big support, more particularly in regard to apples and potatoes.

2048. Have you exported anything else but apples? We exported potatoes, oats, and other produce for years and years. We were amongst the biggest shippers, but we do not carry that line at the present time.

2049. You have shipped general farm produce to Queensland ports? Yes.

2050. Transhipping at the other end? Yes; that is the annoyance.

2051. Do you, as one connected with the exportation of primary products, say that the transhipment militates against trade with Queensland? Yes; without it the stuff would be better, as well as the prices. As the stuff goes now, instead of getting to Sydney on Monday morning it often arrives in the afternoon, with result that it is late for the market in Queensland. The handling is also very bad, and the facilities are weak, considering the importance of the industry to us. I suppose it is handled as well as can be expected.

2052. How long have you been in this district? For 13 years. I have been in Sydney for three years myself, and have experienced how the produce is handled there.

2053. You say the stuff is handled as well as can be expected? Yes; but unless the boat arrives promptly it does not give the shippers any chance. There may be delay through bad weather, and sometimes the boats run the two shipments together, and the stuff is, of course, knocked about, and there is a loss through the wetting or the bursting of the bags and so on.

2054. Are you aware of any feeling of dissatisfaction with the service between here and the mainland ports. Have you seen anything in the press regarding that? I have seen it in the papers, but I have not followed it up.

2055. What is your opinion regarding the service between Tasmanian North-West Coast ports and those of the mainland? I think we are pretty badly off here, personally. I regard the Coast as one of the finest places on God's earth. You get a boat like the "Oonah," which is the best we have risen to, but none of them have anything to tempt a person to come this way. The passengers come up the Tamar, whilst the best of the country is here. If we had big boats to bring people here I am certain we would have a big increase in the number of people coming here.

2056. You mean that the North-West Coast of Tasmania, if provided with better boats would attract large number of tourists? Yes; it is the place that would draw them, but the facilities offered are against it on account of the slow boats; and the time they leave Melbourne is inconvenient. If we had a proper boat, an up-to-date boat—

2057. Like the "Loongana"? Yes; or a better class of boat than we have now.

2058. You mean that boats must be provided that would tempt people to call here? Exactly. If we had a boat that would leave Melbourne about 5 or 6 o'clock in the evening and be here next morning it would make a wonderful difference.

2059. Do you believe the North-West Coast could become a week-end resort for Melbourne? Yes. An old gentleman I knew used to say that with regard to this place if we had a decent service the whole of the beach here would be dotted by Melbourne merchants' residences. If a man could send his family here in a decent steamer with proper facilities he would avail himself of it.

2060. In the busy season is the steamship service giving facilities to the exporters from here to Sydney and Melbourne satisfactory? To Sydney there are two boats, which each get filled up every time; but I will not speak too closely on the subject, as I have been out of the shipping of produce to Sydney for two years.

2061. How often do boats leave here for Sydney during the busy season? Two boats leave a week, but I have seen the time when there were five boats here; that was in the time of the drought on the other side. In 1902 we had a week here when five boats came, and we filled them all; and when they had left that week you could not see where they had left the wharf. All the trucks and sheds were full.

2062. What would you say would be the effect of a steamship service which would give the North-West Coast shippers an opportunity of sending their stuff fortnightly right up the coast of New South Wales to Queensland without transshipment at Sydney?—This is what I want you to try and grip: a great many people in the south believe that a service to Queensland, obviating the transshipment at Sydney, would immensely benefit them, and the same in Launceston. Now, do you think a service of that kind, fairly regular, would materially advantage the North-West Coast producers? Certainly it would, because all the stuff would arrive there in good order.

2063. As an exporter of primary products, you regard that as of the first importance? Yes; if we can get it, certainly. There would be great opposition from the mainland shipping companies, no doubt; but to us it would be a very fine thing. Our apples and potatoes we would know would be in Queensland on a certain day.

2064. A service to Queensland without transshipment would practically open up a new market? It would increase the present market. Brisbane swamps up two-thirds of the stuff, and it would be a fine thing.

2065. Have you had the orcharding industry in this district under your sight? Yes.

2066. Do you consider it has a prospect of expansion? Yes; it must increase very much. The Government expert says the land is equal to the best in the Huon.

2067. Is an increasing area being laid out? Yes. We have planted 200 acres ourselves—that is, our firm of Keene and Keene—and about 100 acres last year.

2068. Where are you planting out this land? It is 3 miles from the port. It costs us $\frac{3}{4}$ d. a case to get it to the port.

2069. I believe you have some notes of information that will be a help to us? I have some notes with regard to the apple cases that have been cut. There were 6000 for the year before last; last year there were 14,500; and for the coming year it is estimated there will be 25,000 cases cut.

2070. Will these cases be used to take apples from the Devonport district? They are grown in Spreyton and Latrobe.

2071. That is a very great rate of expansion? Yes. Those figures were given me by Mr. H. H. Denney.

2072. He is a sawmill proprietor? Yes.

2073. It is an increase of about 300 per cent. Yes. There is a big lot of orchard just starting to come. Seven-tenths are young trees just starting to come with fruit.

2074. Have you any particular objection, from the cargo shipping standpoint, to the service between here and Melbourne? As far as the cargo is concerned I do not know of any objection as between here and Melbourne, but the travelling traffic is absolutely inadequate.

2075. You address yourself more particularly to the suggested improvement in regard to the service between here and Queensland? Yes; particularly to Brisbane; I am certain it would pay; and it might to other ports further on, but I could not say. But with regard to the facilities to Melbourne we are a long way behind, and it makes us ashamed of ourselves when we know what a coast we have.

2076. Are others planting out fresh land in orchard? Yes; there is a lot of it going on. Col. Smith is planting, and his son, who has come from Mildura, and Mr. Brown similarly.

2077. Can you give us any idea of the area of land planted out in this district with young and old orchard? Round Spreyton alone there are about 600 acres. We have 400 acres on our own property; that is at Spreyton and Tarleton.

2078. That area is being added to every year? Yes.

2079. Is the area of land in its native state suitable for orchards still considerable? Yes; there is a good quantity of it if the money is devoted to it. It is not the land so much; it is the capital; it is expensive work laying out land for orchards.

2080. *By Mr. Valentine.*—You have evidently taken a deep interest in the progress of this port and district, and you have told us the shipping facilities are keeping the district back? We could have a lot more money spent, and values would be considerably increased if we had proper boats. As far as cargo is concerned I should prefer to confine my remarks to Queensland, especially Brisbane.

2081. Have you approached the present companies to give you anything like a better service for passengers or freights? I have been away too much to approach anyone in a sense.

2082. You do not know whether the companies have been approached? I could not say. In past times in freight I know there was great friction.

2083. Do you really think that the business from this port, both for tourists and freight, would warrant the putting on of better boats. Would there be enough business to run, say, a "Loongana" to

Melbourne? I think very shortly she would make up a trade as good as they have at the other end. It is a cheap trip to the Coast, and there no better place to come to. At the present time there is nothing to induce people to come.

2084. But still the tourist business would only be for a few months in the year? It would be from seven to eight months if we had a proper boat. The facilities would make all the difference. The ordinary person here would travel more, and the population would increase with more facilities. A better boat is well worth the expenditure.

2085. Have you any complaint to make as to the freight charges or fares? The freights are very fair. As to the fares, the Union Company does not cater for passengers to Sydney, but the Melbourne Company do, and they have a round trip. I think it started at £3, and then went up to £4 4s.; that is from this Coast hence to Sydney and Melbourne. They were filled up this last summer, and never had an empty berth. I think the boat making the trip was the "Sydney."

2086. *By the Chairman.*—That is a comparatively new service? Yes.

2087. It is being largely availed of by tourists? Yes. They have not a single bunk left for months, although the people making the trip are only here for 24 hours. They land and make trips round about in brakes.

2088. *By Mr. Valentine.*—What would you suggest as a means of bringing about better facilities for the passenger traffic? Should the present companies be asked to put on a better boat or introduce fresh boats altogether? The companies, of course, will not run boats just for the sake of running them? But look at this Melbourne Company, which has started this running and has risen its prices from £3 up to somewhere about £5.

2089. *By the Chairman.*—The round trip was originally £3? Yes; and it is now up to £5 saloon. This company came here and made the trade first, and now they are going to make it pay. That is the Melbourne Steamship Company.

2090. The boat starts from Sydney, does she? She leaves here on Friday and gets to Sydney on Monday; then goes to Newcastle, I think; and then back to Melbourne and on to the Coast. It takes exactly a fortnight.

2091. Would you call Melbourne the port of departure? Yes.

2092. Your evidence is to the effect that there is a company called the Melbourne Steamship Company trading here and making a round trip? Yes; she does the cargo trade, too. She averages 60 to 100 people every fortnight on the boat.

2093. *By Mr. Valentine.*—What size boat is she? About 4000 tons.

2094. Does she arrive fairly regularly? Yes; she has to.

2095. *By Mr. Whitsitt.*—You spoke about the expansion of the growing of apples. Have you any idea how many of these will be exported or used locally? I suppose about two-thirds would be exported.

2096. You have not developed a market yet on the Continent, have you? We have not sent, but there are people who have sent to the Continent. We have generally preferred to take a "bird in the hand" rather than risk the long trip.

2097. Speaking of the question of developing the tourist trade, do you say from your general knowledge there is not sufficient enterprise manifested by the companies? They have their reasons, of course; they want to make money flow down their own proper channel, I should call it.

2098. The Committee has had many suggestions—the chartering of a boat, for instance; the

State to run a boat, to enter into the trade; to buy a boat run by the Commonwealth; or to subsidise a line of boats. Which method do you prefer? As far as the Melbourne Company is concerned, I would subsidise them; they are enterprising. The Union Company, I think, if they had the inducement would stand up to it and make it go. The company is a good one to deal with. They like their pound of flesh, of course, but they will stick to their bargains.

2099. *By Mr. Hays.*—Regarding the fruit industry, you look upon that as likely to become in the very near future a very important industry? Yes; it must. I know that two years ago the Melbourne Company told me that they came on to this route and would stick to it on account of the fruit.

2100. You have still a large area of ground to be planted? Yes; it is all surveyed out for planting.

2101. And you are of opinion that the enterprise shown by the Melbourne Company in putting on a boat, and the success attending their efforts, would be attained by the Union or other company putting on a better boat between here and Melbourne? I think so.

2102. There is a considerable quantity of produce sent from this port for transshipment to Queensland? Yes; there are thousands of bags of potatoes, and so on.

2103. During the time you were in Sydney, did you notice that a very large quantity of produce that was sent from this coast to Sydney was eventually reconsigned by Sydney merchants to Queensland? That is quite true. It was very often done.

2104. And your knowledge would lead you to believe that if a service were run between this port and the Queensland ports without transshipment, the volume of trade would gradually increase? I think so, as the stuff would arrive in better order.

2105. It would open up fresh markets, and the business would be done between Queensland and Tasmanian merchants direct? Yes. A great deal of the trouble arises over the marks. I have seen hundreds of bags out of one bottom with no marks on them.

2106. Do you consider it would be good policy for the Government to subsidise or to charter a boat to run from Tasmanian ports to Queensland? If it could be arranged, certainly; as far as Brisbane it would be a good primary step. It would be a great help for both apples and potatoes.

2107. *By the Chairman.*—Have you any other notes that would be of value to us? I think I have covered all the ground in answering your questions.

The witness withdrew.

EDWIN THOMAS CLEMENTS *called and examined.*

Mr Clements made the Statutory Declaration.

2108. *By the Chairman.*—What is your full name, Mr. Clements? Edwin Thomas Clements.

2109. And your occupation? Produce merchant.

2110. You reside in Devonport? Yes.

2111. Are you aware of the object of this Committee's inquiry? Scarcely.

2112. I will read you the direction under which the Committee has been appointed by the House of Assembly. [This was read to witness.] Are you aware of any feeling of dissatisfaction with the steamship services that serve Tasmania's interests, as regards exportation and trade with the mainland ports?—Have you read anything in the newspapers with regard to its being unsatisfactory? I know that several complaints have been made.

2113. Are you an exporter in a large way? Fairly large.

2114. To which mainland ports do you export principally To New South Wales and Queensland.

2115. What are the products you export? Ordinary farm products and grain, chaff, &c.

2116. Any fruit? Yes.

2117. What is your opinion regarding the steamer service between the North-West Coast ports and Sydney, for instance? As far as the service is concerned it is fairly satisfactory, but my objection is the rates of freights charged.

2118. Do you consider them unreasonably high? Yes; compared with those on the mainland.

2119. Will you institute any comparison? To give you one clear instance, the freight from Devonport to Newcastle on chaff is 23s. 6d. a ton, and from Adelaide to Newcastle it is only £1. It is a four-days' journey from Adelaide to Newcastle, steaming all the time, and yet the freight is less than from here, consequently our quotations have to be from 5s. to 7s. under the mainland price to get the business.

2120. In that respect the freight rates charged are so high as to constitute a handicap? Undoubtedly.

2121. Have you made any representations to the shipping companies about this state of affairs? Yes; frequently.

2122. What reasons do they give to justify a charge of such disproportionate freights? The handling of the freights. They say that the cost of labour has advanced, and they cannot afford to charge any less. I was talking to Mr. Johnstone in Melbourne lately, and he told me there was no hope of reducing the freights, and that they might be increased. I asked the reason why, and he said it was because labour had increased 50 per cent. in cost, but efficiency had decreased 100 per cent.

2123. Did he give you any reason why the freights from Adelaide should be so much lower for the longer distances? I did not ask him that.

2124. Is any commercial justification apparent for such a disproportionate charge? I do not know of any. I think the way to account for it is that there is more competition on the mainland between the steamers than there is here.

2125. Would the value of exportation from Adelaide to Queensland be much larger than from Tasmania to Newcastle? Yes.

2126. Would the greater volume of trade answer the charge that the rates favour Adelaide exportation? There is one peculiarity in this trade; that is from Adelaide to Newcastle they take up freight and come back with coal, but here frequently they come back empty. That is one of the reasons given for the high rates.

2127. Are you seriously hampered in regard to the exports of Tasmanian products to Queensland by the transhipment at Sydney? Yes; very much?

2128. Can you particularise as to how it militates against the Tasmanian trade with Queensland? I was through Queensland about a month ago, and I have been exporting in apples, and have been exporting a fair quantity up north?

2129. Do you mean North Queensland? Yes; as far north as Cairns. One instance came under my notice. I shipped a quantity of apples for Cairns, and the consignee on their arrival complained by cable and letter that the apples were landed in an inferior condition, and he was very surprised at me sending them. The draft had been paid in this instance, and the fruit taken delivery of. After a little conversation, when I saw this man, I told him that he had never received the apples we shipped. In the first place all our apples are wrapped in paper with wood-wool at the top and the bottom of the cases. He told me there were none wrapped in

paper, but amongst the apples were onion peelings and bits of grass and rubbish.

2130. Through the transhipment, in that case you consider there was a substitution of inferior fruit for Tasmanian fruit? He showed me a paling case that the apples were supposed to have come in, and we do not use paling cases. This man produced the cases with my brand marked on in blue, and we do not use blue, we use red analine dye. I came to the conclusion the stuff was substituted on the voyage. It has to be transhipped in Sydney. I do not exactly know what happened.

2131. It is your calm, deliberate opinion that in this instance such a substitution took place? I could come to no other conclusion.

2132. Would you think a service that left Tasmanian ports and went up the east coast of Australia, obviating the necessity of the transhipment of Tasmanian products destined for Queensland markets, would materially advantage the producers? Undoubtedly.

2133. Would you, as a responsible citizen, think any recommendation in the way of establishing such a service a forward step necessary in the interests of this State? I most certainly do.

2134. What is your opinion regarding the prospects of the agricultural and orcharding industry in this district?—Has there been an expansion year after year? Yes; certainly, especially in the orcharding industry there has been every possible expansion, and the area is growing continually.

2135. Are you optimistic regarding its future? Yes; so much so that I am planting out orchards as far as I can, because I realise there is a big demand in Queensland for our fruit.

2136. Are you optimistic regarding the Queensland market for Tasmanian shippers? Yes; undoubtedly. I specially cater for that trade.

2137. Do you find your business with Queensland financially satisfactory to you, as a Tasmanian exporter?—I will first ask you would you care to answer that question? It is far more satisfactory than the New South Wales trade. My reason is that as a rule the man in the New South Wales trade will sometimes find fault with the stuff, no matter how perfect it is; but the Queensland people will honour your draft and take the goods up.

2138. There is a better standard of morality exhibited by the Queensland men? Yes.

2139. As Queensland is a large State, and to a great extent tropical, does it afford a desirable market for the products of Tasmania, such as apples, &c.? Yes; and our potatoes, for instance; and it would for our chaff if we were not handicapped in the freights.

2140. Can you give any information on that particular? In every instance where I went in Queensland—and I visited most of the important towns right up to Cairns—they stated they would be pleased to get our chaff if we could supply it. I made it my business to interview the various shipping companies with reference to a reduction in freights. In one or two instances they made me an offer to experiment and reduce the freight somewhat to enable us to see if there was a trade that could be worked up with Queensland.

2141. I am afraid I have digressed somewhat from the line of your examination. Will you continue now, please, your evidence in regard to rates? Well, for instance, from Melbourne to Sydney the freight is 15s., and from Devonport to Sydney it is 18s.; that is for chaff. We are handicapped against Melbourne to the extent of about 3s. to 3s. 6d.

2142. Is not the distance to Sydney from Melbourne a little less than from Devonport? I do not know that it is. I will hand in the table of freights

charged at the present time for produce, and comparisons instituted between the rates charged for Devonport and those of other Australian States.

2143. Have you taken any interest in the development of the tourist traffic? I cannot say that I have.

2144. We have it from a North-West Coast witness that he believes that if superior accommodation for passengers were provided by having better steamers between the ports of this coast and Melbourne and Sydney there would be a considerable increase in the volume of the tourist passenger traffic which would materially benefit the North-West Coast? I think that if the rates were reduced it would induce more people to come. The rates are too high; £2 12s. 6d. for a saloon passage is too stiff, compared with the rates in other places.

2145. Up to the present the North-West Coast is rather out of the stream of the tourist traffic from the mainland to Tasmania, is it not? I am not in a position to say, except in regard to what I have heard from people who would like to come, and who have told me they can go to other places cheaper.

2146. Would you regard it as advantageous if a fortnightly service were established between here and Queensland, avoiding transshipments? A weekly service would be better than a fortnightly service, but the latter would be a considerable advance on the present condition of things.

2147. Would you say that the general volume of exportation from Devonport increases year by year? Yes; certainly.

2148. For how long have you been associated with interests on the North-West Coast? For about 16 years.

2149. *By Mr. Valentine.*—If a better service were run between here and Queensland, do you think there would be any return freights? I do not think so, except, perhaps, a little fruit and maize, &c.

2150. Could you grow maize? No; not profitably.

2151. Then you would have to expect to pay a little more for freight? Exactly the same condition would exist as between Sydney and here; there is no back freight. That is one of the reasons given for the high rates. The same thing applies, of course, from Sydney and Melbourne north. They do not bring very much back; it is only a little fruit; more, of course, in proportion than to here.

2152. What do you principally deal in with regard to Queensland? Principally in potatoes and grain.

2153. Do these articles suffer in the transshipment? The grain does not suffer much, but the potatoes do very much sometimes.

2154. I suppose owing to the transshipment you have to pay higher charges? Yes.

2155. Do you pay wharfage? No; there is a transshipment charge of about 2s. 5d. a ton in Sydney, besides the additional freight. That is the extra freight plus 2s. 5d. charges.

2156. What is the freight from here to Queensland altogether, with the transshipment charges included? From Sydney to Brisbane it is 14s., including the transshipment charges; and from here, 11s.

2157. *By the Chairman.*—Would that be potatoes? Potatoes or grain.

2158. In transshipping fruit for Brisbane have you been charged wharfage? No; possibly the transshipment charges may include wharfage. I cannot say whether it does or not.

2159. Then you consider with larger vessels calling here once a fortnight they would be able to get freight all the year round? Do you mean larger vessels than those running here now?—

2160. Yes; vessels that would suit the passengers as well from here to Sydney and on to Queensland?

I do not think the passenger traffic could be taken into consideration, because most of the people prefer to travel overland.

2161. *By Mr. Whitsitt.*—Have you any idea of the capital cost of a boat that would be required for the Queensland trade? I could not estimate it at all.

2162. *By Mr. Belton.*—With regard to the reduction of the shipping charges, a statement, you say, was made that a 50 per cent. increase was charged, whilst efficiency had decreased 100 per cent. Does not that prevail on the other steamers as well? Yes; I suppose it prevails all round the States. He said the cost of landing cargo was 8s. 3d. a ton for labour alone, and he asked where did he come in. It is 50 per cent. more wages and 100 per cent. less efficiency.

2163. *By the Chairman.*—Of course you mean 50 per cent. less efficiency; it could not be 100 per cent. or it would be nil? Yes; well, 50 per cent.

2164. *By Mr. Belton.*—But would not that apply to the other States? Of course it would.

2165. And still they are lower than for this State? It is this way. If you put stuff aboard at Adelaide it is carried a long way before it is put down at Newcastle. It is not so much the cost of transshipment as the cost of handling that is the trouble.

2166. Has that been your experience? I have had nothing to do with the handling. The cost for that is included in the freight.

2167. *By Mr. Whitsitt.*—Is the produce knocked about much in the handling? No; I think it is handled fairly carefully. A little pilfering goes on, but that you cannot help.

2168. I mean the potato stowing, and that sort of thing? We object, of course, if we see our stuff stowed carelessly.

2169. Do you know of any substitution in regard to potatoes?—Do they always get the right brand? They get the brands, but not always the contents. I have reason to believe that other potatoes are substituted.

2170. That is for Queensland? Yes. For instance, the difference in value between red and dark soil potatoes is £1 per ton. We are particularly careful at the price that the best stuff is shipped. I have reason to believe that off-colour potatoes have been landed in Queensland, whilst red-soil potatoes were shipped, although the brands have been on the bags.

2171. *By Mr. Howroyd.*—Would you be in favour of trying to induce one of the coastal navigation companies, such as the A.U.S.N. Co., to call here and go right through, carrying the produce in one bottom? I think it is impossible to arrange that.

2172. On what grounds do you base your opinion? Simply because this combine has decided to keep to its own territories. The Union S.S. Company does not go further north than Sydney, and the others do not come further south than Melbourne.

2173. One of our witnesses seemed to think it was possible? I hope it is, but I do not think so. Several years ago we tried to induce these companies to come into the trade.

2174. But the Melbourne Shipping Company are establishing a trade? They do not come into competition; they are practically only colliers.

2175. Have they not introduced what is called the round trip? Yes.

2176. What has been the effect of that? It has brought a number of people to this part of Tasmania who would never have been here otherwise, but it does not benefit us very much, as the boat is only here for about 24 hours.

2177. The same result might be obtained if the A.U.S.N. Co. came? I do not think so. I do not think the few passengers that might be offering would bring down the big boats.

2178. *By Mr. Hays.*—You do a considerable trade with chaff? Yes.

2179. Do you know what the freights for chaff are from the Victorian ports up north? You will find it in the statement I have put in. The freights are precisely the same in that past Sydney. The difference is between Adelaide, Melbourne, and Sydney, as compared with the coastal ports to Sydney.

2180. A witness has stated that dumped chaff was carried from Geelong to Brisbane at something like 10s. difference in favour of Geelong? That is so; 10s. 6d. in favour of the mainland.

2181. Well, if we had a direct service between Devonport and the Queensland ports, do you think a trade could be fostered in that direction? Yes; I think it could.

2182. And compete successfully with the mainland? We should have to be satisfied with less profit.

2183. Do you consider Victorian chaff is superior to ours? It is inferior to ours.

2184. With regard to the trade done between the North-West Coast ports and Brisbane, a great deal of Tasmanian produce is sold consigned from here to Sydney merchants, and afterwards business is done between the Sydney and the Brisbane merchants? Yes.

2185. Do not you think if a direct service were put on that would be done away with, and the business be on a more satisfactory footing, and without the complaints you have made with regard to the substitution of produce?—Would not that tend gradually to the sending of a better article, and the Queensland consumer become more satisfied with the produce he was receiving? Yes.

2186. And the trade be greatly developed? Undoubtedly.

2187. With regard to the Melbourne Steamship Company, when they first put their boats on and did the round trip, did they have any difficulty in securing cargo—did they enter into it as competitors? Yes.

2188. Did they reduce the freights? Yes.

2189. Is there still competition? No. The freights are now the same, precisely; the companies have pooled the business.

2190. Since then, have all the companies risen the freights? Yes; they are all on the same footing.

2191. How long is it since the Melbourne Company entered into this trade? I suppose it is from about eight to 10 years ago.

2192. Was the competition very keen, and maintained for any time? That company's first boat never took her hatches off, and then she gave certain inducements to shippers, by which she got her leg in. The others found the competition was becoming too keen, and they amalgamated.

2193. *By Mr. Whitsitt.*—There was an understanding arrived at? Yes; no matter what they carry there is a certain proportion for each.

2194. *By Mr. Hays.*—If a line of boats were trading between Tasmanian ports and the northern ports of Queensland, making Sydney a port of call, they would have to compete with these other companies? Yes; and it would be very keen, too.

2195. And in your opinion it would be necessary for the Government or the Governments of the States interested to offer some inducement by the way of a subsidy? Yes; it would be necessary.

2196. And having established a service for two or three years, do you think that company would have gathered sufficient trade to justify them in carrying on the trade without assistance? That is rather a big question. It would require a big fleet of boats and

would depend upon the freights they got. It would have to depend upon the cargo they got from the mainland ports going up.

2197. You had a produce merchants' association here? Yes; but it is dead at the present time.

2198. Have you ever made any advance in any way to the companies to induce them to continue their line of boats up north? Officially we have not. Individually we may have done so.

2199. What would you suggest as a means of bringing about a service which is desired by all in the produce trade between Tasmanian ports and Queensland ports? I would suggest as the best means the subsidising of one of the present lines, giving them an inducement to come to Tasmania to pick up cargo and then go north. I certainly would not suggest running a line of steamers in opposition to the present powerful company.

2200. *By the Chairman.*—We have an offer on the part of a Hobart merchant to give a sum of £1000, distributed over four years, as a subsidy to any line of vessels that would establish a direct service between Hobart and Queensland. Do you not think that is indicative of the great possibilities of such a trade? Undoubtedly I do.

2201. *By Mr. Hays.*—Then you think the Government would be quite justified in giving a subsidy to any company? Yes; I certainly do.

2202. Is there a general feeling of discontent amongst the merchants with regard to this trade to Queensland, the lack of facilities and the difficulties of transshipment, and so on? Yes, there is a general spirit of unrest; but they are not all interested, of course, in the Queensland trade.

2203. Have you anything to say with regard to the North-West Coast-Melbourne service? As to the cargo, I think it is fairly satisfactory; but the rates of freights are too high, and so are the passenger fares.

2204. *By the Chairman.*—Do you get your mails with sufficient dispatch for your business requirements, or have you any complaint in regard to them. It is satisfactory as far as we are concerned.

2205. I think you have said, speaking of the number of boats that would be required to satisfactorily establish a service between Tasmania and Queensland, that the trip would take a fortnight? Yes, to get to Northern Queensland.

2206. One of the witnesses said the largest portion of Tasmanian exportation to Queensland is distributed in Brisbane, and he suggested the service would be of immense benefit to Tasmanian shippers even if only once a fortnight to Brisbane for a start? It would be no good to our trade, speaking personally. It must go further north.

2207. And your trade is one from the North-West Coast to Queensland tropical ports? Yes, calling at the principal ports.

2208. Calling at the most important ports on the eastern seaboard on the way up would lengthen the trip considerably? Yes.

2209. But it would be necessary for such a service to avail itself of its share of the coastal trade? Yes; otherwise you would have to tranship for Bundaberg and Maryborough.

2210. And the transshipment evil would still be in evidence? Yes.

2211. You have already said that if the Committee can recommend anything to the House of Assembly which would lead to the satisfactory establishment of a service between Tasmania and Queensland, it would materially advantage the shippers and producers? Yes.

The witness withdrew.

EDWIN INGLEDEW *called and examined.*

Mr. Ingledew made the Statutory Declaration.

2212. *By the Chairman.*—What is your name? Edwin Ingledew.

2213. You are Master Warden of the Marine Board of Mersey? Yes.

2214. Are you aware of the subject of this Select Committee's enquiry? I think so. I understand it is in connection with shipping.

2215. Are you aware of any feeling of dissatisfaction that has been expressed by Tasmanian traders or the mercantile community generally regarding the insufficiency of the steamship services dealing with the trade between Tasmania and the mainland? Yes; more especially the import trade from the Northern States.

2216. That is to Tasmania? Yes.

2217. You are aware there has been a great deal of writing in the press with a view to securing a betterment of this service? Yes.

2218. The commercial men in Launceston and Hobart have made representations to those in charge of the shipping companies' affairs here asking for a better service between here and the mainland and Hobart and Sydney? Yes; I am aware of those representations.

2219. As Master Warden, what is your opinion of the steamer services that Devonport enjoys at the present time between here and Melbourne, and also Sydney?—Are they sufficient or could the trade of the port be better catered for? I consider the services from Devonport to Victoria and Melbourne to Devonport are quite ample.

2220. They are fully up to the needs of the port and district? Yes, I think so.

2221. Now, as between Devonport and Sydney? The service from Devonport to Sydney, I think, is quite satisfactory, but from Sydney to Devonport it is not satisfactory. I might mention that I made representations some years ago to the steamship companies, the Union Company more particularly, to encourage the import trade from New South Wales to the North-West Coast. They gave me the stereotyped reply that it was not practicable. They may have been justified, but I will explain it. Frequently storekeepers and merchants can buy at a better advantage in Sydney than in Melbourne, but they have great delay in getting the goods forward. The service from Sydney is maintained by two cargo boats, called "K" boats. One of these ships usually loads coal for the West Coast, then comes to the North-West Coast to take outward cargo. The other usually goes to Beauty Point with coal, and then on here to take her outward cargo. But before loading her coal at Kembla, she would have to take in her inward cargo for the North-West Coast.

2222. It would be carried about to the various coal ports of New South Wales? Yes; and there would be delay, and you would get your invoices and drafts before the goods arrived. That is serious when one has to not only pay for the goods, but also to supply customers, and it tells against trade. Then, again, the tropical fruit trade nearly all has to come through Melbourne, because of the better Melbourne service. The export trade is very satisfactory as far as Sydney is concerned, but not with regard to Queensland.

2223. That coincides with the evidence previously given. Could you give any particular reason in regard to that unsatisfactory state of things? One trouble is the difficulty of purchasers getting delivery of perishable goods, like potatoes, which is our main article of export. The brands are sometimes not delivered, and with the potato trade, of which I can speak with some authority, as you know, it is most

important that, owing to the presence of the Irish blight, which is likely to develop if a voyage is protracted, to get these goods to the consumers' markets as rapidly as possible.

2224. You have considerable experience in the produce trade? Yes.

2225. And you have been associated with North-West Coast interests for a number of years? Yes.

2226. Have you, or any firm with which you have been associated, sent Tasmanian produce to Queensland? Yes.

2227. Would you regard the Queensland markets as valuable? It is the next most important market to that of New South Wales.

2228. It has been alleged that a large proportion of the volume of exportation to New South Wales is subsequently consumed in Queensland, that is, apart from the goods transhipped to Queensland at the instance of Tasmanian shippers? That is because the Queensland buyers frequently buy from the Sydney merchants. So the Queensland market is a far more important and absorbent one, if I may use the word, to Tasmanian producers than the volume of exportation to Queensland direct would indicate? That is so. The consumption of Tasmanian produce in Queensland is greater than the direct shipments from the North-West Coast to Queensland.

2229. The Committee has elicited that there is a considerable unanimity amongst witnesses regarding the value of the Queensland market to Tasmania, and that there is a great desire on the part of Tasmanian shippers and producers to have the advantage of a service which will obviate transhipment at Sydney. Would you care to say, or to refute the statement, that the establishment of a line of steamers which would give Tasmanian producers the advantage of shipping to Queensland direct or without transhipment at Sydney would be materially beneficial to Tasmanian trade? It would undoubtedly be very materially beneficial.

2230. In this connection, I might also tell you that a certain Hobart merchant, who was a witness before this Committee, has stated his willingness to give an undertaking that his firm would give £1000, distributed over four years, as a subsidy to any company or individual establishing a service of the nature of which we have been speaking. You would regard that as indicative of the fact that Queensland is looked upon as a valuable market? I should. I might also mention that it has always appealed to me that the great development we know is going on in Queensland now is an opportunity which should be seized by Tasmania's commercial men to secure trade.

2231. Would you, knowing the responsibility that would attach to your statement, say you would regard with favour any forward step in the way of giving Tasmanian shippers a service which would obviate transhipment? It would be distinctly advantageous.

2232. And one you would view with favour? Yes.

2233. Has there been material expansion in regard to the outward trade from this port during the last eight or ten years? If I may refer to a document I have with me, I can answer you. The shipment of produce in the years 1899 to 1911 inclusive have varied from 40,960 tons to 84,440 tons; those are interstate figures. You will notice in this statement there is a great variation. One is the maximum year, 1903, which has more than doubled the minimum year, 1906. There are two factors operating very largely towards that; in my opinion, the greatest is a bad season on the mainland, and the next in importance is a time of plenty in our own State. Our experience has been that we would never have such a very bad time, that if the demand were sufficient, we could export a considerable quantity of stuff. The present year is an example of that. In

1912, up to date, our exports are 43,000 tons, against only 45,411 tons for the whole of last year, and 50,166 tons for the year 1910. We know we have had less potatoes to export, and could not be considered to have had a very good year from the agriculturists' point of view; but the fact of a drought on the mainland causes a large quantity of fodder, such as chaff and straw, to be exported. The interstate shipping to this port is of very much greater importance than the coastal shipping, as these figures disclose. For the months of January to September inclusive, 1912, there was 178,298 tons of shipping—that is registered shipping tonnage, of which about 10 per cent. is coastal and 90 per cent. interstate. The average for 13 years' shipment of produce to interstate ports is 61,63 tons.

2234. *By Mr. Whitsitt.*—What is the average rate of freight? The mean freight would be about 12s. 6d. a ton; that is a rough estimate only. The rates vary from 11s. for potatoes up to 17s. for chaff.

2235. *By the Chairman.*—Is your mail service sufficient for your business requirements? I am not satisfied with the Sydney service. The Sydney service is of more importance to the Coast as a whole than the Melbourne service, from the point of view of those dealing with produce and that of the growers who, many of them, consign their produce to the Sydney market. As an example, I might mention that letters posted in Sydney on Monday morning are not available here till Friday morning. I drew Mr. Atkinson's attention to that some time ago, and he endeavoured to have it altered, but nothing has been done. He had an explanation from the Postmaster-General's Department, and it seems that, although the "Oonah" is delayed till 1 o'clock and the Sydney express is scheduled for 10 minutes to 1, she is frequently late, and they do not make up the North-West Coast mail-bag in Sydney for the "Oonah," whilst it is almost impossible for passengers by the express to catch her. It has been done in rare instances, where telegrams have been sent to the captain of the ship. By this means we are at a great disadvantage in the matter of mails, and the tourist trade of New South Wales and Queensland, because people who really wish to come to Tasmania arrive in Melbourne and cannot connect with the North-West Coast boat, but do and can connect with the Launceston boat.

2236. Do you get most of your mails from Launceston? We get three a week *via* Burnie—two by the "Oonah," and one by the "Marawah"—and three *via* Launceston. Monday morning mail by the "Marawah," which leaves on Saturday afternoon.

2237. Does she come direct to Devonport? No; she comes to Stanley, and then to Burnie, to catch the morning train on Monday, and we get the "Oonah" mails on Wednesday and Saturday, *via* Burnie.

2238. Is New South Wales a much more satisfactory market for you than Victoria? For our produce?—Yes, it is.

2239. Victoria is rather a rival producing State? Yes. She is a competitor.

2240. That is because of the similarity of her primary products? Yes.

2241. You are quite sure that the damage and confusion arising from transshipment at Sydney is materially disadvantageous to the Tasmanian producer and shipper. I am speaking, of course, of products that have been consigned to Queensland? It is definitely to the disadvantage of Tasmania in the matter of perishable products, and the confusion of marks and the delay in reaching the market.

2242. The orcharding industry is extending rapidly here, is it not? Yes. There is a very good prospect for this district in that industry. We have sent away over 6000 cases of apples this year to the interstate market, and there has probably been as much

or more than that quantity sent to Hobart for shipment to England.

2243. Are you fairly optimistic regarding the future of the orcharding industry in this district? I am reasonably optimistic.

2244. Referring to the port under the jurisdiction of which you are Master Warden, could it berth the "Loongana" without any trouble? Without any trouble whatever. The "Loongana" is a much lighter draft ship than the "Oonah."

2245. Tasmania is an insular State. The other States have or will have the advantage of railway communication with each other, as well as communication by steam. Do you regard it as paramount in Tasmania's interests that she should have the very best facilities for maritime transport to the other States? I regard her interstate trade and her overseas trade as her life blood. I do not think I could say more than that.

2246. Would you, as a public man, view with favour the establishment of a service between Tasmania and the mainland somewhat in advance of immediate requirements? Undoubtedly, because all the States of the Commonwealth are showing such rapid development. I am not aware of one instance where increased facilities of trade have not resulted in greater trade. The facilities have produced the trade.

2247. Is your port a reasonably cheap one in regard to dues? Yes. Twopence a ton for harbour dues.

2248. With regard to the tourist trade, do you think we would be justified in bringing about facilities if we can for the bettering of shipping accommodation in order to increase the volume of the tourist traffic?—Do you regard it as important to the North-West Coast in particular? I regard it as being of great importance.

2249. I suppose you do not get a very great proportion of the tourist traffic on the North-West Coast—I mean of the mainland tourists who come during the height of the summer season? No. I think the chief reason is that the Northern States of Queensland and New South Wales cannot connect with the direct boats to the North-West Coast.

2250. Do you think if that were done the tourist traffic to the Coast would be materially advantaged and increased? Yes; it would be larger here, but possibly to the detriment of the rest of the State.

2251. *By Mr. Hays.*—You have had considerable experience in the produce trade? Yes.

2252. Have you found it detrimental to the best interests of the produce trade to have the transshipment of produce in Sydney? Yes, distinctly so, especially as our staple product is a perishable article—potatoes.

2253. Are you aware if there is any understanding between the shipping companies doing the trade to this port with regard to competition? There is no competition. There is (I have it on the admission of the shipping companies) a "working arrangement."

2254. You are well aware of the time the Melbourne Company entered the trade? Yes.

2255. There was competition then? Yes; and it was severe, with the result that the freight on potatoes was reduced in three weeks from 9s. to 6s. per ton. The present rate is 11s. per ton.

2256. Since then, by reason of what appears to be an understanding between the companies, have they risen the freights? Yes; 2s. The last following immediately upon the increase of wages awarded to wharf labourers from 1s. to 1s. 3d. per hour.

2257. Now, with regard to the trade with Queensland ports, what would you suggest as a means of bringing about the avoidance of transshipment? I would suggest more enterprise on the part of the companies.

2258. It has been stated that there is an understanding between the companies now doing the Tasmanian trade, that they will not encroach in the waters of other companies? I believe that is correct. I believe that the members of the Interstate Steamship Owners' Association, which includes the A.U.S.N. Company; Howard, Smith's; McIlwraith, McEachern; the Adelaide Steamship Company; and Huddart, Parker's—not the Union S.S. Company. I believe they are not included. None of these five companies would be at liberty to enter into competition. I am under that impression.

2259. That being so, it would be necessary for some special inducement to be offered to some company other than those now in the trade to take up the trade between Tasmanian ports and Queensland? Yes. An outside company would want considerable inducement, and it would have to face cut-throat competition, as the Melbourne Company experienced, and the Patterson Company in 1895, when freights were reduced from 8s. to 5s. per ton.

2260. Would you view with favour a proposal for the Government to offer a subsidy to any company to enter the Queensland trade and make Sydney a port of call? Provided the details were properly safeguarded, I would favour it.

2261. Do you think that if such inducement were offered by way of a subsidy, say, spread over a number of years, say, five years, that at the end of that period the trade would be sufficiently developed to enable them to carry on that trade successfully? Well, I have not had any experience as a steamship owner, but I should think it was a reasonable thing to expect.

2262. Of course, you are aware that the Melbourne S. S. Company are now doing a very good business in the passenger trade with the round trip? Yes.

2263. When they first commenced that trade it was very small? Yes.

2264. Would not that be an indication that such might follow with regard to trade between the northern ports and Queensland? Yes. My experience has been that wherever facilities are given, trade gradually increases.

2265. You have been chairman of the Produce Merchants' Association in this town? Yes; I was the chairman.

2266. Did that association make any advances to the companies who were doing the business of this port towards a service to Queensland? A request was made some years ago.

2267. With what result? We were told it was not practicable, and would not pay.

2268. What is your opinion regarding that reply? I think the trade would be a profitable one at the present rates for steamers loading Sydney and Queensland produce, and run right through, but at least two steamers would be necessary. I am not going to say that any shipping company or private individual, or the Government, or anyone else could make a line of steamers pay if they had to face the competition that would be entered upon.

2269. But it would be greatly beneficial to the Tasmanian producer? Yes.

2270. The Marine Board is going on with extensive harbour improvements in this port? Yes; and the port in the near future will be able to accommodate considerably larger vessels than at present. In my opinion, this port should be able to accommodate up to 12,000-ton steamers.

2271. *By the Chairman.*—When do you think such a desirable state of things as that will be brought about? I could not express an opinion as to any definite date or year; it will be a considerable time. That is the ideal we have in view, and I

believe if the whole scheme of the engineer who advised us is carried out, that result will be attained.

2272. That is, that Devonport will be made a port of call for oversea boats? Yes.

2273. So that boats calling in the Tamar for fruit could also call here? Yes. It would probably mean the expenditure of £100,000 in addition to the £60,000 we are now expending.

2274. What is the largest vessel you can take at the present time? The "Aparima," of the Union S.S. Company, has been in; she was 7000 tons, I believe.

2275. *By Mr. Hays.*—You consider it is good policy to keep a port well in advance of the requirements of the trade? Reasonably in advance. I do not think any port should be crippled by expenditure of money before it is justified; but I think expenditure should be in advance of requirements.

2276. Do you think the same thing could apply in regard to the shipping companies? Yes; in regard to trade.

2277. *By Mr. Belton.*—Have you any idea of the cost of a boat suitable for your trade? No. I would hardly like to give an opinion.

2278. If you were asked how to bring about the necessary facilities you require, what would you suggest?—We have had several suggestions, such as the subsidising of a company, the chartering of a boat at certain periods of the year. For developmental purposes, do you think the State would be justified in entering into competition with those companies now doing the trade? I think the State would be justified in subsidising.

2279. You can see the difficulty in subsidising—the guarding against the possibility of another arrangement being brought about as between the companies? I presume you would make a condition to meet that.

2280. You would have to tie them down to certain obligations. Do you think that could be done? I think so; and that no increase of rates except those warranted by reasonable circumstances would be permitted. We have experienced increased rates which have not been warranted.

2281. *By Mr. Whitsitt.*—It seems to me there is an unholy combine existing at the present time, or shall we call it an "honourable understanding." Do you consider the present charges are fair and reasonable? I consider the rates of freight are too high. I will give you an instance. In regard to chaff, prior to the rate on potatoes being raised from 10s. to 11s., the rate on chaff was 15s. It was then put up to 16s., a 1s. increase to apply to chaff the same as to potatoes. There was some trouble at the Sydney wharves, and they raised it to 17s. per ton, maximum 25 bags to the ton. Straw-chaff, though perhaps 27 or 28 bags to the ton, would be charged freight as 25. If weighing 20 bags to the ton, you would declare it on 20, so that they cut it both ways. The existing rate now to Sydney is 18s., as against 12s. 6d. from Adelaide to Sydney.

2282. *By the Chairman.*—We have heard that the charge is 18s. 6d.? I will not deny that, but I understand it is 17s.

2283. *By Mr. Whitsitt.*—Have you any idea of the running expenses of these cargo boats? No; but I know they are cheap to run. They are all colliers, and the initial of the names of each is "K"; that is why they are called "K" boats. I know they are cheap as far as the use of fuel and the number of hands is concerned, but I do not know as to salaries.

2284. It strikes me there is a good thing in it? I believe there is.

2285. You are aware that the produce received rough handling in the transshipment? Yes; but latterly the handling at Devonport has been satisfactory.

2286. *By Mr. Valentine.*—How many companies are in the shipping business between this place and the interstate ports? There are in the Sydney trade three, and in the Melbourne two—the Union Company and Holyman's. I might mention that some years ago there was an agitation amongst the shippers here for a rebate commission on the quantity of produce shipped. Some contended that the man who did 5000 tons business in a year was entitled to consideration over the man who did 500, and pressure was brought to bear (this was just prior to the Melbourne Company coming into the trade), and finally they agreed on a sliding scale, to pay shippers below 500 tons no rebate, from 500 to 1500 tons 5 per cent., 1500 to 3000 7½ per cent., and over 3000 10 per cent. This was to be a deferred bonus not payable for six months afterwards. If any one of those shippers shipped any goods by another steamer—an odd steamer for instance—he would forfeit his bonus. This was to secure loyalty from the company's supporters. Then, when the Federal "Secret Commissions Act" came into force they said they could not any longer pay, as it was against the law. But they did not reduce the freight they had tacked on.

2287. When this number of boats come here are shippers put to any inconvenience by not being able to get their produce away? During the last three years the tonnage has been ample. The time-table has been bad sometimes, the ship sometimes departing to get out on a tide and so on, but it was due to late arrival.

2288. Then the vessels are somewhat handicapped on account of the tide? For low-powered boats like the "K" boats it makes a difference in getting away from the wharf, but there is usually enough water. They will be loading to 18 feet, and with 15 feet on the bar they will have to get away on half-flood tide.

2289. If arrangements were made with such a company as the A.U.S.N. Co. to call at various ports in Tasmania, could not its vessels be accommodated here? I am not familiar with all the A.U.S.N. fleet, but I am almost certain the smaller ones could be accommodated here. That company is a powerful company, and would know how to meet competition, but they have an arrangement with the other companies, and I believe it is the same right through Australia with steamship companies.

2290. *By the Chairman.*—There is really no competition, but only a division of trade between them? That is so.

2291. How frequent would a service have to be between here and Queensland to be really advantageous to the north-western producer and shipper?—Would not a fortnightly service, if not quite sufficient, be advantageous? It would be a help, but a weekly service, of course, is more to be desired.

2292. *By Mr. Valentine.*—Would there be sufficient for a weekly service? There certainly would have been three years ago, before the Irish blight, when 8000 bags of potatoes per week were sent to Queensland. Then there is other trade, such as grain. We cannot do a chaff trade to Queensland at all on account of the cost of freight.

2293. Have the producers taken into consideration the possibility of introducing a dumping plant in order to reduce their charges? I do not think they have; at any rate, not generally. That is an advantage that the Victorian merchant has over us.

2294. Do not you think it would be a matter worth considering here? I think it ought to be considered.

2295. *By the Chairman.*—Assuming the matter presented itself so as to necessitate a decision in

favour of a Commonwealth owned and administered service, or a State-owned one, which would you favour? I have not given much consideration to that.

2296. My object in putting the question is to discover whether you think Tasmania's interests would be better looked after by a Tasmanian administered service rather than by a shipping service administered from a mainland centre? I think the shipping service, as it would be established primarily with the object of benefiting Tasmanian trade, could be managed equally as well by Tasmania as by the mainland; for instance, look at Holyman's as an example. They have a very considerable share of the mainland trade now to the North-West Coast. The "Marawah" invariably brings more cargo than the "Oonah" at the same freight.

2297. *By Mr. Whitsitt.*—Are they in the swim, too? Yes; they have the same rate of freight.

2298. *By Mr. Valentine.*—With more direct shipment would there be any likelihood of a return freight from Queensland? Well, tropical fruits, of course, would be one thing.

2299. You would always, then, have to expect them to pay a little more freight from here, then? Yes; but the steamer would call at the ports down the coast, and would be in as good a position as the other lines of steamers.

The witness withdrew.

SAMUEL BEATTIE *called and examined.*

Mr. Beattie made the Statutory Declaration.

2300. *By the Chairman.*—What is your name? Samuel Beattie.

2301. What is your occupation, Mr. Beattie? I am a draper.

2302. And you reside at Devonport? Yes.

2303. How long have you been here? For six years.

2304. You are fairly well in touch with the North-West Coast's interests? Yes.

2305. Are you an importer? Yes.

2306. And an exporter? No.

2307. Do the existing steamship services provide you with sufficient facilities for your import trade? I think so.

2308. Are you aware of the subject of this Committee's inquiry?—I will read you the House of Assembly's order in connection with the matter. [Read to witness.]

2309. Are you aware of some expressed feeling of dissatisfaction on the part of producers in the north and south with the existing services? Yes. There is a good deal of dissatisfaction as to the facilities, more particularly with regard to the cost of travelling, and so on. I might say that most of my shipping comes from Melbourne.

2310. Are you dissatisfied with the freights charged, and the fares? I think the company doing the largest amount of shipping is as fair as any other company under the circumstances; but the charges, compared with those in the Old Country, are excessive for the distance.

2311. Have you had considerable experience of the freights charged in the waters of the United Kingdom? Yes; a fair amount.

2312. For similar services here, and over much the same distance, do you say that freights are greater? Yes; and the passenger fares are considerably greater.

2313. Are you associated with any organisation like the Tourist Association? I am interested in them, but not closely associated.

2314. Have you any suggestions to offer to the Committee regarding the direction in which the shipping services could be bettered, to this port in particular? I do not know, of course, whether Marine Board matters affect you in any way.

2315. Oh, yes; they come within the scope of this inquiry, with regard to wharfage accommodation, &c.? A considerable number of people think our wharfage charges here are very high. We consider them excessive. We are charged 1d. per cubic foot, with a 3d. minimum, so it works out at almost one-third of the freight from Melbourne. Forty feet cost 3s. 4d. for wharfage, and we pay 11s. a ton freight.

2316. That is about 33 per cent. of the total freight charges? Yes; it comes to about that for wharfage.

2317. *By Mr. Howroyd.*—Does that apply all round, or is it only for small parcels? It works out higher, of course, for the small parcels; it would not be so much for big ones—about 30 per cent.

2318. *By the Chairman.*—Do you consider the passenger fares too high? Yes.

2319. Does that retard the tourist traffic, in your opinion? Yes.

2320. With regard to wharfage charges, the Board must levy charges sufficient to pay interest on the cost of the harbour works? Yes. I do not know if it could be lessened, but I should say it is excessive for the service rendered.

2321. The Board, being a public body, would hardly charge more than the situation warranted? I do not know; but I think it is very high. It makes the charges on goods more, and it reflects in this way—that it encourages people, perhaps, to get their goods at other places, instead of direct from Devonport.

2322. Your argument is that the heavy wharfage charges operate detrimentally in regard to the business of the town of Devonport? Yes.

2323. *By Mr. Hays.*—Have you imported goods to any other ports? No. Our goods come from London, and are transhipped in Melbourne or Hobart, so that I do not know what the charges are in other places.

2324. You have not had any goods landed at Burnie? No. I may say that the facilities for shipping and travelling in general between the other States, like New South Wales and Queensland, are not nearly so good as between here and Melbourne. We have very few facilities for getting from here, say, to Queensland. That is an inconvenience. I also know that we suffer a disability owing to the companies taking no blame for damage. If there were more rivalry things would be better.

2325. You think there is really no competition between the shipping companies trading to this port. There is nothing more than what amounts to a division of trade? It is something like that. I was in the trade in Ireland at one time, and we got our goods in practically the same manner as we do here from the mainland. There was great rivalry existing, and we got good facilities and concessions in ways which made it lighter for people shipping. That we have not here. At the same time, the companies doing the largest amount of business are as fair as anyone else would be under the circumstances—shipping to a place like Whale's Head, for instance. I sent a case of goods round there a month ago, and I received a letter yesterday to say the goods had not arrived yet, which shows that the shipping round that direction is somewhat precarious. I sent it by steamer, to be transhipped by ketch.

2326. Those are very stormy waters round there? Yes. I expect that is it.

The witness withdrew.

DAVID CLARK FINLAYSON *called and examined.*

Mr. Finlayson made the Statutory Declaration.

2327. *By the Chairman.*—What is your name? David Clark Finlayson.

2328. What is your occupation? I am an engineer.

2329. Where do you reside? At Devonport.

2330. For how long have you been residing here? About 22 years.

2331. Are you closely in touch with the various producing interests about here? Yes.

2332. Are you an importer or exporter? Both; but more of an importer than an exporter.

2333. What do you import? Hardware and iron.

2334. And what are your exports? Machinery.

2335. That you make here? Yes.

2336. Is it agricultural machinery? It is more for mining and sawmilling machinery.

2337. The objects and scope of this Committee are set forth in this Order of the House of Assembly, which I will read to you [read to witness]. Are you aware of any expressed feeling of dissatisfaction with the existing services as between Tasmanian ports and those of the mainland?—Have you read anything in the press as to interviews which have been had with the companies? Yes; a better service is required between Sydney and the North-West Coast, at any rate.

2338. Have you, in your business, been prejudiced by insufficient facilities? Yes. In regard to the trade between here and Sydney—that is, the import trade—owing to the lack of the necessary accommodation.

2339. Were a better service established, would you import more largely than you do? Undoubtedly.

2340. Do you desire to import? Yes.

2341. Why? Because Sydney is a better buying market than Melbourne for many lines.

2342. You find the lack of facilities an inconvenience? Yes.

2343. Can you give anything in detail regarding any inconvenience you have suffered from? The chief difficulty is the Union Company's boats going on to the West Coast before calling at coastal ports. They will ship cargo in Sydney for Devonport, and take it the round trip, and bring it back here, which entails sometimes a week's delay.

2344. So you are sure of nothing but irregularity in your importations? Yes; that is so.

2345. Have you any reason to complain of the freights? Only on the heavy lifts.

2346. Are they reasonable or excessive? They are very excessive.

2347. How do you arrive at a standard of comparison? The charges from the Old Country to Melbourne, for instance, are sometimes less than from Melbourne to here on heavy lifts.

2348. What would you call a heavy lift? Anything over six tons. The present charge for a six-ton lift is £35 from Melbourne to Devonport.

2349. What would the charge be from the Old Country? About 50s. to 60s. per ton; it varies slightly.

2350. And you find this a disadvantage in your trade? Undoubtedly.

2351. Have you to import machinery coming under the category of heavy lifts very often? Sometimes there are five and six a year—traction engines. We have two coming this month, and on both we will have to pay from £25 to £35.

2352. You have had considerable experience at Home? Yes.

2353. And are well acquainted with the charges? Yes; we import pretty largely now direct.

2354. And you say deliberately that the charges on heavy lifts, with which you are most concerned, are excessive? Yes, from Melbourne to here. I have nothing to complain of in regard to the ordinary freights. I think they are reasonable.

2355. Have you anything to say about the passenger fares? They are fairly stiff.

2356. Are they rather too high for the purposes of the development of the tourist trade, for instance? I think so.

2356A. Do you, as a business man, think the mail service sufficiently satisfactory? Yes; that is very good.

2357. Are the wharfage rates severe on you? They are in some lines.

2358. Do you think them reasonable, considering the Marine Board, as a body, has to provide interest on a considerable capital expenditure, entailed by the harbour improvements? Generally speaking the wharfage charges are reasonable. There are lines I could mention where they are very excessive. I have one line, namely bricks of any kind, in which the cost of wharfage is 5s. per 100, which is more than the value of the bricks.

2359. Do you export any machinery to Queensland? No; it goes more especially to New South Wales and Victoria.

2360. Is it agricultural machinery? It is sawmilling machinery.

2361. The question of the transhipment of Tasmanian goods for Queensland at Sydney does not affect you? No.

2362. *By Mr. Hays.*—Have you imported any goods by the Melbourne Steamship Company? Nothing to speak of, but occasionally we have had small consignments.

2363. There is no direct service between this port and Sydney? No.

2364. Have you ever made any suggestions to the company with regard to this matter of which you have spoken, or made any complaint and asked for improved facilities for yourself or other importers? I have complained verbally at different times.

2365. With what result? Evidently none, as there has been no improvement.

2366. You are not identified in any way with the Tourist Association? No.

2367. *By Mr. Howroyd.*—You were speaking of the difficulty of importing from Sydney. Would it be overcome if the Union Company's boats unloaded the cargo first before going to the West Coast and coming back to load up? Yes.

2368. Could sufficient inducement be held out to the company to do that? That I could not say.

2369. If so it would relieve you of a lot of your difficulty? Yes.

2370. In regard to the wharfage, have you any idea how the charges at Devonport compare with those of other ports in Tasmania? I think they are much about the same as any of the ports that I have experience of.

2371. You have no comparative figures before you? No.

2372. *By the Chairman.*—Have you any experience as a marine engineer? No personal experience.

2373. You would not have any knowledge of whether lower rates of wages on boats trading in the waters of the United Kingdom would be accountable for the reduced freightages on stuff sent from the Old Country to Melbourne? Undoubtedly that would affect the freight.

2374. To some degree, then, the higher rates charged by Australian companies might be attributed to the rates of wages paid? Yes; undoubtedly.

2375. But even allowing for that, you think the companies charges are too great in regard to heavy lifts? Yes.

2376. Notwithstanding these higher wages, you think the charges are too great? Yes; I think they are very much too high.

The witness withdrew.

HENRY HECTOR McFIE *called and examined.*

Mr. McFie made the Statutory Declaration.

2377. *By the Chairman.*—What is your name? Henry Hector McFie.

2378. You are Warden of the Municipality of Devonport? Yes.

2379. Are you a produce merchant? No; I am in the tailoring business.

2380. Have you any knowledge, as a public man, of any feeling of dissatisfaction on the part of the trading community of Tasmania with the existing services between Tasmania and the mainland? Yes; there is a decided feeling that something better than they have now should be arranged.

2381. Does that feeling extend to Devonport? Yes.

2382. Could you indicate in which direction the people of Devonport and the district desire a betterment of the service? With regard to the produce shipped to Queensland there is a desire to have direct communication if it be possible, so that produce would be able to be landed at Queensland ports direct, saving a loss of time, and be also conducive to less handling of the produce.

2383. Would you, as Warden, say a feeling of that sort is pretty general amongst producers? Yes; as far as my knowledge goes, it is so.

2384. What do you think of the service between here and Melbourne, is that satisfactory? The service, I think, from a produce point of view is fairly satisfactory, but from a passenger point of view, and in the way of mails, it might be improved.

2385. Do you think the trading community here is inconvenienced in any way at present by the infrequency of the mail service?—How many mails a week do you have from the mainland? There are two direct, and in the summer time when little produce is being handled we get three indirect.

2386. What do you mean by direct mails? I am referring to boats calling at Burnie.

2387. Your service from Melbourne to Burnie is practically a direct service? Yes; the mail catches the train at Burnie, and leaves straight away for Devonport.

2388. As regards the service between here and Sydney, is there any unsatisfactory feature about it, either from the exporters' or the importers' point of view? I do not think there is very much from the exporters' point of view, but certainly there is from the importers'. Often a cargo if wanted quickly from Sydney has even been sent to Melbourne and transhipped there for Devonport, otherwise it might go right round the island in the cargo boat down to the West Coast, and come up along the North-West Coast, till at last it reaches here, the voyage lasting sometimes longer than a week.

2389. Your evidence is very similar to that of other witnesses, and your conclusions seem to bear out theirs. Summed up, you would say that from an exporter's point of view the services from here to Sydney and here to Melbourne are fairly satisfactory? Yes.

2390. The mails are also fairly satisfactory? Yes; except the mails from Victoria, which could be further improved by a better service on to the North-West Coast.

2391. You believe a better service between the North-West Coast and Victoria would lead to more rapid and better despatch of mails? Yes; I am certain of that.

2392. You think an improvement is desirable in regard to the consignments for Queensland? Yes.

2393. These necessitate transshipment at Sydney? Yes.

2394. Have you taken any interest in the work of the local Tourist Association? Yes. I was President for many years, and at present I am Vice-president.

2395. A witness has given evidence to the effect that if a better steamer service were established between the North-West Coast and the mainland the result would be to increase greatly the tourist traffic. Have you formed any decided opinion about that? I can believe that a very great improvement would take place if we had a better service from a passenger point of view, together with moderate fares.

2396. You think the fares should be less than those charged at the present time? Yes; although I would like to say that the treatment of the passengers and the appointment are fairly good—that is on shipboard—but I do not think the present service is at all likely to bring the number of people that would come to the Coast.

2397. You get some of your mails from Launceston now, do you not—mainland mails? Yes; three in summer and two in winter, but there is not much produce being handled in summer, so it does not benefit much. We could get, I think, three mails quite easily direct to the coast any time of the year.

2398. Under most ideal conditions you would not expect a daily mail service? No.

2399. At present you have practically five mails per week? Yes; but they often get here at the same time; that is to say, the mail leaving direct to the coast would catch the early train at Burnie and be delivered on to the West Coast by nightfall, and here by the early train; and they would be delivered right through to Deloraine and on to Launceston by the train arriving there at 12 or 1 o'clock. By coming *via* Launceston they are 24 hours later getting to the West Coast, and also later coming here. To come here direct would mean a great saving of time, and the whole of Tasmania could be equally well served by the mails coming this way.

2400. There may not be a consensus of opinion on that point, but it may be advantageous to have the mails coming earlier to the coast generally? Yes.

2401. Have you taken any interest in the orcharding industry? Yes.

2402. Do you consider its future success is tolerably well assured? Yes; quite.

2403. Have you given any consideration to the best means of bettering the steamship services between Tasmania and the mainland? It is a difficult question, but I have thought we should have at least the seaway between Tasmania and the mainland dealt with by the Commonwealth Government. A connecting link should be made by boat.

2404. Tasmania is, you think, entitled to a steamship service that would give us a daily mail? Yes.

2405. Because of the fact that other States enjoy railway communication, and that a good maritime service is essential to the development of our interests? Yes.

2406. You favour the Commonwealth establishing or subsidising such a service? Yes; if they have the power to establish it I would like it. I would like to see it, and I think the quantity, area, and quality of the land, and the products grown, warrant the North-West Coast having a distinct service of its own.

2407. Do you think the port charges, the wharfage rates, and so on, are reasonable, considering the Mersey Marine Board has to provide interest on the capital cost of its harbour improvement scheme? I think they are fairly reasonable. They vary, of

course. I think the cost is something like 5s. a ton coming in, but in view of what is being spent I think it fairly reasonable.

2408. How long have you lived here, Mr. McPhee? About 20 years.

2409. Would you regard the harbour improvement works as substantially bettering the port? They have, there is not the slightest doubt.

2410. Have you any knowledge of the freights charged for goods from this port to the other interstate ports, or *vice versa*, say, from Sydney or Melbourne? Just lately I have not that information. They might have varied.

2411. Are there any complaints of the freights being higher, and the traders handicapped? I have not heard that.

2412. *By Mr. Valentine.*—You just mentioned that the wharfage rates vary, but about 5s. a ton is charged. Is not that very high? Yes; it is fairly high.

2413. That, added to the freight, makes the charges very high? Yes, it does.

2414. If this port were made a port of call for a line trading to Queensland, do you think there would be sufficient produce sent from here to keep a line of vessels going? I doubt it at the present time.

2415. We understand, of course, that a good deal of produce goes to Queensland now from Sydney? There may be sufficient, but I would not be certain about it. I believe the trade would develop, and there would eventually be sufficient produce to keep the line going if properly handled.

2416. As regards the tourist traffic, if better vessels were carrying passengers from the other States to this port, do you think there would be an increase in the number coming over? There is not the slightest doubt there would be, and as the place got better known it would tend to increase it again, because nearly everyone who comes on to the coast, from Deloraine to Stanley, is really delighted with the whole coast.

2417. Are the fares charged considered high? Yes; considering a service might be run on less costly lines with regard to meals, I think.

2418. More of an excursion? Yes; and not to have such a liberal menu card. Hundreds of passengers rarely see the tables, and yet they pay for their upkeep, which is, of course, a very great one.

2419. *By Mr. Sheridan.*—What are the principal items of export? Potatoes, oats, chaff, peas; and of apples we sent something like 14,000 cases last year, and there will be 28,000 this. The improvement will be very rapid in that, and butter we are exporting now.

2420. Is there any considerable portion of that export trade diverted to Queensland? Yes; potatoes, particularly.

2421. Is there anything else—oats or peas? Yes; oats. The peas go mostly to England.

2422. Could you tell us the quantity of potatoes going to Sydney and to Melbourne? No; I could not say as to that.

2423. Is this the principal port on the coast for the export of potatoes? Yes.

2424. More are shipped from here, then, than from any other port? Yes.

2425. With regard to a line of steamers between here and the mainland, you have said you favour the Commonwealth rather than the State? I would favour the Commonwealth if they had the power, but if not, then the State, or both in conjunction. The reason why I think so is that the Federal Government will be laying down lines of railway to various parts of Australia for various purposes of defence, mails, and so on, and therefore I think they should have a connecting link between the other

portions of the Federal States for the same reason. I think it just as essential and necessary to keep the fairway open between Tasmania and the mainland as to put the transcontinental line down.

2426. Some witnesses we have examined favour a line of steamers between Tasmania and the mainland, developing a new trade; that is to say, between Tasmania, and Sydney, and Queensland, taking the fruit from the southern part of the island and potatoes and other produce from the northeru ports. Have you given consideration to a line of steamers of that kind? Yes. I consider it would be a good procedure to establish a line of that sort.

2427. Would you favour a State line of steamers or a line established by a private company—when I say State I mean Tasmania? I would favour the State.

2428. For what reasons? I believe, in the first place, it would be a payable proposition, and that the State would be able to enter the business unfettered, and with no likelihood of combination. The service would be run on its merits, and with generally a better service than we are likely to get under existing conditions.

2429. With regard to the class of steamers trading here at the present time, how often do they trade between here and Sydney? We have two a week in the busy times; that is in the potato season.

2430. Do they trade direct? Yes; that is, they leave for Sydney direct, but come down the coast, as a rule, calling at other ports, and then come along this coast. We have sometimes three boats for a portion of the year weekly.

2431. Do they call at Melbourne after calling at Sydney? Yes. They come back various ways, sometimes *via* Melbourne and sometimes *via* Beauty Point, and then on here; then from Melbourne to Stanley and along the coast, and finally leave here.

2432. Do they take passengers and cargo? Not on those boats; they take, perhaps, an occasional passenger, but they are cargo boats. The s.s. "Sydney" takes both cargo and passengers.

2433. Can a better and larger class of steamer enter the harbour than what you have at present? Yes.

2434. There is plenty of water? Yes. They would have to work the tides; that is a very large boat would, but we have 26 feet close in at high tide on the bar, and improvements are being made now for the purpose of putting larger boats in and out.

2435. Could the "Loongana" or the "Rotomahana" enter this port? They would have no difficulty whatever.

2436. *By Mr. Valentine.*—I think you said you would favour a State-owned line for developing trade between Tasmania and the interstate ports? Yes.

2437. Of course, you know that if the State established such a line there would be strong opposition by those big companies already holding the trade. Do you think the State could make its line pay in the face of that opposition, and do you think the exporters would be loyal and stick to the State-owned boats in preference to the other lines, although these might be cheaper? To answer the last question: I do not think you could rely on any loyalty at all from produce merchants. They would take the cheapest form of carriage they could get; and with regard to making it pay it is a difficult question to answer, but I do not know but what in time—that is to say, if you give it a reasonable time—I do not see any reason why the States should not make it pay. The other companies would certainly have to conduct their business on business lines, and although they may cut for a certain length of time they might, like they did before, when the two companies came into the trade for produce, cut

against one another until they found they were eating themselves out, and came to terms. They might have sense enough to come to terms in the same way as they did in the past.

2438. Seeing there may possibly be difficulties in maintaining the business with the State line of boats, have you considered the other means of the State subsidising some other strong company to make our ports port of call? In the event of the State not doing it I would favour the subsidising of other boats by the State.

2439. Do not you think we would get as much benefit by subsidising some company to call? No. I would prefer to see the line established, and even if there were loss on it, it would give us an opportunity of seeing what could be done. I do not think much could be lost if it really ended in failure. The ships could be sold readily.

2440. There is another proposition, which is to encourage a new company altogether to be run in Tasmanian interests, subsidised by the State. Do you think such a company would be received favourably by the shipping community of this coast, similarly to the old T.S.N. Company? I do not think you could rely on the people in any way. If it is a matter of 6d. or 1s. a ton under they will take the cheapest form of shipment.

2441. *By the Chairman.*—As a public man you recognise the great responsibility that the Government of the day would be undertaking in introducing State-owned steamers, and that any loss would be made up by the taxpayers, whose burdens are already heavy? Yes; I recognise that, but I think the indirect gain would be such as to make up a loss in the same way as with the railways.

2442. The railway loss is always resented by the taxpayer? Yes.

2443. You recognise that the principle of indirect gain counterbalancing the direct loss cannot be pursued indefinitely in regard to the multiplication of State services? I recognise that; and it would not be my wish to put the State into running everything that happened to come along. But this is one thing the State could come into.

2444. In conclusion, you regard the matter of maritime communication between Tasmania and the mainland as so important to Tasmania that the State is justified in taking any reasonable step to afford Tasmanian producers and shippers the best facilities available? Yes.

2445. You are content to assent to that proposition? Yes; and further, I believe from Deloraine to Stanley there will in the future be over a million people settled on this coast.

2446. You regard the resources of the North-West Coast as very great, and capable of sustaining a million people when such resources are fully developed? Yes; I do.

The witness withdrew.

ALEXANDER FYFE STENHOUSE *called and examined.*

Mr. Stenhouse made the Statutory Declaration.

2447. *By the Chairman.*—What is your name? Alexander Fyfe Stenhouse.

2448. What is your occupation? I am a merchant residing at Devonport.

2449. Do you export products to the mainland? Yes.

2450. To which ports do you particularly consign? To all the principal ports on the mainland—Melbourne, Sydney, Newcastle, Brisbane, Rockhampton, and Townsville.

2451. Are you aware of the subject-matter of this investigation? Yes.

2452. We have been appointed to inquire into the matter of interstate shipping communication? Yes.

2453. Have you, as a exporter, any feeling of dissatisfaction with the existing service? Yes.

2454. Will you kindly particularise your reasons?—Are you dissatisfied with the service between here and Melbourne? As regards exportation I am not, but as regards importation, I consider the freights are excessive, considering the short run across the straits.

2455. Have you any reason to complain of the irregularity of the service between here and Melbourne? Yes. I refer, of course, to importations of merchandise. We are very much handicapped here by the refusal of the Union Company to carry fertilisers, which are called odourous fertilisers. We have to import all fertilisers, and the Union Company have the "Oonah" coming twice a week from Melbourne, and they will only carry so-called odourless fertilisers, which have neither bone nor blood. The plea is that the passengers complain, but that is all moonshine, because they pay no attention to the complaints of passengers through carrying stinking sheep on deck. It is a move, in my opinion to drive the fertiliser-carrying trade into the hands of the White Star Line. We are handicapped, inasmuch as the "Marawah" only comes once a week, and of late they have adopted the method of carrying fertilisers such as bonedust on deck, where the saltwater gets at it and deluges it, and leaves it in an unmarketable state, and we have no redress. If you can fit in your shipments of fertilisers with a boat like the "Sydney," they will carry bonedust and any fertilisers, and more passengers than the "Oonah"; and there is no objection in their case. An incident occurred this season when I bought as an experiment a ton of nitrate of lime from the Old Country. There is no odour from that, and it is in barrels, and there is no danger attached to it. The shipment arrived in Melbourne, and an agent carted it to the "Oonah," and they point blank refused to take it, and it cost me about, say, 17s. per ton extra, simply because the Union Company would not take it. There is a barrel of that outside the store at Burnie, which you can see when you go there, and you will find it is perfectly harmless.

2456. Have you a branch at Burnie? Yes. The companies are autocratic, and will do nothing to meet you. At Burnie, for example, it is only recently we have been able to get our bills of lading promptly. The "Oonah" arrives on Saturday afternoon—a half-holiday—about 4 o'clock, and they would not give us the bill of lading until the cargo is on the ship, and the staff would have to stay about till 9 o'clock at night sometimes before I could get the bill of lading.

2457. Do you think the interests of traders and producers are disadvantaged by reason of some combination or arrangement between the companies? Undoubtedly they are. Prior to the Union Company and the Melbourne Shipping Company falling into line the companies were in competition, and they certainly would give facilities you cannot get now. The Union Company plays with this trade like a game of chess. They tried to confine the straw trade to Launceston, where they have practically an empty boat. Some time ago they reduced the freight from Launceston to Sydney 2s. 6d. under that from Devonport to Sydney. They did not want our light cargo, and attracted all the straw from Deloraine and the surrounding districts into Launceston. We protested without getting any satisfaction, but when we told the Melbourne S.S. Company how they were doing the business it was somehow stopped at once.

2458. Is the service to Sydney satisfactory? No. The boats are a disgrace to the trade; they have the same time-table in summer as in winter. They cannot do the work in the time; and then sometimes they will miss a week altogether, and when they do leave, if they meet with some rough weather they are a day late, with the result that they miss the transshipment boat—one of the A.U.S.N. Company's boats—which goes to Townsville, leaving on a Tuesday. If they miss that boat it has to wait till Friday. There is a steamer on Wednesday—one of Howard-Smith's—but she only goes to Rockhampton.

2459. Do you send stuff to Queensland? Yes.

2460. Do you regard the transshipment necessary at Sydney a disadvantage to you, as an exporter? It is undoubtedly. We are dealing with perishable articles.

2461. Do you regard the Queensland market as valuable? Yes; it is one of our best markets.

2462. Is it expanding? Yes.

2463. It affords great opportunities, being a tropical State, for Tasmanian products? Undoubtedly; but as we are situated at present we can only supply heavy cargo.

2464. If you had an opportunity of shipping fairly regularly to Queensland in the one bottom, could you send larger consignments? I am perfectly satisfied we could.

2465. Do you send any fruit forward? I think Devonport shipped about 5000 cases. It is growing. We sent a few cases to Queensland.

2466. Was it satisfactory? We did not make a profit, but we tested it.

2467. You, being well in touch with exportation, are quite certain that if the transshipment at Sydney could be avoided it would be an advantage? Undoubtedly; and it is a matter of surprise to me that the mainland steamers do not come round this way instead of going direct to Sydney.

2468. There may be a reason for that, of course. Is the mail service fairly satisfactory to you? I will not complain. They are fairly regular, and there are five a week.

2469. You think there are opportunities for the betterment of existing conditions in regard to reduction of freight charges—provision for better boats, and in regard to the avoidance of the present transshipment at Sydney for Queensland? Yes; and speaking generally, I should add that in my opinion it will be a splendid thing for Tasmania when the Union Company's monopoly is broken up. In my opinion the West Coast trade was practically killed by the action of the Union Company. In former years we could get our cargo round, until the company started seemingly playing a game. Goods were continually shut out here, and West Coast merchants, our customers, stated they were forced to buy in Melbourne. They put on a bigger boat to Melbourne and simply handed the local carrying trade over to the White Star line when they were done with it.

2470. In your opinion, as a trader, the services owned by the companies at present doing the business between Tasmania and the mainland are not conducted with a view to the development of Tasmania's resources, and with a view to the protection of Tasmania's trading interests? Certainly not; because from our insular position it is vital to have easy and cheap facilities, and until we do we will be continually hampered. Our trade is just depending upon a dry season on the mainland. In the average year we are handicapped by not being able to get away light cargo, and we have to rely entirely upon local consumption, and the population is not large, the local trade therefore not amounting to much. It is only when it is scarce on the other side that we can send chaff away.

2471. If Tasmania through an improvement of her shipping facilities, were placed upon a footing of equality with Victoria, could she look forward to a greater share of the Queensland trade? Yes.

2472. And fairly well compete with Victorian exportation? Yes, and not only that, we could very often get into Sydney when otherwise we cannot with light cargo. I have seen 2s. 6d. stand between us in our business often and often, and the State has missed the business.

2473. *By Mr. Valentine.*—You have made a strong point of the light cargo. You know that the South Australian exporter of light cargo deals in the way of pressing this cargo, and gets cheaper freights by dumping? You would not get any cheaper rate through dumping? We could dump it, too; but first we have to get our chaff introduced into Queensland, they do not know what it is. Once trade is diverted it is not easy to get it back. Victoria does not use our white oats, for instance; and Sydney does not care much for Victorian oats if they can get white oats.

2474. Are we to understand that even if you went to the expense of dumping you would not get cheaper freights? If we had a reasonable trade to Queensland no doubt we could get our hay in. Once they use it I contend they will stick to it in preference to the South Australian article. There is a vast difference between our hay and theirs. Our hay is heavy, and they cut theirs green.

2475. Is not the trade sufficient from this coast to warrant the chartering of a boat to trade to Queensland ports? The difficulty arises over wharf accommodation in Sydney. As an instance of what is sometimes done, I may tell you that a boat came here lately with piles, and we got to know that there would be a good chance of freight, and the result was that the Union Company stepped in and chartered her themselves.

2476. *By the Chairman.*—Do you think they have control of the wharves in Sydney? The Union Company has its own wharf in Sydney, and the Melbourne Company rents one. The wharves there become a centre of trade, and it is difficult to get in. If we had a regular service we could get a wharf and rent it ourselves.

2477. From whom? They are privately owned—some of them—and you would have a job to get in. Patterson's boats, I think, are at Howard-Smith's wharves. A number of the wharves are privately owned or rented from the Marine Board.

2478. The difficulties regarding getting wharfage accommodation would not present themselves to a regularly-maintained service? They are not insurmountable.

2479. *By Mr. Sheridan.*—You are evidently dissatisfied with the present facilities. Can you suggest any remedy? No; but I should like to see Tasmania run a service of its own, if we are in a position to control it; we would be away from outside influence.

2480. *By the Chairman.*—Which would you favour, then, if it came to a question of a service Commonwealth-owned and administered, as against a Tasmanian control? I would favour Tasmanian-owned steamers.

2481. You think the administration from here would consider Tasmanian conditions more? Yes, and it is Tasmania only that we have to consider.

2482. *By Mr. Sheridan.*—Do not you think a strong company could take up the business and run it against the Union Company? If it were controlled in Tasmania it could.

2483. You think a locally controlled and owned company could compete? Yes I think the Union Company has one of the finest things on in Australia.

2484. In the matter of the running of steamers of that kind, do you think that a locally-owned company could compete with the present strongly-established company? Yes; I do, because of the support it would get. Of course, my answer is subject to qualification if the cut rates came about. It would mean that no one would get a profit, and it would depend upon who has the longest purse. If Tasmania could control her own company the merchants would be loyal.

2485. You think the merchants would be loyal even if the other company gave special rates? I think so. I know I would. Anything to get even with them.

2486. Would you be prepared to take up shares? I would take an interest in it, at any rate. Here is a feature you should know: in spite of the thousands of pounds worth of cargo we send to New South Wales we cannot trade with her in return. We have to buy everything from Victoria. These "K" boats are flat-bottomed; they are unique in Australia. They are suitable for getting into Macquarie Harbour, being shallow-draft boats.

2487. *By the Chairman.*—In what way are you prejudiced? They go to Sydney, and from Sydney to Newcastle, and bring coal to Beauty Point, and on to Strahan, and then work round here, which takes about a fortnight. If we want to bring any cargo from Sydney, how can we get it?—If we buy sacks from Sydney, for instance, and they are brought down with the coal they get so dirty that the farmers will not take them.

2488. In the matter of improving Tasmanian trade, would you favour any forward step being taken by the Tasmanian administration in the direction of providing better all-round shipping facilities between Tasmania and mainland ports? I would welcome it.

2489. You would think it a forward step? Undoubtedly; and I consider we ought to have had it years ago.

2490. You think the State may reasonably assume the risk? I do.

The witness withdrew.

HENRY BROWNE called and examined.

Mr. Browne made the Statutory Declaration.

2491. *By the Chairman.*—Your name is Henry Browne? Yes.

2492. What is your occupation? I am the general manager of the River Don Trading Company.

2493. You necessarily import considerably from mainland ports? Yes.

2494. Do you also export? Yes.

2495. What are the lines of importations and exportations? Intercolonially they are general grocery lines, drapery, boots, hardware, crockery, wire netting, &c.; from England, drapery, whisky, &c.; and from America, agricultural implements.

2496. Your items of importations are those usual to a large business? Yes.

2497. And your exports, Mr. Browne? General farm produce.

2498. Where to? To New South Wales and Queensland; and also a certain quantity of peas Home occasionally.

2499. The object of this Committee is to inquire into the existing shipping facilities from Tasmania to mainland ports, and incidentally suggest anything that may benefit Tasmanian trade. Are you aware of any dissatisfaction on the part of the Tasmanian mercantile community in regard to these matters? Yes.

2500. Has it extended to Devonport? There is dissatisfaction, but I do not think it is justified entirely.

2501. Have you, as manager of a business that deals with importations, any reason to be dissatisfied? With the importations—no.

2502. And with regard to the exportations? Yes; we sometimes want better facilities up the New South Wales and Queensland coasts, more particularly Queensland.

2503. Do you consider Queensland a favourable market for Tasmanian importations? Yes; during the season here, but not all the year round.

2504. During the Tasmanian season it is a good absorbing market? Yes; very good.

2505. Are you prejudiced in any way as an exporter of primary products by the transshipment at Sydney? It materially affects our trade.

2506. Does it curtail the possible expansion of that trade? It does in more ways than one. There is the additional expense and the extra time. If you had a direct service—that is, some Queensland boat coming in and taking Queensland cargo—it would give us very much less expense and better conditions, and I believe it is justified at certain times of the year.

2507. Not all the year round? That would be absolutely impossible.

2508. This Committee has elicited that there seems to be an almost perfect unanimity of opinion of the mercantile community of the south, of Launceston, and here, regarding the establishment of a service obviating the transshipment at Sydney? Yes.

2509. Do you think it possible to establish a service which would give what is desired by Tasmanian exporters all round, both in the south and the north? I have never heard any proposition made that would meet it up to the present time.

2510. How frequent would such a service have to be to be of material advantage? Once a week, I should say.

2511. Would once a fortnight suffice? It would, of course, be a material help.

2512. You think that for a portion of the year anyhow there are possibilities of the successful establishment of a service between Tasmania and Queensland obviating transshipment? Yes; without a doubt.

2513. Speaking of your own business, do you think there would be an immediate possibility of expansion with such a service? There would be during the season.

2514. Have you any reason to complain of the inadequacy of the mail service? No; I think we are very well served.

2515. Have you taken any interest in the question of the development of the tourist traffic? Yes; I am Chairman of the local Tourist Association.

2516. Do you think a better service than now obtains would tend to increase this traffic in regard to Tasmania in general, and the North-West Coast in particular? I do not think it would be justified from the amount of tourist traffic at present existing. The "Oonah" comes here twice a week, and she brings an average of 35 tons of cargo, which is not very much, and her passengers are very few; not nearly as many as should come by a boat of her size.

2517. Have you experienced any loss in regard to shipments to Queensland in relation to Sydney?—Has there been any substitution of inferior articles? There are sometimes complaints that the marks sent forward are not received. The Queensland trade is catered for more actively in Sydney in consequence of there being no direct boat.

2518. Is it a fact that a large portion of your consignments to Sydney is subsequently absorbed by the Queensland markets? Without a doubt.

2519. That is the Queensland market is a much better one for Tasmanian products than the consignments would indicate? There is no doubt about it.

2520. *By Mr. Valentine.*—What months are considered the shipping season? They are getting more extended every year. When I came here the produce season started about March and continued on to September, but until the Irish blight broke out it was getting wider. We started in January and ended in November. Since the blight it has become more restricted again.

2521. Do you not think that if a better class of boat were introduced it would induce tourists to come to these parts, seeing that you would get freights between March and September; the other months would be well filled by passenger traffic? The passenger traffic has been developed owing to the facilities given by the Melbourne Shipping Company. Prior to that we had no round trip. When I went to Sydney in May by the boat "Sydney" there were 80 passengers, and I had to secure a berth a few trips in advance. We have no back freight; that is our trouble. Without any subsidy or anything else we have developed a good round service to Sydney. That is, going on for nine months in the year, and to a smaller extent all the year round.

2522. *By Mr. Sheridan.*—With regard to the transshipment difficult at Sydney, why do not the present companies go on to Brisbane and carry your produce in the same bottom? As a rule the lines that trade here have not a service that extends to Brisbane. There is nothing to stop them that I know of from extending it.

2523. Have you ever approached them with regard to it? We have approached other companies trading from Melbourne who go there; but as there are a sufficient number of boats trading here now, an increase would result in a large amount of competition, and would for the time being render the service unprofitable.

2524. Have you ever approached the Union Company with regard to taking your shipments as far as Brisbane without transshipment? I have no knowledge of that being done.

2525. What are the main items of export besides potatoes? Oats, straw, and chaff in a lesser degree.

2526. Is there any dairy produce? No; not from here. We import butter and cheese all through the winter season.

2527. *By the Chairman.*—Have you any reason to complain of the freight charges?—Do you think them reasonable? They have been lighter, and have been payable on the lower basis, but we anticipate paying higher freights owing to the increased cost of wages.

2528. Considering the demands on the Marine Board of Mersey in regard to expenditure, do you think the wharfage charges and dues and so on are reasonable? Yes; I think so.

The witness withdrew.

SATURDAY, OCTOBER 19, 1912.

EDWARD HOBBS *called and examined.*

Mr. Hobbs made the Statutory Declaration.

2529. *By the Chairman.*—What is your name? Edward Hobbs.

2530. You are Warden of the Leven Municipality? Yes.

2531. Are you an importer or exporter of produce? I am a sawmiller, principally.

2532. Are you aware of the subject-matter of this inquiry?—I will read to you the House of Assembly Order [read to witness]. Do you know of any feeling of dissatisfaction with the steamer services between Tasmania and the mainland? Only in a general way.

2533. You have heard, I suppose, of deputations from those representing the mercantile community in the north and south waiting upon representatives of the shipping companies and asking for better services, &c.? Yes.

2534. Is there evidence of a similar feeling of dissatisfaction in this district? We have the "Marrawah" calling here once a week, running between here and Melbourne. The bulk of our stuff goes that way.

2535. There is a port at Ulverstone? Yes.

2536. Do any vessels trade direct from Ulverstone to the mainland? The "Marrawah" calls here once a week, and she goes on to Devonport.

2537. Are you satisfied with the dispatch of the mails, and so on? I think the mails could be improved on.

2538. In what way? Personally, I think if the mails were all delivered at Burnie it would be more expeditious, as compared with Launceston.

2539. You are in favour of Burnie being made the port of entry for mails? Yes; for all mail matter it would be a distinct advantage to this place. We have a mail twice a week—Wednesday and Saturday—from Melbourne to Burnie, and the rest come *via* Launceston.

2540. Does the "Marrawah" bring any mail? I could not say for certain. She has carried it, but I do not know if it is regular.

2541. Do you export anything to the mainland? Only timber.

2542. From which port? From Ulverstone.

2543. What vessels are used for the shipping of timber? It goes by the "Marrawah."

2544. Is her running satisfactory for your needs in this respect? Yes.

2545. Personally you have no great feeling of dissatisfaction with the service? No; except that the prices, perhaps, are a bit high for freight.

2546. Do you think the freight charged on your timber is excessive or unreasonable? No.

2547. It is not excessive? No.

2548. To which mainland ports do you send your timber, as a rule? To Melbourne. We have no communication from here with Sydney. Possibly we might do trade there in the future, but at present the stuff has to be railed to Devonport or Burnie, and the extra handling precludes any possibility of any profitable business being done.

2549. To enable you to export timber from Ulverstone to New South Wales or Queensland you would have to have the advantage of a shipping service from the port of Ulverstone? Yes; that is so. I have done a little business with Sydney, but it has been so unsatisfactory—the railing it, or even transshipping it—that what might be a profit is eaten up that way.

2550. Is this a large producing district—I am speaking of the district surrounding Ulverstone, in regard to agricultural items of export? Yes. There has been as much as 15,000 tons sent in one year.

2551. How is the produce sent to the mainland? Is it mostly *via* Devonport or Burnie? It goes from Devonport principally; that is, to Sydney. All the stuff that goes to Melbourne goes *via* the port.

2552. Have you heard any of the leading primary producers express dissatisfaction with the service from Devonport to the mainland? Not lately. The amount of produce that has been grown since the Irish blight has been much less. Previous to that there was a great deal of trouble with the steamers. The stuff had to be dumped in the yard at the railways for shortage of trucks, and there was trouble in getting it away from Devonport. It was often left behind.

2553. There is some public authority governing the port of Ulverstone? Yes; the Harbour Trust. I am chairman of that, too.

2554. Is the port in anything like a condition that would permit of berthing fairly large vessels here? Just at present our work is incomplete. We have practically succeeded in finishing the cut, with the exception of a little on the bar. The plant was taken away from us when we had only a few days' work left to complete it. When that is done—which we hope will be shortly, as we are to get the plant in four months' time—we will have about 19 to 20 feet on the bar at high water. We have 17 feet at present at low water at the wharf. At the present time there is about 16 feet on the bar at high tide and 7 feet at low tide.

2555. Do you expect when your harbour scheme is completed that a great deal of the produce now sent to Devonport and Burnie will be shipped direct from Ulverstone? That is the object. That is what we hope for. There is an element of doubt in it, of course, and it will be a matter for the shipping company to say whether they will come in or not.

2556. Can you tell us anything of the advantage that the shippers of produce of the Leven Municipality will gain when they have an opportunity of direct shipment from Ulverstone? The advantage they will gain in the first place will be about 2s. 6d. per ton freight to Devonport for railage; then there is a 1s. wharfage rate at Devonport, and other charges, the whole of them running into something like 3s. to 4s. per ton.

2557. Will you have an export wharfage rate at this port? That will be a matter of policy for the Trust, as to whether it will be advantageous to collect the wharfage rate of 1s., which would pay the interest on the whole scheme, or strike a smaller rate over the whole of the properties.

2558. It is a question that is as yet in abeyance? Yes. At the present time the amount collected is, I think, 9d. per ton.

2559. Are the shipments made from the port even in its present state at all considerable? To Melbourne, yes. There was a good deal of oats sent there last season. The "Marrawah" was often well loaded with oats only.

2560. Up to the present does the expenditure in connection with the scheme of harbour improvement tend to show the scheme will develop, as you were advised? I think so. I think it is satisfactory, as far as it has gone. With regard to the pecuniary advantages to the shippers, in connection with the direct saving they would have other advantages—that is, in taking the stuff straight to the wharf, rather than taking it to the railway, which would be a clear saving for every time they come in, and there would be less handling, so that the stuff would reach its destination in better order than it does at present.

2561. Would not the concentration at Burnie or Devonport tend to bring about a more rapid or prompt service, that would counterbalance any other advantage? That is the question. The tendency is for larger bottoms, and in perishable products we think that smaller vessels are more suitable, and carry the stuff better than the larger boats. I give you that for what it is worth.

2562. You think that the extra handling of the stuff that would be eliminated by having your own port would be particularly valuable, because of the perishable nature of your produce? That is so.

2563. Vessels of a considerable size will be able to make the port of Ulverstone if your scheme brings about the result you anticipate? Yes. Almost any of the boats in the trade between here and Sydney could come in.

2564. Have you taken any interest in the question of passenger accommodation for tourists who would care to visit the North-West Coast of Tasmania—that is, as regards the possibility of an improved service bringing larger numbers of mainland people over here? There is no doubt that the faster the boat the better. The accommodation of the “Oonah” is all that can be wished.

2565. I fancy I saw something in the papers to the effect that the recent visit of the “Loongana” to the port of Burnie in connection with the Mt. Lyell disaster enabled people to get their letters some 12 hours earlier? That is so, but I think it would be more than that. When the mail goes to Launceston we get it about 24 hours late.

2566. You think the accommodation for passengers is all that could be desired, but that a more speedy service would probably induce a larger volume of traffic? That is so; and more frequent, of course.

2567. By Mr. Sheridan.—You have said that all the export trade is done to Melbourne? I was alluding to timber. The produce goes direct to Sydney, except most of the oats last year.

2568. But I understood you to say there is no service between here and Sydney? That is right.

2569. If there were a service between here and Sydney, and on to Brisbane, say, do you think a trade could be developed? Undoubtedly it could.

2570. Apart altogether from the trade that is done *via* Burnie and Devonport, do you think a trade could be worked up? Yes; it would encourage production to some extent, and I am certain there could be a trade done in timber, which is not done at all now. I do not know how much it would stimulate production. It would make a difference, of course, and sometimes the difference between a profit and a loss.

2571. With regard to the mail service, taking it on the whole, you are fairly satisfied? Yes; but we consider there could be a big improvement.

2572. How many have you a week? Two; that is direct.

2573. But how many have you altogether? We get two mails a day.

2574. What! from the mainland? No. When it comes direct it comes by the “Oonah” to Burnie; that is what we call direct. We practically get five mails a week.

2575. Well, do not you think that is fairly satisfactory? Yes; but the point is that the stuff that goes to Launceston we get 12 hours later than we should do.

2576. By Mr. Valentine.—In the event of a better class of ships being employed in this business than at the present time you would not be able to accommodate them? No.

2577. With the improvements contemplated, would the port be able to accommodate a boat like the “Oonah”? I think it is doubtful.

2578. By Mr. Whitsitt.—Would it take the “K” boats? I think so. I think they only draw about 15 feet.

2579. By Mr. Hays.—Some of them run up, I believe, to 18 or 20 feet? They must, of course, have a safe margin.

2580. Have any of the companies expressed their willingness to make this port a port of call? I understand they practically promised to call, but that was some years ago.

2581. You have no assurance from the companies that when the harbour improvements are carried out they will call? They said so at the time, but we have made no inquiry of late. This work has been some 10 years under way.

2582. The trade is confined wholly to Holyman and Sons now? Yes.

2583. Have you ever attempted to get any other company than those trading here before? Yes; at different times. There was the “S.M.H.T.” brought some stuff. She was a sailing boat, but no other steamers have come.

2584. You do not deal in produce at all? No, except when I grow some.

2585. What do you have to pay for freight between here and Melbourne? I think it is 11s. per ton.

2586. By Mr. Whitsitt.—Is that cubic measurement? Yes.

2587. By Mr. Hays.—How do your freights compare with those at Devonport or Burnie? I think there is a 1s. a ton extra for this port.

2588. By the Chairman.—In connection with the scheme of harbour improvement, will it be cheaply maintained, or will it be necessary to keep on dredging it, or anything of that sort? Mr. Napier Bell said he thought the scour would be sufficient to keep it clear. At present the scour is keeping it clear, although it is unfinished.

2589. The results so far indicate that the end anticipated by Mr. Bell will be arrived at? Yes.

2590. If it is not necessary to dredge, and the channel is kept clear by the scour, the port should be a cheap one to maintain? Yes; I think it would.

2591. Is the bar a sand bar or a rock bar? The bar is of clay.

2592. Does the scheme of harbour improvement entail the cutting through of this? Yes; that is what we have been doing lately.

2593. Is there any accumulation of sand drift, or anything of that sort, in the vicinity of the bar? Yes; there is sand. At some distance in there is a sandy spit on each side.

2594. You feel sure that the results of the work carried out so far seem to indicate that the scour will keep the channel clear, as Mr. Bell believed? Yes.

The witness withdrew.

THOMAS COLLETT called and examined.

Mr. Collett made the Statutory Declaration.

2495. By the Chairman.—What is your name? Thomas Collett.

2596. What is your occupation? I am an auctioneer, and reside at Ulverstone. I am connected with the Woolgrowers.

2597. Are they shipping agents here? No; they are at Devonport, but not here.

2598. In order that you may be fully acquainted with the object of this committee of investigation I will read you the Order of the House of Assembly [read to witness]. You are well in touch with the producing industry of the North-West Coast? Only fairly well.

2599. Do you handle any items of agricultural production destined for exportation in a large way? No.

2600. Are you aware of any feeling of discontent in regard to the existing services between Tasmania and the mainland ports on the part of the mercantile community in any part of Tasmania? Speaking personally I might say this, though I may be one of only a few: I am of opinion that the North-West Coast, as far as I am concerned, is fairly well served. I think that as far as the mails and the passenger traffic are concerned, as far as I have gathered from the produce people, there is not much to be desired.

2601. You think the service provided is pretty well adequate for the needs of the producing and shipping interests of the North-West Coast? I do, at the present time. With regard to the mail and the passenger business, I think seeing that Tasmania has

got to bear her share of the expense of connecting the outlying parts of the mainland by railways, and that as far as we are part of the Commonwealth and have to contribute to the construction of these railways, that it is up to the Commonwealth to connect us with Victoria by a line of steamers, in the nature of a ferry. We are a part of the Commonwealth, and the railways were never included in the constitution. Other parts of the Commonwealth contribute to the overland railways. Here they are building railways and we will be called upon to contribute our share. The railway is ostensibly for purposes of defence, or something of the kind, and I say we should be connected with the mainland at the cost of the Commonwealth Government. That is to say, that the proposal that has been talked about, that they should build or purchase express steamers and connect this part of the Commonwealth with the other part by their own line of boats. I know it is verging very close to the nationalisation of industries, but for mails and passengers I think that we should be put on the same footing as any other part of the Commonwealth in getting about the Commonwealth.

2602. Would you include cargo? No. I think that could be left to be dealt with by the producers, the importers, the exporters, and the companies.

2603. You maintain that the Commonwealth should establish a service between the mainland and Tasmania which would, as far as possible, counteract Tasmania's disadvantages in the way of insularity? Yes.

2604. If the producers of Tasmania desired a better service to get in touch with the Queensland market, would you say the Commonwealth ought to provide that? I am very loath to speak about that, as I am not connected with it, but I think it might be very well left to the people themselves concerned and the shipping companies. I am not at all sure that the trade is sufficient to warrant direct shipments from Tasmania to particular ports on the east of the continent, or whether we should not, at any rate for a certain time longer, go on with the distributing centres, such as Sydney and Melbourne, where the freights are reasonable.

2605. *By Mr. Whitsitt.*—You do not consider it would pay? I do not think so.

2606. *By Mr. Sheridan.*—What about the transshipment nuisance at Sydney?—Other witnesses have spoken very pressing that the transshipment in Sydney should be avoided as much as possible? That could only be done by shipping direct to Brisbane. I cannot speak very definitely on that matter, but my own opinion is that we have not sufficient to warrant any line of boats to Brisbane. It is not every year that there is this scarcity of our produce on the mainland.

2607. You think the Commonwealth ought to establish a line of steamers to carry passengers and mails? I think so, fairly, on the grounds that as an integral part of the Commonwealth, if we contribute to expenditure to connect other parts of the Commonwealth I do not see why we should stand out and not be connected.

2608. You said just now that although you would be in favour of the Commonwealth establishing a line of steamers to carry mails and passengers, you would exclude cargo? Yes.

2609. Why? I am opposed to the nationalisation of industries, and I think we could go that far without trenching on that at all. I think the companies and exporters and producers are quite competent to protect themselves against monopolies in that direction.

2610. Would it pay the Commonwealth Government to establish a line of steamers to carry passen-

gers and mails only? I think this—that when the subsidy that is being paid by Tasmania now for the mail service is taken into consideration, with the profits on the passenger traffic, that the Commonwealth would be in pocket. I think there is no question about it.

2611. Seeing you are so enthusiastic about the Commonwealth Government establishing this line, would you be in favour of giving them the necessary powers?—

The Chairman: I do not think I can allow that question, Mr. Sheridan.

The Witness: I think the convenience of mails and passengers is all wrapped up in the transportation of mails and passengers connected with the railways, and so on; but we happen to be cut off on account of our geographical position.

2612. *By the Chairman.*—We understand your attitude very well, Mr. Collett. You say a ferry system should be made a connecting link between the railway system of Tasmania and that of the mainland, in order to counteract our insularity, and we may reasonably ask for that, seeing the Commonwealth Government has provided, or is providing, a railway system for the other States? Yes.

2613. *By Mr. Sheridan.*—Well, I will put my question this way: In the event of the Commonwealth Government not having the power to establish this line, would you be in favour of the State of Tasmania establishing such a line, providing they could get a subsidy from the Commonwealth? Yes; certainly, but I think the Commonwealth Government has the necessary power.

2614. *By Mr. Valentine.*—To what port would you favour that connection with the mainland as being the most suitable? Well, I would honestly say Burnie, but I do not see why with a proper express service, with two boats like the "Loongana" they might not very well be Launceston and Burnie, but I believe the whole place could be served from Burnie as expeditiously as from Launceston under existing circumstances. I do not know what will happen when they get a deep-water port on the Tamar. The south could be served as expeditiously, and this port more expeditiously, by using Burnie as the port.

2615. In that line you are dealing with passengers as well as mails. There is this about it—that passengers must be carried cheaply. Would that be the cheapest way they could be sent south? I do not know about the cheapest. It is, of course, a big feature with tourists, not so much the cost, as the saving of the sea trip. We look to our tourist traffic for people that are bringing money here, or else they are no good to us.

2616. *By Mr. Whitsitt.*—When an interstate commission is appointed, and they have the power to regulate trade and commerce, you think that quite sufficient, as far as our commerce with the mainland is concerned—you believe in giving the present companies a fair field? Yes; I do. I have been living here for 26 years now, and although purely in the stock line of business, I am in touch with the people, and I feel that there is no great crying out about the freights or about any hardship inflicted by the present companies. Of course, we realise that our boats are in one company's hands, but we do not think it has been used to the detriment of the people.

2617. Then you do not think this vast wealth is used to grind down the people of Tasmania? I do not think so. We have been concerned in that aspect of the question in connection with our port, and have always felt if the Union Company would not give us what we wanted we would have another, and believe there is sufficient competition to prevent any undue exercise of that monopoly.

2618. Do not you think that there is an understanding between the various shipping companies of the Commonwealth? I could not give an expression of opinion in that respect. I do not know that there is.

2619. The freights and fares are pretty well the same? I think so. I believe that Holyman's and the Union Company have some arrangement between them, but I do not think it has been abused.

2620. You do not think people have suffered any loss from the combination? I do not think so.

2621. And that the freights and fares are reasonable? Yes.

2622. *By Mr. Hays.*—Regarding the harbour improvements now being carried out, do you think that when they are completed it will encourage production in the Ulverstone district? I feel sure that it will, and I may say that the producers and exporters here—men like Mr. Ellis—are not a bit afraid that if the Union Co. will not come in there will be no trouble in getting others to come.

2623. You have a fair knowledge of the possibility of this district? Yes.

2624. Great development has taken place as far as land settlement is concerned? Yes; wonderful.

2625. And there is still room for further development? It is just this. The land has been taken up for many miles back now, and there is no question that if this port were developed and tramways were put in, all these grazing lands, which can only be used for that purpose at the present time, will in the future be brought into production.

2626. You have no doubt that when the harbour scheme is carried out it will be a success? I am one of those who went round and induced our people to vote, and we have never had to strike a rate, although they have taken the dredges away.

2627. *By the Chairman.*—You mean the revenue has been sufficient up to the present to meet the capital outlay? Up to the time of taking the dredges away there was a debt of £1000 for interest. The matter of the dredges has been talked over with the Minister of Lands, with the idea of getting these dredges back. We have got him to see the justice of extending the time for the payment of interest. Mr. Mulcahy has had a mutual agreement made between the Devonport people and ourselves. The thing is in black and white, and we will get the dredges within a certain time.

2628. You believe, then, the scheme of harbour improvement will be a complete success ultimately? I do. The cut which has been made by these dredges so far has not silted up.

2629. *By Mr. Hays.*—In the event of these companies not making this port a port of call, there will be no difficulty, you think, in getting other companies to come? There is not the slightest doubt about it.

2630. Have any offers been made? No; but there have been preliminary negotiations. There has been correspondence going on, even so far as to taking the whole district into a syndicate to put a boat on themselves.

The witness withdrew.

CHARLES WASHINGTON BROWN *called and examined.*

Mr. Brown made the Statutory Declaration.

2631. *By the Chairman.*—What is your name? Charles Washington Brown.

2632. And your occupation? I am a commission agent.

2633. Do you handle a large quantity of produce for exportation? Yes.

2634. What are the items of produce you handle as a rule? Mainly agricultural—potatoes, chaff, oats, and so forth.

2635. To which ports do you export? Mainly to Sydney.

2636. Do you ship to Queensland? Not direct—regularly.

2637. Have you sent any consignments to Queensland? Yes; I have.

2638. All the produce has to be transhipped at Sydney? Yes.

2639. Have you found that an inconvenience? Yes. It has militated against the development of the trade. There is the double handling, risk of damage, and the possibility of the effect of weather on the wharves at Sydney.

2640. Have you resided long in this district? I have been in Ulverstone for about 12 years, but I been since 1885 in Tasmania.

2641. You have noticed the development that has taken place on the North-West Coast? Yes.

2642. It has been very considerable during that time? Yes; it has been remarkable.

2643. Are you aware of any discontent or dissatisfaction on the part of the mercantile community with regard to the existing shipping services between Tasmania and the mainland? I do not think so.

2644. No doubt you have read that representations have been made by men in the north and south to secure a better service? Yes.

2645. The dissatisfaction has not spread to any extent as far as this? I do not think we are affected very greatly here. I think we are fairly well served.

2646. Have you any reason to complain of the freight charges made in connection with the export of produce to the mainland States? I think they are high enough.

2647. Have they been lower? Yes; in the days of the great competition they were reduced about 50 per cent.

2648. Did the reduced freight charges operate greatly in stimulating production? I do not think so. It was really only a temporary matter, due to the strenuous competition at one particular period.

2649. They did not rule sufficiently long to have any effect on production? No; and they were also irregular.

2650. If you had the opportunity of shipping in the one bottom to Queensland would you be likely to send forward larger consignments to her markets? Yes; I think so, most decidedly.

2651. It would be of material advantage to you, as a shipper, to send produce without the transhipment in Sydney? Most certainly.

2652. When you say you are fairly well served you are speaking, I take it, in a general sense? Yes.

2653. But there are opportunities for improvement? Yes.

2654. Have you any particular knowledge of the spread of settlement in the country at the back of this district? Yes; to 30 to 40 miles.

2655. With regard to the advance in settlement, do you look upon it as considerable? It has been most marked.

2656. Would you say that in your opinion this district is likely to contribute very largely in the immediate future to the volume of Tasmanian exportation? Yes; most decidedly. It is just beginning really to produce, you might say, now. The land is becoming cleared very rapidly, and we are producing annually a greater bulk of everything, in the way of produce generally, and, of course, timber.

2657. Are they going in for the orchard industry in any portion of this municipality? Not to any great extent yet, but some of them are talking about it. A start, however, has not been made to any great degree.

2658. Is there land suitable for it? There are small areas recognised as such, but they have not been tested properly.

2659. You believe the district's capacity for production lies more in the line of agriculture? Yes.

2660. Would you consider yourself fairly well served in regard to mails from the mainland? We might be satisfied with the present service, while thinking it might be improved; but the general opinion is that a direct service *via* Burnie would be of great advantage to us.

2661. It would be better for this district? Yes.

2662. You have already direct mails to Burnie? Yes.

2663. Would not you say it would be better for the whole of Tasmania? I should say that the landing of the mails at Burnie for the whole of Tasmania appears to me to be the correct commonsense solution of the difficulty.

2664. Have you noticed that the Launceston press for some time past has been making a steady effort to secure a daily mail from the mainland? Yes.

2665. Would you say such a service is a thing to be striven for? It would be a benefit for the State, of course, and for this district; but I do not consider it is absolutely necessary at the present time. It is not vital.

2666. *By Mr. Sheridan.*—What are the principal items of produce you export? I handle mostly potatoes and grain, and so forth.

2667. To what port do you mainly send? To Sydney. Some of it, of course, goes through to Queensland.

2668. The trade that is done to Queensland is done largely through Sydney merchants? Yes; if you had direct communication that would be discontinued.

2669. Does the trade of the Queensland people with the Sydney merchants entail any increased cost to Tasmanian exporters? Yes. There is another man's profit, and the handling in Sydney and the transshipment charges. If they purchased in the Tasmanian markets we would obtain a greater profit.

2670. Some witnesses have advocated a line of steamers between Tasmania and the mainland—principally Queensland—to be established by the Tasmanian Government. Have you ever considered a proposition of that kind? Do you mean one line or generally as a company.

2671. A line of steamers of two or three boats, with the view of opening up the trade between Tasmania and Queensland, as well as the New South Wales ports? I have seen it alluded to in the press.

2672. Do you think a service of that kind would be of benefit to this coast? It would be a benefit if it could be run more economically. If our goods can be carried at a lesser charge and direct it would, of course, be a benefit.

2673. Have the people of this coast ever approached the Union Company or any other company with a view of having the produce carried direct? Not that I know of.

2674. In the event of a better service being established between Ulverstone and the mainland, could the port of Ulverstone accommodate a better class of vessel, such as the "Oonah"? Provided the harbour works were completed properly it would do so, and also, of course, a boat of the "K" type of shallow draft.

2675. You could not speak very much on harbour matters—you are not a member of the Harbour Trust? No; but I take an interest in it.

2676. You think the port is capable of accommodating the boats of the Union Company? Yes. I may say I am the agent of the Union Company. About five years ago we had a steamer running here and there was no real difficulty in the condition of

the port then; that is, if the skipper happened to know as much about this port as the Harbour-master.

2677. If it would be a good thing to send produce to Queensland ports direct, how is it the Union Company did not establish a line, or extend their service to Brisbane, instead of terminating at Sydney? That is one of the wheels within wheels. I should say it is on account of the other company running that portion of the trade.

2678. You think the other companies, then, have an understanding as to the limits of running? The A.U.S.N. Co., I believe, works the northern portion and Queensland mostly.

2679. You think there is an understanding that the companies will not trespass on each other's territory? It appears to be so; it is quite likely. Another thing, of course, is that the cargo in the past has been uncertain, and there has been no regular market, because there has been no occasion for it.

2680. My reason for asking that question is this: a vessel leaves here for Sydney with 2000 to 3000 tons of cargo for Queensland, which has to be transhipped at Sydney, and one would therefore think it would be better to run it direct to Brisbane, instead of transshipping? Yes; I should think it would, too.

2681. *By Mr. Valentine.*—Which port do you and others use for sending their products? Devonport almost entirely. From the Penguin I sometimes ship *via* Burnie, because the boat leaves there on the Wednesday and Devonport on the Friday.

2682. If it were possible, by subsidising or otherwise, to get a company like the A.U.S.N. Co to call at Burnie, would that be a distinct advantage for this portion of Tasmania? That is for the Queensland trade—yes, I should think so; if they would form regular communication with any of the ports it would be of advantage.

2683. Would you favour Devonport being that port of call, or Burnie? The greater portion of our trade is shipped *via* Devonport. That is really on account of the lesser rail freight to the latter, and the later day in the week on which the vessel leaves, and that being the last port of call. If the boat left Burnie on the Friday I do not suppose the rail freight would stand in the way.

2684. A boat like that could not make three or four calls in this district, and if it were Burnie I would like to know whether that would be of advantage to this district? Yes; it would.

2685. You think there would be a good trade opened up with Queensland by that method? Yes; I do.

2686. *By Mr. Whitsitt.*—Do you consider the charges of the present company excessive? They are quite as high as they should be.

2687. Do you consider there is a combine existing as far as fares and freights are concerned? I could not say as regards that, but I should say that straws give indication of the wind. It seems like it in some respects, such as the sacredness of the area of operation. That is often done in business of all descriptions. You do not think it unduly harasses the public provided it does exist? With competition, of course, freight rates might possibly revert even for a while to the old order of things, and it would be difficult to bring them up to the higher plane again.

2688. Have you any idea of the capital cost of vessels that would be required for our trade from State to State for passengers and cargo—say, a more improved steamer than the "Oonah"? I could not tell you that.

2689. *By the Chairman.*—You could not give any information regarding the present cost of shipbuilding? No.

2690. *By Mr. Whitsitt.*—Nor as to the amount allotted by the company for wages and equipment, &c.? No; I could not tell you that.

2691. *By Mr. Howroyd.*—Is there any trade done with Queensland? Yes; it is mainly done through Sydney, but we have on many occasions sent direct to Queensland.

2692. What were the means of communication you made use of? It was consigned direct to Queensland, but it had to be transhipped at Sydney.

2693. If you had direct means of communication with Queensland would it tend to open up a larger amount of business? I think so.

2694. Have you ever considered any method by which that trade could be brought about to avoid the transshipment at Sydney? No; I have not. The greater portion of Tasmanian trade with Queensland is done through the Sydney merchants, and the greater benefits are, of course, therefore lost.

2695. *By Mr. Hays.*—Has the produce you sent to Queensland arrived satisfactorily? There have been complaints in several instances, although as far as we could judge here it was dispatched in a satisfactory condition.

2696. Have you suffered from loss of your consignments in any way? Only in a minor degree.

2697. I mean by the way of the substitution of marks and brands? We have in shortages, and have had loss in weight also.

2698. You are chiefly a consigning agent? Yes.

2699. Do you do any trade with Melbourne? Not to any extent. There has been very little of recent years.

2700. You have nothing to say against the Tasmanian Sydney service; you think it quite in keeping with the trade? Yes.

2701. *By the Chairman.*—Do you import at all? Only for distribution for the mainland firms, in the way of customs and the forwarding business.

2702. You could not say whether the steamship services in regard to importation are satisfactory? I should say they were. We have a weekly boat direct, though she is small.

2703. Taking such an important item of agricultural export as potatoes, is the saving of 1s. or 2s. per ton a very important matter in regard to potatoes? Yes.

2704. Particularly so when they are cheap, I suppose? Yes. It amounts to a considerable sum in the aggregate.

2705. If the scheme of harbour improvements were completed, would your shipments be more from this port than from Devonport? They would be virtually wholly from this port.

2706. Would that be because of the fact that you would save the rail freight and obviate the handling? Yes; and there is the patriotic spirit as well. The farmers would support their own port if the freights were not excessive.

2707. Do you believe the scheme will lead to the results anticipated? I do.

2708. *By Mr. Sheridan.*—In the event of Ulverstone being made a port capable of taking large steamers, whereby the whole bulk of the trade can be done, instead of from Burnie and Devonport, as at present, would not that tend to the detriment of the railways between here and those places? As far as that goes it would, of course.

The witness withdrew.

JOHN WILLIAM BROWN *called and examined.*

Mr. Brown made the Statutory Declaration.

2709. *By the Chairman.*—What is your name? John William Brown.

2710. Where do you reside? At Ulverstone.

2711. What is your occupation? I am a store-keeper.

2712. Do you import largely from the mainland States? Yes; fairly largely.

2713. Are the shipping facilities between the north-Western Tasmanian ports and the mainland sufficient for your requirements? Yes.

2714. Have you any complaint to make in regard to the freight charges? I think not.

2715. You think them reasonable? I do not know, I am sure. I am not conversant with freights in other places at an equal distance, and so on.

2716. From which mainland ports do you import goods? Principally from Melbourne and Sydney.

2717. Is the steamship service from Sydney to the North-West Coast sufficiently convenient to enable you to make importations when you want them? No. We do not get anything from Sydney if we can help it.

2718. Is that because there is an insufficient direct return service from Sydney? Yes; they are too long on the way, as a rule.

2719. Is that because the vessels touch at other ports? Yes.

2720. Do you import principally through Devonport from Sydney? We do when it comes from Sydney, and direct from Melbourne.

2721. You are not connected with the export trade? Not at all.

2722. Are the mail services sufficiently frequent to suit you? Well, of course, the oftener we get our mails the better we like it. A daily service would, of course, be better than what we have at present.

2723. If you had the opportunity afforded by a direct service from Sydney in a more satisfactory manner than at present, would you increase your buying in the Sydney market? Yes; certainly.

2724. From the buyer's standpoint, is it a more advantageous market than Melbourne? It all depends. There are certain lines you can buy much better in Sydney than in Melbourne, particularly the goods coming from the East.

2725. That is, goods imported from the East to Australia through Sydney? Yes.

2726. In respect of imports from Melbourne you have a direct service to Ulverstone? Yes; once a week.

2727. Do you find that eminently satisfactory? Yes; I do not think the trade warrants a more frequent service. Of course, having boats coming in here like the "Oonah" would be more advantageous.

2728. If a boat like the "Marrawah" came from Sydney direct to Devonport or Ulverstone would you increase your buying in the Sydney market? Yes.

2729. Have you been long established here? I am in my tenth year.

2730. Have you a knowledge of the producing interests right through the district? I think so.

2731. Would you say that land settlement and agricultural production have showed signs of considerable increase during the last 3 years? There has been a very great increase.

2732. Are you particularly interested in the scheme of harbour improvement in regard to the port of Ulverstone? My interest is only from a desire to see it opened up for the benefit of the district as a whole.

2733. Do you believe that the completion of the scheme will materially increase agricultural production in the back country? I think it must do.

2734. You think the status of the port would be materially added to by the consummation of this scheme of harbour improvement? I do.

2735. Do you import any lines from any port of Australia north of Sydney? No; none at all.

2736. Do you travel at all frequently between here and the mainland? No; very rarely.

2737. In regard to your importations from Devonport, do you consider the wharfares and the gener-

port charges reasonable? Yes; they are on a different basis to what they are here. They are more reasonable in Devonport.

2738. The Marine Board of Mersey has committed itself to considerable capital cost in regard to the improvement of Devonport as a harbour, and has to provide interest on the expenditure. Having that in view, do you think the wharfage charges are reasonable? Yes; I should think so.

2739. Are they reasonable here? On the whole I have no complaint to make of the charges here, but I think they might be simplified if they were charged here in the same way as they are in Devonport. They charge them there 1d. per foot, I think.

2740. As far as you are affected by the existing steamship services between Tasmania and the mainland, your principal desire for improvement is in the line of seeing more direct service between Sydney and the North-West Coast ports? Yes.

2741. *By Mr. Whitsitt.*—What tonnage do you import, Mr. Brown? I have not the faintest idea. Into Ulverstone, probably 400 tons a year.

2742. *By the Chairman.*—I suppose you import such lines as a country trader in a large way goes in for? Yes; I think, more than just stated. I was trying to base it on the amount of my freights, but there is a lot of stuff on which the freight is paid. All drapery is prepaid in here.

2743. *By Mr. Whitsitt.*—Your freight is prepaid here? All drapery is prepaid into the port. The Melbourne houses do that, I think, to compete with the local houses. If we buy drapery, for instance, in Launceston, it is prepaid here.

2744. Then you really have no large direct business with the companies as far as freight is concerned? No. I pay them about £3 a week, more or less.

2745. Irrespective of the drapery? Yes; for flour, general produce, groceries, &c.

2746. *By Mr. Sheridan.*—Do you import flour from the mainland? Very largely from Victoria. The South Australian flour is cheaper, but we have no direct regular service. From South Australia, *via* Melbourne, it would be about 24s. a ton. The ordinary rate is 12s. per ton, but on flour it is 11s. 6d.; that is, for 2000 pounds.

2747. *By Mr. Whitsitt.*—Do you consider those charges reasonable? I do not know that they are. They used to carry freight between Melbourne and Sydney for 8s. at one time—that was years ago—and the distance is twice as far as from here to Melbourne. These people tell us they are always losing money.

2748. In your opinion, you do not see how they can lose, considering they charged 8s. previously? I do not know, I am sure. You see, the history of some shipping companies is that they make a very great loss sometimes. I do know this, that if threatened with any competition, the price is reduced in such a way that the competition is cut out.

2749. And they increase their rates afterwards? Yes. They have done that once or twice since I have been here.

2750. You have no idea from your own knowledge as an importer what the freights should be? I have not the slightest idea.

2751. Could you get different rates from the companies? No; we have only the one service—the one company and boat here.

2752. *By the Chairman.*—That is, a service from Melbourne to Ulverstone direct? Yes.

2753. *By Mr. Whitsitt.*—What freight do you pay from Sydney to Devonport? I think it is 2s. 6d. per ton more. When we import from Sydney it may be three weeks before we get the goods. The boat takes the cargo from Sydney to Newcastle, and then to Strahan, and back here.

2754. If you bought for cash, then, they would draw about three weeks before you got the goods? Yes.

2755. Taking the freights collectively, you have no grievance against the companies? Well, I think they could be done for less, but it is really only conjecture on my part. A couple of shillings a ton makes no difference much to the consumer, as we cannot pass it on in general lines.

2756. It makes a difference to the company? Yes.

2757. *By Mr. Hays.*—Does the company doing the trade for this port cater satisfactorily for your requirements? They are very arbitrary; there is no elasticity in them at all. There being no competition is responsible for this.

2758. Are the goods delivered satisfactorily? Yes.

2759. You have imported *via* Devonport from Melbourne by the Union Company? Yes; but not if I can help it.

2760. How have you found the charges as compared with here? I think they are 1s. a ton less to Devonport than to here.

2761. I think you said the wharfage rates were less at Devonport than here? Yes; it might be, more particularly in the lines in which I deal.

2762. Are you connected with the Tourists' Association? No, not in any way. The improvement since I came here is very marked in connection with the service for goods and freight and mails, and one appreciates them. When I came here one could not depend upon the boat getting in here at all, and several times the ship took the goods back to Melbourne.

2763. *By Mr. Sheridan.*—The harbour has been improved to such an extent since then? Yes.

2764. *By Mr. Hays.*—Do you think that when the scheme is completed it will tend greatly to increase production? I think it must do that. It must reduce our freight considerably. The producer here is penalised to the extent of the railway charges to the shipping port; and then again it has been said here that a smaller boat, for potatoes in particular, would suit the trade better than a large one.

2765. *By Mr. Whitsitt.*—It is true, too. They arrive in better condition? Yes.

2766. *By Mr. Valentine.*—You have said that you would be doing a considerable business with Sydney if there were a direct service. Are there direct facilities to Burnie. Only in the same way as mentioned before; the same boats touch Burnie.

2767. Then there is no direct shipment to Burnie? The export is very much greater than the imports.

2768. If a company were induced to make Burnie a port of call direct from Sydney, would that facilitate your business? I think so. The goods would land in Burnie two days after they were shipped.

2769. And the railway freight would not be a bar against doing business through that channel? No; the railway freight is not very great.

2770. *By the Chairman.*—Have you, in conversation with shippers or primary producers in this district, Mr. Brown, heard any expressions of opinion to the effect that if they had a service to Queensland ports obviating transshipment at Sydney it would be an advantage? I have heard expressions to that effect.

2771. But you do not, either as agent or on your own account, send perishable products to the other States? No.

2772. *By Mr. Whitsitt.*—To bear out your contention that the prosperity of this place is assured, you are entering into a branch business at Burnie in a large way, are you not? Yes.

The witness withdrew.

MONDAY, OCTOBER 21, 1912.

PERCIVAL BOYD WILLIS *called and examined.*

Mr. Willis made the Statutory Declaration.

2773. *By the Chairman.*—What is your name?
Percival Boyd Willis.

2774. You are Secretary to the Marine Board of Burnie and Table Cape? Yes.

2775. Does that occupy the whole of your time? Yes.

2776. Are you particularly or generally aware of the subject of this Committee's inquiry? I know something of it.

2777. I will read you the order of the House of Assembly by virtue of which this Committee was appointed to sit [read to witness]. Have you any personal acquaintance with, or have you read of, any complaints made by the mercantile community in this district regarding the insufficiency of the steamer services between Tasmania and the mainland? I have read but have not heard of any complaints here, except in connection with the mails.

2778. The complaints that have been voiced by other sections of the mercantile community in Tasmania have not had the same expression here? No; not in the same respect.

2779. Is there any feeling whatever in the community of Burnie of dissatisfaction over the existing steamship services? With the existing mail service they are satisfied. With the steamship service between here and Sydney they hold it is hardly a fair thing for Burnie to be always a first port of call, because their potatoes and other produce go in at the bottom.

2780. There does seem an element of dissatisfaction, then, with regard to the cargo transported from Burnie to Sydney? Yes; decidedly.

2781. In regard to the mails, in what particular is the mail service considered to be unsatisfactory? The mails going to Launceston, such as the English mail. They go to Launceston before coming here, and it takes longer, of course.

2782. Is that the chief cause of complaint? Yes; as far as I know.

2783. Involving a delay of—how long? I suppose 12 hours very often.

2784. Is that regarded as a commercial impediment in any way? Yes; by the people who receive the English mails. I have heard expressions to that effect.

2785. There is a desire on the part of the Burnie people to have the English mail sent direct from Melbourne to Burnie? Yes.

2786. I understand the Master Warden has instructed you to give us any information within your power? Yes.

2787. In the first place will you tell us what depth of water is available at Burnie at the present time? Alongside the wharf we have at low tide 28 feet 6 inches at the end of the breakwater, gradually shallowing to 10 feet. That is about 600 feet from the end.

2788. The depth of water at the wharf is practically that of the breakwater? Yes.

2789. For what length would there be water from 28 feet to 16 feet? The "Kumara," which is 450 feet long has laid 500 feet from the seaward end of the breakwater, where she had about 17 feet.

2790. Was she the largest vessel that had visited Burnie? Yes; I think so.

2791. What is her tonnage? She is 6000 tons.

2792. How many vessels of that size could be accommodated at the same time—has your wharf two sides? Yes. That vessel could have berthed alongside the wharf on the breakwater side, but hardly on the inside. It is open to the shore, which is very rocky. They would not care to bring a big vessel in.

2793. At present a big vessel could only safely berth between the wharf and the breakwater? Yes.

2794. On the other side vessels a little smaller could berth? Yes; vessels up to 3000 or 4000 tons.

2795. Your wharfage accommodation at the present time would provide for the berthing of two large vessels at one time? Yes.

2796. Between the wharf and the breakwater? Yes; on the inside of the wharf.

2797. On the breakwater side? Yes; right up forward.

2798. In what respect will that be increased when the present scheme of harbour improvement is consummated? Very considerably. There will be another 40 feet of wooden wharf outside, which will make that a berth. They intend to make the present berthing about 800 feet by 60 feet, which would give room for large vessels on the outside of the present breakwater; that is without taking into consideration the wharves to be put on the inside of the new breakwater.

2799. What would be the maximum tonnage steamer that could come in when the new scheme is completed? They propose to put a wharf on the inside of the breakwater, and then it would take a vessel drawing up to 40 feet at low water.

2800. When the proposed scheme is completed there will be accommodation for vessels up to 40 feet at low water. That is ample for all requirements, seeing that the "Titanic" would only draw some 35 feet? Yes.

2801. Is your port a fairly cheap port? Yes.

2802. What are the wharfage rates? They are the same as Devonport.

2803. Have you any export rate? Yes; 3d. a ton on outward produce at present, and 1s. 8d. on unenumerated goods—general cargo.

2804. What is it on ore? Four-pence for low-grade ore and 6d. for high-grade ore.

2805. Before leaving the question of shipping accommodation I would like to ask another. The "Loongana" made this port the other day? Yes; and it was very early in the morning.

2806. Had she ever been before to this port? Yes; once.

2807. Had she any difficulty in making the port? None whatever; she did not even have a pilot.

2808. Is much produce exported from here to mainland markets? I have prepared some figures, which I will hand you.

2809. I see under inward cargo there is a large item of tonnage called "general." Then there are other items. The item "general" is exclusive of the other items set forth? Yes.

2810. Have you any knowledge of mainland ports from which the chief bulk of these importations come? Melbourne has the largest bulk; nearly all of it comes from there.

2811. I notice that in the statistics of outward cargo for six months—"general"—there is an item of butter-boxes, 6499; that does not appear in 1911 at all. Is that simply butter-boxes, or items of butter? That is butter in boxes. In 1911 it is included in "general."

2812. Without our going into the thing carefully would you say there has been a considerable expansion of recent years in the outward cargo from Burnie? There has been a very steady increase all the time.

2813. I should be glad if you would analyse the exportations so as to show to which mainland ports the produce is consigned? It could be done, but I am afraid it would be a very big job.

2814. Well, by far the major portion of the exports goes to Sydney? Yes; and the imports from Melbourne.

2815. There are two items in connection with ores here. One is ore and the other is pyritic ore. Is this latter shipped exclusively to the Mt. Lyell Company's works in Melbourne? It nearly all goes to Melbourne, but I would not say to the Mt. Lyell Company's works. Some of it goes to Adelaide.

2816. The item ore is distinct from pyritic ore. To which ports are the ores consigned? Nearly all to Sydney. They are high-grade ores.

2817. That is galena? Yes. Pyritic ores are called low-grade ores.

2818. They are sent for transshipment to Europe? Yes; chiefly to Germany, I think.

2819. Have you at any time heard any expression on the part of primary producers or shippers to the effect that if a service could be established between Burnie and Queensland obviating the transshipment at Sydney it would be an advantage? I have heard that from the merchants here who transship from Sydney or Queensland.

2820. Is there, to your knowledge any volume of exportation from here to Queensland ports? Yes; there is a considerable amount.

2821. Everything sent from Burnie to Queensland has to be transhipped at Sydney? Yes.

2822. The port of Wynyard is under your jurisdiction? Yes.

2823. Is there any considerable volume of trade direct between Wynyard and the mainland ports? Yes; a couple of ketches are running regularly. They do about two trips a month.

2824. That trade is not handled in connection with the steamers that run from Burnie to the mainland? No; it goes in small vessels.

2825. Do they have auxiliary power? I do not know that they have. I think they are sailing vessels pure and simple, but they are regular and fast traders.

2826. Are the freight rates lower than those charged in connection with the Burnie trade to the same port? I cannot tell you.

2827. Have you heard anything of the freight rates being excessive? I cannot say I have during the last few years.

2828. You think people are satisfied with the rates charged? I think so.

2829. It is fair to infer that if you have heard nothing as to dissatisfaction that there is none? Yes.

2830. In respect of general produce, would you say that this is the port from which most of it goes, or is Devonport the port from which the bulk of the north-western agricultural produce is shipped? Devonport has a much larger outward cargo than Burnie.

2831. And in regard to inward cargo? Burnie has a larger volume of inward trade. The import trade of the West Coast comes through here.

2832. Have you, as Secretary of the Board, any knowledge of any representations made by the agents of the shipping companies regarding the rates and port dues? Something came along lately in connection with vessels coming here with hardly anything in them. The "Sydney" for instance, has complained that she comes here and has taken stuff on to Devonport rather than pay the dues when she has, say, about 5 tons to 10 tons. They ask for a sliding scale, so that they could put their stuff out without loss.

2833. In connection with one matter representations have been made to the effect that the shipping companies believe that vessels putting in with a small amount of cargo should be practically exempt from port dues? Not exactly exempt. They ask for a sliding scale, to enable them to come and land their stuff without loss. If they come with passengers and mails they are free. This matter has not yet been

dealt with by the Board, but it is under consideration.

2834. The "Sydney" comes here from Sydney? No; from Melbourne.

2835. She makes a round trip? Yes.

2836. Do you think if there were a more direct service from Sydney here—if the round trip were not so round, so to speak—there would be a greater volume of importations from Sydney? In the shape of human beings, I think; not otherwise. A great many passengers I think would come.

2837. You believe a more direct service would increase the passenger traffic? Yes; but there is very little comes from Sydney.

2838. Do you keep any statistics regarding the passenger traffic? No.

2839. Do you travel at all frequently between here and Melbourne? No.

2840. Have you heard any complaints regarding the insufficiency of the steamer accommodation from a passenger's point of view? No; not in regard to our own port.

2841. How many companies are engaged regularly in interstate shipping? There are the Union, Holyman, and Melbourne shipping companies; those are regular.

2842. Is there any sort of competition between these companies for the trade? I could hardly say there is very much; they seem very amicable.

2843. The imports, you say, are mostly from Victoria and the exports to Sydney? Yes.

2844. Is that owing to there being no direct service from Sydney here? That is more than I can tell you. I think it is probably because of the extra amount of freight attached to it. At the same time you can get things very often a great deal cheaper in Sydney. We found that in connection with our harbour works.

2845. *By the Chairman.*—If a vessel left Launceston, called at Devonport, and then Burnie, and on to Sydney, and further up the east coast of Australia, giving you direct shipment from Burnie to Sydney, and obviating the necessity of products to Queensland being transhipped at Sydney, would that be a considerable advantage to the producer? Yes; it would be a very considerable advantage.

2846. Have you any recollection of the traders from Launceston to Sydney some years back following that itinerary?—Do you remember when the "Wakatipu" left Launceston, went to Circular Head, and then from the North-West Coast ports direct to Sydney? No. There are times when they do it, but it is very seldom; but I think they make this the first port of call.

2847. Then the same trouble exists when the "Wakatipu" calls as with the "Sydney"? Yes.

2848. *By Mr. Valentine.*—Do your wharfage rates compare favourably with those of Launceston? Yes.

2849. Are they much in excess? No; they are rather otherwise.

2850. Will these construction works you are engaged upon at the present time be likely to increase the wharfage dues? I think not.

2851. At the present time you have ample accommodation for vessels of 5000 tons? Yes.

2852. Can vessels come in and berth at this port with safety in all weathers? Not more than a couple, perhaps, have gone by within the last 10 years.

2853. Owing to weather conditions? Yes; an easterly gale or a north-east, and then they could have come in, but it depends upon the captain of the boat. With such a captain as Captain Madden those boats would have come in.

2854. With regard to the "Loongana's" recent trip, did she make a smart run? It was about 13 hours, with a head wind, from wharf to wharf.

The "Lady Loch" came at the same time, and she started at 6 a.m. and got here at 4 o'clock the next morning, but she had very heavy weather.

2855. Do you think if you had a boat like the "Loongana" it would encourage the tourist traffic between Melbourne and Burnie? I do; I have always thought so.

2856. Has there been any effort on the part of the companies to encourage such a traffic from Melbourne or Sydney during the tourist season? With the exception of the "Sydney" I do not think there has been. Her passengers are given no time at all; the vessel leaves so quickly.

2857. *By Mr. Sheridan.*—Has the "Oonah" ever been prevented by bad weather from coming in? I cannot remember any occasion of that kind.

2858. Does Circular Head come within your jurisdiction? No.

2859. You said a considerable quantity of exports were transhipped at Sydney for Queensland. What company usually trades to Sydney? The Union Company.

2860. Why is the cargo transhipped in Sydney instead of going further on? I cannot tell you.

2861. Can you give us a rough idea of the largest amount of cargo shipped for Brisbane and Queensland ports? No; I could not give you that. We only deal with what is on the manifest to Sydney.

2862. What are the principal exports to Queensland? I think it is nearly all potatoes, but I am hardly in a position to say.

2863. What is your busiest season for exports? I suppose from about the beginning of February, when the potatoes start, and right up to June or July.

2864. That is after the tourist season? Yes.

2865. It does not come at the same time as the tourist trade? No.

2866. What are the months for the tourists? The "Sydney" is crammed now, and every available berth is taken for that round trip.

2867. *By Mr. Whitsitt.*—Have you ever known a steamer to call here and leave cargo on the wharf—that is, not to take it all away? Yes; they have done so heaps of times, and given what we considered our space to Devonport.

2868. They would not take the cargo from the wharves here? No.

2869. Has that happened with potatoes? Yes; it is a common complaint. They have done it scores of times.

2870. Is not it the custom for the Union Company to make Devonport the last port of call? It is nearly always done.

2871. Is that fair to the producers here? No; it is not. It is very unfair. The produce if at the bottom of the boat gets all the pressure of what is on top, and of course comes out last, and a market may be lost on that account.

2872. You stated that the revenue of the port is increasing? Yes.

2873. And the revenue is quite sufficient to provide the interest and sinking fund for the indebtedness of the Board? The Board expected to have about £10,000 on fixed deposit to meet the interest, and they have £15,000, half as much more as they expected to have.

2874. *By the Chairman.*—What contributes to that fund? Merely the wharfage and harbour dues.

2875. Is that accumulated credits over and above expenditure? Yes; accumulated balances.

2876. *By Mr. Whitsitt.*—Your port charges are not higher than Devonport or Launceston? No. Until the last two years they were a great deal less, but we brought them up to the same standard as Devonport. Until then they were half as much—a ½d. in and a ½d. out.

2877. *By Mr. Howroyd.*—You were speaking with reference to the question of boats calling at Burnie

first. If they called at Burnie last, would not the same sense of injustice be felt at Devonport? Yes; I suppose it would, but we could take it turn about. By coming here first and going to Devonport last every time we are always at the bottom of the boat.

2878. The reason, I presume, that is given is that the export trade from Devonport is more valuable than from Burnie? They have not told me why.

2879. That is the presumed reason? Yes; I suppose so.

2880. Do you think there would be sufficient trade from Burnie during the season to warrant a special boat from here? I think during the heavy season there is.

2881. How long does the season last? From the February to June or July.

2882. Has any attempt ever been made by the merchants to get a special boat to cater for the Burnie export trade to Sydney alone? I do not know that it has; it is not within my knowledge.

2883. We have had evidence at Devonport that if a boat came direct to the North-West Coast it would increase the quantity of freight very considerably. Would not that apply to Burnie? Yes; it would.

2884. We have it in evidence that certain lines could be bought cheaper in Sydney than Melbourne, but owing to the delay in the round trip it pays better to get it from Melbourne? Yes.

2885. Is it your opinion that if you could have a boat direct from Sydney it would be a great advantage in certain lines? Certainly it would.

2886. With regard to your wharfage charges, you said they were practically about the same as Launceston. How does that compare with Devonport? We are each the same inwards. Outwards I think Devonport charges 1s. on potatoes, and we charge 3d. Devonport has facilities that we have not. They can run their produce almost alongside the vessel.

2887. *By the Chairman.*—Could facilities of that kind be given here? Not very easily. They would have to go right on to the wharf and turn round. There is not the space to turn in.

2888. Vehicles could not very well be taken on to the wharf? They do go on now, but only a few of them. There is not the space to put their stuff on.

2889. *By Mr. Howroyd.*—In speaking about the time the "Loongana" took to reach here, you say it was 13 hours? Yes.

2890. What would it be to Devonport? I think about the same.

2891. *By the Chairman.*—No locally-grown apples are shipped from here? No.

2892. We are very much obliged for your attendance, Mr. Willis, and you have kindly promised to fix up this return you have handed in, so as to show us, for instance in connection with butter, what the export was. You will analyse that to enable us to make a comparison? Yes.

2893. And you will give us a return showing the increase in receipts from wharfages? Yes.

The witness withdrew.

FREDERICK ARCHER CALLAWAY *called and examined.*

Mr. Callaway made the Statutory Declaration.

2894. *By the Chairman.*—What is your name? Frederick Archer Callaway.

2895. You are a resident of Wynyard? Yes.

2896. What is your occupation? I am a flour-miller.

2897. Do you import anything from the other States? Yes; wheat from Victoria. Occasionally we get a little from South Australia.

2898. In what boats do you import? Mostly in sailing craft, from Melbourne to Wynyard, but occasionally we use Holyman's steamers.

2899. Do they make the port of Wynyard? They tranship at Burnie, and give us through freight.

2900. You then cart from Burnie to Wynyard? No; it is landed at the wharf at Burnie, and the coast boat brings it from Burnie to Wynyard. It is cheaper to get it direct to Wynyard by the sailing vessels.

2901. Do you export anything to the mainland? Not as a flourmiller, but the butter factory, of which I am chairman of directors, does. We export butter to Melbourne.

2902. Direct from Wynyard? No; from Burnie.

2903. How do you send it to Burnie? We cart it overland.

2904. Are you, as a trader, satisfied with the shipping facilities from Burnie to the mainland? I might say that as chairman of directors of the butter factory we have on two different occasions made overtures to the company for a reduction in freights and better facilities in shipping.

2905. What do you call better facilities? Cool storage on the vessels.

2906. What reply was given you? Simply that there was not sufficient trade to warrant it.

2907. Is the butter exportation an extending trade? Yes; decidedly.

2908. Are you optimistic in regard to it? Yes. I think it will gradually expand. It has been constantly growing for the past 20 years. It has grown steadily, and I have every confidence that it will continue to grow.

2909. Do you send anything as far as Queensland? No.

2910. Or to Sydney? No.

2911. Have you, speaking generally or particularly, any desire for an improvement in regard to the shipping services between Burnie and the mainland, or are you satisfied? As far as the time is concerned—that is to say, a bi-weekly service—I cannot say that my requirements for my own business or the butter factory actually necessitate anything more, but I think we suffer under excessive freights.

2912. Have you any standard of comparison, or what is your reason? I have a standard of comparison in respect to the wheat I import; for instance, what I get by the sailing craft to Wynyard costs 8s. a ton—that is dead weight—and by steamer *via* Burnie to Wynyard it costs 11s. 6d.; that is dead weight, too.

2913. If you import *via* Burnie and have to tranship you have to pay 11s. 6d.? Yes.

2914. What are you charged for butter? Sixpence a half-hundredweight box; that is 20s. a ton dead weight. It measures a little more than a ton, a box being over a cubic foot. The butter inside is a cubic foot.

2915. What do the companies reckon a ton measures? Forty feet is their capacity ton.

2916. What would they charge for a ton by measurement? They will not give us a quote.

2917. Do you reckon £1 for a ton of butter too much? I do; I think 10s. is ample under the conditions of ordinary cargo, as shipped here now.

2918. *By Mr. Whitsitt.*—That would be the same rate as potatoes? Yes.

2919. *By the Chairman.*—Butter can be easily landed by the wharf labourers? Yes.

2920. Can you see any reason why a greater freight should be charged than for potatoes? No.

2921. That, of course, is the chief complaint you have to make? Yes; and that is the only export I am interested in.

2922. Do you travel at all frequently between Burnie and the mainland? I cannot say I do frequently; perhaps once or twice a year.

2923. Are you satisfied with the passenger accommodation? Yes; I think so, but there again I feel the rates are high.

2924. That is the passenger fares? Yes. I have no comparison in that respect, but apparently 52s. 6d. return for 24 hours on the water is too much.

2925. Is the mail service satisfactory to you for reasonable purposes. I do not think I can complain of that; my business is not much in that respect.

2926. Is there any possibility, if there were a service from here to Queensland that would enable you to send goods in one bottom, of your developing a trade with the north of Australia? I do not think so.

2927. You would not be likely to send any article of agricultural produce from Burnie to Queensland? It would be going a little outside the scope of our present custom. I have not been shipping agricultural produce to the mainland. If my business extended in that way, and if there were facilities, I might undertake it.

2928. It is possible that if a better service existed between Tasmania and Queensland that you would try Queensland? Probably.

2929. *By Mr. Sheridan.*—With regard to the butter export to Melbourne, is that commodity consumed in Melbourne? It is for transhipment to England.

2930. It is not transhipped to any of the other States I do not think we have sent any for that purpose.

2931. *By Mr. Whitsitt.*—Has the company suffered any loss through the deterioration of the butter? That is more or less problematical. I cannot lay my finger upon any direct case, but we think if we had refrigerating chambers on the boat the butter would reach the London market in better condition.

2932. *By the Chairman.*—It is placed in cool chambers in Melbourne? Yes; at once, and is cooled down to the proper temperature for shipping, and is placed in the ocean-going boat at that temperature.

2933. The Secretary of the Table Cape Marine Board has furnished the Committee with certain statistics, and some of them indicate a pretty considerable volume of butter export from Burnie. How many butter factories are there in your district? What district would you count them for—as far as Burnie?

2934. Does your company furnish the largest portion of the butter export? No; some of the others export more than we do.

2935. The volume of butter export from Burnie is contributed to by quite a number of factories? Yes; by at least six; and from the Ulverstone end, Ulverstone and Wilmot would make another couple.

2936. You have spoken of being here for 20 years and you should be well conversant with the productive resources of this district? I should say so.

2937. Would you care to venture an opinion about the prospects of the district in regard to furnishing a large volume of commodities suitable for export? I should certainly think as a matter of my own opinion that this district could furnish a great deal more than at present, in the way of frozen lamb, for instance.

2938. You think there is a great future in regard to the producing of lambs for export? Yes; and pigs and butter, and potatoes, of course. I believe the development in that will continue. The dairy-ing industry is growing, and it will continue to do so, because the settlement is extending further back all the time, and as a director of the butter factory I am fully aware of that, because we are continually extending our cream-carts.

2939. As settlement advances into the back country in this district, so you find the radius of your company's operations extending? Yes.

2940. *By Mr. Whitsitt.*—How far do you cart now? About 15 miles, I suppose. The longest trip is 18 miles to Rocky Cape, but the railway will cut off a portion of that presently.

2941. It has been put before the Committee from time to time that Queensland is a satisfactory market for Tasmanian producers? Yes.

2942. On consideration, do you believe it would be of material advantage to the producers of Tasmania to afford the best shipping facilities between Tasmania and Queensland? I know nothing about Queensland or the Queensland requirements.

2943. Personally you have no trade connection with Queensland? No.

2944. *By Mr. Sheridan.*—With regard to the frozen lamb trade, before you could develop a trade in that it would necessitate the establishment of freezing works here in Burnie? Yes. It would be for export to Great Britain, and it would mean freezing chambers here, and on the boat, and right up to the ocean-going ship. That is exactly what we want for the butter also.

2945. You think if facilities of that kind, in the way of cool stores and freezing works, were established it would develop the frozen meat trade? Yes; for lambs and pork. That goes with dairying very well.

The witness withdrew.

WILLIAM JOSEPH ALDERSON *called and examined.*

Mr. Alderson made the Statutory Declaration.

2946. *By the Chairman.*—What is your name? William Joseph Alderson.

2947. What is your occupation? I am a sawmiller at present.

2948. Until recently you have been in the produce business? Yes.

2949. Do you live at Wynyard? Yes.

2950. When you were in the produce business did you export largely to the mainland States? Yes.

2951. From where? From Wynyard to Melbourne direct, and also *via* Burnie to Victoria, Western Australia, and Sydney.

2952. Did you send anything to Queensland? No; except one lot the year the drought first started.

2953. What were your exports principally? Potatoes and oats.

2954. Do you export anything at the present time? Yes; timber.

2955. Where to? To Melbourne.

2956. How is it sent? By the sailing crafts direct from Wynyard.

2957. How far from Wynyard is your mill? It is in the town.

2958. You are not in the export trade at the present time, in connection with agricultural produce? No; but I am in touch with it just the same.

2959. Are you satisfied with the shipping facilities between Burnie and the mainland ports? Speaking with regard to *via* Burnie, we found it no trouble of late years. Since the blight there has not been nearly the quantity of potatoes grown, but the rush of potatoes in previous years has caused a block. I have frequently had stuff left behind at Burnie. A part would go one week, and the balance the next. I have had orders cancelled through that; but that was in the past.

2960. The shipping service from the exporter's point of view has not been altogether satisfactory? That is right. One thing I would like to say is in regard to bills of lading. The companies have put on the bills of lading, "Marks not admitted." That has been a serious thing. Say I sent 20 tons of potatoes

to Melbourne—perhaps 60 bags one brand and 60 another—the company puts on "Marks not admitted." We would be advised from Sydney that 60 bags were "C.D." brand and 20 of them are not definite, and we have had to take some from another stack not up to the same quality. That has been bad, and has occurred frequently. The brands get mixed.

2961. Does that arise from the shippers not marking their stuff? No. Because the buyer as a rule sees his produce marked. If I bought 200 bags I would stand there and see that they were marked. The firms in Sydney are very particular, and if they do not get the brand they ask for they will throw it up, and the fault has been that of the shipping companies.

2962. In what way? In the stacking at the other end.

2963. They stack them confusedly, and to protect themselves will not admit the marks? Yes. I do not say they did not do their best in Sydney, but there is something wrong somewhere.

2964. In regard to the freights charged, do you regard them as satisfactory? I think they are reasonable.

2965. You say you have only once sent to Queensland? Yes; once that I can remember.

2966. What was the consignment? Potatoes.

2967. Were the results satisfactory? No; because it was the year the blight broke out, so you could not attach any importance to that.

2968. As a produce merchant, do you think if a service were established between Tasmania and Queensland which would obviate transshipment at Sydney it would tend materially to advantage to the producers and shippers here? I do not know that I could answer that; we are too far at the extreme end.

2969. You have not extensively tested the Queensland market? No.

2970. Have you ever imported anything from the other States, or were you almost altogether an exporter? Yes; almost altogether.

2971. Have you found the timber industry an expanding one? It has expanded during this last 12 months.

2972. And the shipping facilities provided at Wynyard, are they quite sufficient for your needs? At the present time they are.

2973. You find it more economical to send your timber away in sailing vessels which trade direct from Wynyard to Melbourne? Yes; that is right. We save the cost of transshipment from Wynyard to Burnie, and the timber is better stacked in Melbourne from the sailing vessels than by the steamers. All the sorts are mixed up by the steamers.

2974. The sailors on the sailing vessels carrying the timber take more care, proceeding more leisurely in regard to the stacking of the timber? Yes.

2975. And that is an advantage to you, as a shipper? Yes; it is a considerable advantage.

2976. *By Mr. Sheridan.*—Why are the men on the sailing ships so careful and those on the steamers so careless? The sailing vessels running in the Wynyard trade bring back general goods from Melbourne, and when the boat arrives in Melbourne they inform the shippers that the boat is leaving on such and such a day, and in the meantime she is unloading and each consignment is put out separately. It is not done in such a hurry. In the steamers it is put out very roughly, it is tipped out; whilst the sailors' stuff is put out tidily.

2977. *By Mr. Valentine.*—You have spoken of the fact that the companies will not recognise the marks. Is that the practice here at these ports, or is it general? I could not say.

2978. *By the Chairman.*—Is it a recent innovation? In previous years they did not do it.

2979. When did it start? About four years ago I should think; it may be five.

2980. You found it a serious disadvantage? It must be. I have had to make reductions at times, and I could not trace the brand.

2981. *By Mr. Valentine.*—Have the exporters, as a body, approached the companies and brought under their notice the loss? We are at their mercy. I have no doubt from enquiries I have made they did their best in Sydney to get every stack of potatoes together, and they have a man who calls out the bags. Then they have a mixed stack, and they try to trace the missing brands there.

2982. You are a sawmiller? Yes.

2983. Do you export timber? Yes.

2984. To Victoria? Yes.

2985. Only to Victoria? I have sent palings to Adelaide, both direct and *via* Burnie.

2986. You have not tried the Queensland ports for timber? No; not at all.

2987. There is a large demand up there for timber? I have not tried that market, because I considered it would not be advisable on account of the transshipment.

2988. If you had direct boats would you be inclined to try that market when it is known that the timber there is worth £1 a hundred? If that were the best market I would try it.

2989. Is the Victorian market as good as £1 a hundred? No; the Melbourne market is 10s.

2990. Would it suit you, as a timber exporter, to send a large quantity of timber by steamer, or is it necessary in order to get cheaper freights to employ other boats, such as sailing crafts? From Wynyard I do not think we could get sailing boats that would take it cheap enough.

2991. You would then support the steamer trade to Queensland if there were a sale for your timber? Yes; if it were the best market.

2992. *By Mr. Sheridan.*—What company do you export with? Principally the Union Company.

2993. You do business with other companies? Yes; at odd times.

2994. Do you find any difference between the companies as to freights? No; they are both the same.

2995. How many companies are trading? There are Patterson's and the Union Company, but I always find it better to deal with one company, and we deal with the Union Company. We do about 99 per cent. with the Union Company, who do all they possibly can to get my stuff along. It was the blocks in the past which caused inconvenience, but of late years there has been no trouble.

2996. With regard to this business of the brands, did you find the same carelessness in both companies? They both work on the same bill of lading, or they did when I was exporting.

2997. Neither company took any responsibility? No; it was the same bill of lading.

2998. On the whole, do you consider the freights are reasonable? Yes.

2999. Do you visit Melbourne or Sydney very often? I have been to Melbourne.

3000. What do you think of the fares? My opinion is they are rather high.

3001. What are the fares from Burnie to Melbourne? It used to be £2 10s., but now I think it is £2 12s. 6d. It is very high for only one night on board.

3002. *By Mr. Whitsitt.*—You are aware that recently we had to put our names in full on the bags of the potatoes? Yes.

3003. Does not it seem strange that they cannot distinguish the bags and trace them on the other side? You would think they could, and I have known inspectors to refuse to allow a bag to be shipped

because the brand had run, and the farmers have had to do it over again. That is with regard to Wynyard, and no doubt it is the same thing in Burnie.

3004. The produce by the sailing boats is better looked after? Yes. There are no slings used, and everything is done neatly and tidily. We have built our own trade up at Wynyard, and have a through freight now from Burnie for 10s. 6d., and if we did not have the sailing boats it would cost us from 14s. to 15s. a ton.

The witness withdrew.

LOUIS SCHUTZ CUMMING *called and examined.*

Mr. Cumming made the Statutory Declaration.

3005. *By the Chairman.*—What is your name? Louis Schutz Cumming.

3006. Where do you reside? At Burnie.

3007. You are a produce merchant? Yes.

3008. You handle those items of agricultural produce which are characteristic of the business? Yes.

3009. Do you export to the mainland markets? Yes.

3010. To which ports? We export practically to the whole of the Commonwealth.

3011. Which are the ports to which your shipments are mainly consigned? To Sydney and the different ports in Queensland.

3012. Do you import at all? Yes; we are importers as well.

3013. What lines do you import? Manures, corn sacks, agricultural implements, and grass seed.

3014. From which ports do you import? Principally from Melbourne, and a little from Sydney.

3015. Do you import anything from Queensland? No; the shipping facilities are not satisfactory.

3016. Have you any reason, as an importer, to be dissatisfied with the shipping services available at present now trading between Tasmanian ports and the mainland? With some I have, whilst others are fairly satisfactory. The shipping between Burnie and Melbourne, for instance, is fairly satisfactory.

3017. If you would tell us any respects in which you feel dissatisfied we would be obliged? The Sydney trade is not satisfactory. We have a class of boats, called the "K" boats, which are run by the Union Company. They are loaded with coke and coal, I presume, for Strahan, and they are sent on there, and are subject to the weather conditions, and come along here generally late. The result is our stuff is hurried on board, and very often the produce is badly handled thereby. As a matter of fact, I have on several occasions had to protest to the company with regard to the methods of handling the produce, and we have had a deputation to the two managers, *i.e.*, the general manager, and the branch manager, who promised to remedy the difficulty, but it has gone on just the same, when a boat is late more particularly. The methods I am referring to are the lifting of the grain and produce some 30 to 40 yards to the ship's side by slings, and it is dragged along out over the wharf. The consequence is that the potatoes particularly are damaged to a great extent. I have been there on several occasions, and this has been done; and have complained, and it has been stopped, but the moment my back was turned they would do it again. I have reported the matter to the company time after time, but it is still done. The manager has stated that it is owing to the fact that they have so little time at Burnie, and have to rush the stuff aboard. The result has been that the produce for transshipment in particular has been landed at Sydney in bad order, and when it gets to its destination—particularly the Queensland stuff—you do not know where the deterioration has taken place. It is not fair to

the people on the other side to ship the stuff in that condition.

3018. As a Tasmanian produce merchant you would regard Queensland as providing a satisfactory and expanding market for Tasmanian products? It has been a good market for Tasmanian products for many years, but we have the difficulty of not getting a direct service.

3019. One of the objects of the Committee's enquiry is to deal with that particular matter. Do you say deliberately that the transshipment necessary under present conditions which takes place in the port of Sydney is materially disadvantageous to Tasmanian producers and shippers? Very much so.

3020. If that transshipment were obviated, and you could ship in one bottom, would you regard the prospects of increased shipping to Queensland as good? Yes. My own experience is that on many occasions the produce has, first of all through the lateness of the boat reaching Sydney, missed the boat going north, and lies there for some days, and it is just possible that it may be left there till the next week. The produce has been known to lay in Sydney for nearly a fortnight. When you make enquiries you find the produce has not been sent on on its arrival, and has been lying in Sydney.

3021. Has that occasioned you material loss? Yes, it has. As a matter of fact, it has meant that when goods have reached their destination they have been condemned, which has meant a total loss.

3022. That is a personal experience? Yes. It is only recently we had an experience at Cairns, where there was delay, and when the stuff reached Cairns it was condemned. Fortunately, in this case the firm had taken up the draft, or we would have lost the whole thing.

3023. That loss would be borne by the Queensland consignee? Yes.

3024. And he would be incensed? Yes, of course; and we would probably get no more trade. The disability we have against Melbourne is that the boats from Melbourne take cargo for northern ports direct, and the stuff is not taken out till it reaches its destination. Melbourne potatoes are bought in preference, owing to this advantage, and they are not as good as ours.

3025. Do you ever consign to Melbourne for transshipment at that port to Queensland? Not often. It is more expensive, and there is not the same amount of space certain.

3026. Do you consign as far north as Cairns? Yes; we have consigned potatoes, oats, and peas.

3027. If facilities were afforded to you in connection with the Queensland trade such as is available to Melbourne shippers, would you be inclined to test the Queensland market more? We could increase our trade.

3028. Materially? Yes.

3029. In regard to freight rates, do you consider these reasonable? I think they are, considering the conditions that the shipping companies have to labour under.

3030. You do not regard them as unreasonable? I consider them high; but there are disabilities the companies have to labour under, such as the high price of labour and the attendant risks that they have to take now.

3031. Would you say that they are high, but not unreasonably so? Yes; taking into consideration their disabilities.

3032. Do you send butter? No.

3033. With regard to importations, are they satisfactory? Those from Melbourne are, but those from Sydney are not so satisfactory.

3034. To what cause are the Sydney importations unsatisfactory? If you import from Sydney, it means quite a fortnight before the goods reach here; they are sent round *via* Strahan.

3035. If a better service were available to you in regard to importations from Sydney, would you be likely to increase their volume? I think, generally, the volume would increase, because Sydney has become a good buying centre.

3036. As a responsible citizen of this State, would you think any effort that might be made by the State in consequence of any recommendation of this Committee in connection with the establishment of a service from Tasmania to Queensland would be commendable? Yes, I do; but I would not advocate the State undertaking the proposition itself.

3037. Would you indicate to the Committee what line of action you would favour in order to bring about a direct service from Tasmania to Queensland? I think by means of a subsidy would be the most satisfactory means.

3038. Would you favour a subsidy to a company to induce it to embark in this trade? Yes, for the reason that most of the companies now handling the produce have their wharves and central positions, which another firm might not be able to secure, which is a big consideration.

3039. You are aware the matter has been discussed by responsible men in the community from every standpoint? Yes. I may say I think there would be difficulties in getting an outside company into the trade by virtue of the understanding between themselves, that they will confine themselves to certain places. The A.U.S.N. Company, for instance, do the Queensland trade, and do not interfere with the Tasmanian trade; whilst the Union Company do the Tasmania business, and refrain from the Queensland trade.

3040. There is a sort of benevolent partition of the Australian trade between these companies, you think? I am not prepared to say that; but there is no opposition, anyhow.

3041. You, of course, recognise that Tasmania labours under disadvantages in consequence of her insular position in regard to maritime transport? Yes.

3042. Seeing the great competition there is in every trade nowadays, do you not think we should have the very best facilities in the way of shipping communication with the other States? Yes, I do.

3043. Failing, owing to this arrangement between the companies, a satisfactory result in the way of offering a subsidy, would you in that event consider the State justified in making a forward step? In what way would you indicate?

3044. Many suggestions have been offered to the Committee, and I would like you to give us your opinion as a witness having a good grip of the whole business. It has been suggested, for instance, that a Tasmanian shipping company might be formed which, having its affairs administered in Tasmania, would be advantageous in its operations. It has also been suggested that the Government might assist by taking up a large block of shares; and again, that the Government might charter steamers, or the Commonwealth establish a service, and finally that the State itself might embark upon the business. Failing our making satisfactory overtures in regard to a subsidy, what would you suggest as a basis? It would be a matter requiring a great amount of consideration, and I could not say off-hand. There are many difficulties hedging it round. The Government may possibly start a service, and find the difficulties of obtaining berthing accommodation in as advantageous positions as the companies have at present, might detrimentally work against the trade. These companies have the most advantageous positions in the central parts in Australia.

3045. Would you care to commit yourself to an endorsement of this statement: That shipping facilities to the mainland of the best possible description

are absolutely vital to Tasmanian interests? Yes; I do endorse that.

3046. And that special effort to provide her with the best facilities available would be justified? Yes; I think that.

3047. Have you, as a business man, any reason to complain of the mail services? No. They are generally sufficient for our requirements. Generally speaking, I consider the service is a very good one.

3048. Do you travel between here and Melbourne fairly frequently? Yes.

3049. Would you say the passenger accommodation is reasonably sufficient? Yes; it is fairly satisfactory, although I may say the charge is altogether too high.

3050. You consider the fares too high? Yes. They are just about twice what they ought to be.

3051. Have you ever given any thought to the importance of the tourist traffic to Tasmania? Yes, I have.

3052. Do you think it would be reasonably fair to assume that if the passenger fares were substantially reduced the volume of tourist traffic would be materially increased? Yes, I do; and I think that it could be made very much more attractive, that is, visitors landing at Burnie and journeying on through the State to Hobart, or *vice versa*. There are not many attractions this end. Nature has given us many, but they are not developed sufficiently for the tourists.

3053. The means of access are not very ready? No. If we were to develop our resources more I feel sure that by having trips such as I have mentioned—round trips—we would get a great number of people to Tasmania, and would get them more distributed than at present.

3054. Are you optimistic regarding the future productiveness of this district? We are so subject to the conditions on the other side. The dairying industry, I think, could be developed to a greater extent, and in connection with that I think cool storage on the boats between here and Melbourne would assist. I maintain the time has arrived for cool storage. Then, of course, the question of the increase of population is a very great one. There is good land here in this fertile part of Tasmania, and there is no use in having this land unless it is developed, and if we want to get improved means of communication we must have the quantities of stuff ready to market.

3055. Are you satisfied with the freight and contingent charges at Burnie? Yes; I think they compare favourably with other ports.

3056. Would you regard a policy of this description as a good one, that an effort should be made to keep the shipping facilities considerably in advance of actual requirements so that the producing industry and export trade could be stimulated by the presence of these facilities to the mainland States? To a certain extent I do; but I do not know that it is advisable to go too far in advance. Care must be exercised.

3057. But you will say that good shipping facilities are vital to the development of Tasmania's resources? Yes; but I do not think we can look for those great leviathans to come to Tasmania, or, at any rate, not to more than one port. It would take such an enormous amount of cargo to induce any of them to come. In connection with the interstate trade, I think the facilities given are very fair in regard to the ports along the coast, more particularly Burnie and Devonport.

3058. In particular, you would say it is desirable to establish a service between Tasmania and Queensland? Yes, I do.

3059. Such a service getting a portion of the trade of the intermediate ports? Yes. I may say the same of Western Australia. That trade will open up to us probably in the coming year, and we are in the same difficulties.

3060. You think West Australia affords a fairly good market? Yes; particularly for oats and potatoes, and in connection with that no doubt a large quantity of fruit could be shipped if there were any boat going there.

3061. I think you said you had shipped to West Australia? Yes—oats; but they have to be transhipped in Melbourne.

3062. That is also a disadvantage? Yes. I do not think it would be much more expensive for a boat to call at the Tasmanian ports and work up the coast on the way to West Australia.

3063. You believe there is an opportunity for a satisfactory trade being developed between Tasmania and West Australia? Yes, I do.

3064. *By Mr. Valentine.*—You have forcibly pointed out that the Queensland ports, with better facilities, would be the best markets for our produce? Yes.

3065. Have you and others approached any of the companies trading here in order to get a more direct service to Queensland? I believe they have been approached, but I have not gone to them personally.

3066. Do you know what the result was? There has been no satisfactory result.

3067. Seeing that these ports are apparently excellent markets, is it not surprising that some move has not been made to get these companies to fall in with that view, and carry there direct? Well, to a large extent we are in the hands of the companies, and do not seem to be able to get away from that, and the business is so arranged evidently that one company shall not overlap another, for when you go to the A.U.S.N. Company, or one of the others, and ask them to take the produce, you find they are evidently under some such arrangement, and will not do it.

3068. Can you give us that as direct information, that there is such an arrangement amongst the companies that one will not overlap the other? Such a working arrangement is known to exist.

3069. But it is only assumed, is it not? Yes; but I think the move has been made in that direction, and there has been no result.

3070. Is there an exporters' association here? No.

3071. Would there be any encouragement given by the exporters or producers at this end of the State towards forming a local shipping company having the interests of Tasmania at heart, with the object of inaugurating better facilities for the interstate trade, such, for instance, as the old T.S.N. Company, which apparently gave infinite satisfaction and every facility possible to the shippers, for instance, in taking up shares? I doubt whether the people would take it up. Generally you find that people say they will take up shares, but when the time comes they are not to be found.

3072. If a company were subsidised by the State, do you think the shippers would be loyal and give that company the whole of the business? Yes; providing conditions are equal.

3073. Although it might involve strong competition? Yes. There is this to be considered, of course, if there were only one line of steamers, and we were in the hands of another company for any other trade we might find some difficulty, and the question might arise as to whether we would get our stuff away for that other trade.

3074. It would have to be done by a powerful company trading to all other ports besides Queensland? I think so. It must be done with the consent of those companies who have the facilities.

3075. You are of opinion the trade would develop largely if you had better communication with the Queensland ports? Yes.

3076. *By Mr. Sheridan.*—Seeing we are so largely in the hands of the present companies, and that any further extension of our trade would be largely by

the consent of the existing companies, what would you suggest as the next best step? I am afraid I could not offer any suggestion in the matter.

3077. The suggestion you favour is one of a subsidy? Yes. Apart from that I cannot offer any suggestions.

3078. Then that subsidy would really have to be given to one or other of the existing companies in the trade? Yes—whichever company would give the facilities.

3079. Do you mean that a subsidy should be given to encourage a fresh company starting? It does not matter who it is if they afford the facilities. They may take stuff from Tasmania and land it at the wharves that are not suitable on the other side. The advantage we might gain by taking the stuff from Burnie to Brisbane direct would be lost by the very fact of it being put out on a wharf where it would cost more to handle, and might not be suitable for the trade.

3080. Seeing that the present facilities as far as wharfage is concerned are really in the hands of the present companies, it would be very little use to offer a subsidy to a new company for the simple reason that they have not got the facilities? It may be possible for them to acquire facilities. I certainly think if they had facilities equal to those of the present companies that a new company would get the business.

3081. *By Mr. Valentine.*—The A.U.S.N. Company has the facilities for practically all the ports? Yes.

3082. *By Mr. Sheridan.*—If the A.U.S.N. Company and the Union Company have an understanding, verbal or otherwise, as to not encroaching on each other's territory, then a subsidy would be of no use whatever so far as they are concerned? It might be a question of arrangement between the two companies. They might be able to arrange their trade and put a boat on. I think it is only a question of £ s. d. with the companies.

3083. Do you know anything of the development of the frozen mutton trade here? I think that there is more in the possibilities of the development of the frozen mutton trade here than in any other.

3084. That is for export to European markets? Yes.

3085. So far as the port of Burnie is concerned, in the event of the frozen mutton trade being developed, that would necessitate transshipment at Melbourne or Sydney? Yes.

3086. Could the large English boats come in here? Yes; if there were sufficient inducement offered.

3087. You are fairly satisfied with the freights, but not the fares? The fares between Melbourne and here are too high.

3088. Do you consider the freights from here to Sydney and Queensland are reasonable? No; I consider they are too high to Queensland, but, of course, there is the transshipment charge, which makes it more.

3089. *By Mr. Valentine.*—And the wharfage in Sydney? Yes. I think there is a difference of between 3s. 6d. to 4s.

3090. *By Mr. Sheridan.*—Does the Union Company give a through freight to Queensland ports? Yes.

3091. And you think it too high? Yes.

3092. A great portion of the cargo sent to Sydney is transhipped to Queensland afterwards by the Sydney merchants? Yes.

3093. I mean to say, that Queensland orders largely come through the Sydney merchants? No; they are mostly direct to Tasmania.

3094. We have had evidence to the effect that the great bulk of trade between Queensland and Tasmania is done second-hand through the Sydney mer-

chants? That is not our experience. The produce is bought, generally, direct.

3095. Do you say there is a wharfage charge in Sydney? Yes. I think it is about 1s. The ordinary wharfage, I believe, is 2s. 6d., and the transshipping wharfage about 1s.

3096. From your experience of the handling of potatoes and peas, does the transshipment result in the damaging of the produce? It must necessarily do so.

3097. It does not damage oats much? Not to a great extent; nor the peas, except in regard to the loss in weight.

3098. You have never approached the Union Company with a view to having the cargo carried on to Brisbane instead of it terminating at Sydney? I do not think so.

3099. *By Mr. Whitsitt.*—The berthing accommodation, you state, is practically a monopoly in the hands of the present companies? Yes, practically so.

3100. How did they secure it? They have probably rented the sites from the Harbour Trust, and have placed buildings there.

3101. Have they built their own wharves? I believe so.

3102. And they have the preference as far as distribution is concerned? They are very central.

3103. And that is owned by the companies and is not under the jurisdiction of the Marine Board? It is probably under the jurisdiction of the Board, but they have the use of it. As a matter of fact, their boats are the only ones trading to these particular wharves. In connection with the Tasmanian trade, of course, if there were a general wharf it might mean that other ships would be loading there, and our ships would have to go, say, to Woolloomooloo or to somewhere else.

3104. But if there were an opposition company, they would still command the trade, and no other company could send their boats to those wharves owned by these companies? No; I do not think they could.

3105. Do you not consider it an injustice to the exporters of this part of the State that we should always have to put our produce first in the boat calling here, and that Devonport should come afterwards, and our produce thereby being the last taken out of the boat? I think the time has arrived when we should be considered apart from Devonport altogether. Up to the present I can hardly see how it could be managed. Devonport has really had the call upon the boats. It has worked disadvantageously to Burnie, inasmuch as they have two days longer at Devonport in which to ship their goods. A port having two days more has a great advantage, and probably gets later orders, from which we are excluded.

3106. Have not you known the prices to be better at Devonport than here? As far as the price is concerned, it cuts both ways; but generally I find I can buy better at Devonport than in Burnie. The difference is that Burnie potatoes are more of one sort, and bring more of an average price. At Devonport you get from low-grade up to the very best, and for these very best sorts they get more money at Devonport; but taking purchases generally for the class of stuff we buy at Burnie we get very much better at Devonport.

3107. Have you any information that would be profitable to the Committee from your personal experience so far as the expense of running these "K" boats is concerned—the wear and tear, what profit is made, and so on? They are considered to be the most profitable line of boats the company has running. They only cost, I believe, about £10,000

to £15,000. They are light-draught boats, and are as cheap as possible. They are from 1500 to 2000 tons.

3108. A full boat represents £1000 a trip, or better? Yes.

3109. Have you any idea of the cost of running them? No. I should imagine the expenses of running such boats to be light. Of course, I am only a layman, and the company no doubt think the expenses are heavy. I think we are due for a better class of boat for this trade, mind you.

3110. *By Mr. Sheridan.*—Do they carry passengers? No; except the "Sydney," the Melbourne Company's boat.

3111. *By Mr. Whitsitt.*—A boat of the dual kind would be more advantageous for the trade? I do not think you could look for much from the passenger trade.

3112. In your opinion, there is a combine, or an honourable understanding, between the companies, and it works detrimentally to the individual traders? Yes; for the reason shown by the difficulty in arranging a direct trade, for instance, to Queensland.

3113. And their wealth, you think, is used to cripple the trade in one direction? I do not think it is used to cripple the trade at all.

3114. Well, at any rate it is not used to extend the trade? Well, you see, at present they are getting the trade whichever way it goes. If not from Tasmania they get it from Victoria.

3115. In your opinion you think there should be direct communication with Queensland? Yes.

3116. *By Mr. Houroyd.*—In reference to the wharves in Sydney: the wharves used by other boats than the A.U.S.N. Co. and the regular traders—are they accessible at all? Yes; but not so accessible as the others.

3117. But for tramp steamers, and so on, they have berthing facilities? Yes.

3118. The cost of getting goods away from these boats is not very much greater than from the others, is it? Perhaps not. It is not always the question of getting the goods away; it is a question of having room for the buyers. The Drouit-street Wharf is right in touch with the buyers. A shipment of potatoes came in whilst I was in Sydney, which was sent to the Central Wharf, and on that occasion the price would have been 10s. a ton more if it had been sent to Market-street instead of to the Central Wharf.

3119. It would have realised 10s. a ton more? Yes.

3120. *By Mr. Valentine.*—In your experience as an exporter, have you found that the local export of products are carried better in the smaller or in the larger vessels? It depends very much upon what class of vessel they are being carried in. Such vessels as the "K" boats were not constructed to carry produce as well as those boats trading up the Queensland coast, and have 'tween decks. The "K" boats have only one hold, and the whole weight of the goods in the hold must mean that the stuff is pressed.

3121. *By the Chairman.*—Which company's boats trade direct from Melbourne right to Queensland? As far as Cairns, the A.U.S.N. Co., the Adelaide Steamship Co., and Howard-Smith's.

3122. These three companies have boats trading right up to Queensland? Yes.

3123. And the Victorian shipper of produce to Queensland does not suffer by the disadvantage of transshipment? No; he is in a much better position than we are.

3124. For Tasmania to compete with the shipper of Victorian produce to Queensland the transshipping difficulty would have to be got over? Yes; it would.

3125. Until the transshipment is done away with you will not regard the Tasmanian producers as free from handicap, as compared with Victorian shippers? That is so.

3126. You regard the transshipment as a considerable detriment? I do.

3127. Particularly in regard to agricultural produce? Yes.

3128. You are one of the largest handlers of agricultural produce, is the way of exportation, on this coast? I think we handle a fair share of it.

3129. You are a representative shipper? Yes; I think we might be termed a representative firm.

3130. Do you anticipate that this railway to Flowerdale will cause a considerable increase in the trade from Burnie to the mainland? Yes; very considerable.

3131. There will be a concentration of items of agricultural export in Burnie? Yes.

3132. The trade will tend to concentrate at Burnie? Yes; it must come through here.

3133. And will, of course, consequently afford a larger quantity of cargo for vessels leaving here for Sydney and the Queensland ports? Yes. We expect that the quantity will be very largely augmented by the greater facilities.

3134. *By Mr. Sheridan.*—Supposing a larger and better class of boats were established between Tasmania and Queensland, so far as the tourist traffic is concerned, do you think it would increase from Queensland with a direct service? I think there would be a considerable increase. Direct communication would bring people more in touch with Tasmania, and the fact of not having to tranship at Sydney must act in favour of it.

3135. Would there be any considerable prospect of a return cargo? Not very much, I think. The line most likely would be manures. Of course a trade may develop, but I do not think you could look for anything very great in that respect.

3136. *By the Chairman.*—Have you been to Queensland? Yes; several times, right up as far as Cairns.

3137. Postulating the establishment of this service, do you think the result would be very much better Queensland markets for us? Yes; I feel sure of that.

3138. Queensland, as a tropical State, would always be a good market for Tasmanian products? Yes; it has been ever since I have had anything to do with the trade.

3139. Your experience of Queensland markets for Tasmanian produce is a favourable one? Yes.

3140. Would a fortnightly service from Tasmania to Queensland be of material advantage to you? No; a weekly service is the only thing that would be of any use.

3141. *By Mr. Valentine.*—In conjunction with other services, would not a fortnightly service be an advantage? You would want a weekly service to be of any real advantage. You could take on the other service for the other week.

3142. *By the Chairman.*—Have you a weekly service from here to Sydney? Yes; two boats a week.

3143. So, although the transshipping difficulty is a considerable one, you have a weekly service? Yes.

3144. *By Mr. Sheridan.*—If a weekly service were established between Tasmania and the Queensland ports it would necessitate a considerable number of boats? Yes; but my idea would be that one of the present companies would simply come across from Melbourne and go on to Sydney, making either Burnie or Devonport the place of call.

The witness withdrew.

ERNEST PLUMMER *called and examined.*

Mr. Plummer made the Statutory Declaration.

3145. *By the Chairman.*—What is your name? Ernest Plummer.

3146. You are Warden of the Municipality of Circular Head? Yes.

3147. Is there a Marine Board of Circular Head? There is a marine board, but I am not connected with it.

3148. You are aware of the object of this Committee's inquiry? Yes.

3149. Have you any reason to think that the shipping service between Circular Head and the mainland ports is insufficient for the district? Absolutely.

3150. In what way would you say it was insufficient or detrimental? On account of the class of boats that are running, and the irregularity of the service, together with the high rates of freights and fares.

3151. Are you referring particularly to the service between Stanley and Melbourne, or as between Stanley and Sydney? Between Stanley and Melbourne only.

3152. Do vessels leaving Sydney touch at Circular Head before calling at Burnie? No; except coming *via* Melbourne; one boat does.

3153. Is that the boat making the round trip? Yes.

3154. Are you aware if there are any shipments of produce to Queensland from Stanley? The bulk of it is shipped to Queensland.

3155. How is it sent? *Via* those boats trading from Melbourne on the round trip, *via* Sydney.

3156. Do you producers and shippers regard such a service as detrimental to your interests? They have protested incessantly.

3157. Are you aware if they have made any representations to the company? Yes; they have, repeatedly.

3158. You regard the freight charges as too high? Yes.

3159. And also the fares? Yes.

3160. Do you think that the establishment of a service between Tasmania and Queensland, which would obviate the transshipment at Sydney, would advantage producers? It would very materially, as far as we are concerned.

3161. Is the progress of settlement inland consistent and considerable? The progress of settlement inland has been very slow up to the present, but the development now, owing to the Balfour railway, gives assurance of enormous expansion.

3162. It will open up a large district? Yes; tremendous.

3163. Of what does the exportation from Stanley to Sydney and Queensland most largely consist? Root crops, potatoes, and swedes, and some cereals.

3164. Do you know what the freights are from Stanley to Melbourne and to Sydney per ton? It is 11s. 6d. per ton.

3165. To both places? Yes; of course, that is measurement.

3166. Is Stanley fairly cheap with regard to dues and wharfage rates? It is the cheapest port in Tasmania. There is no export rate.

3167. Would it be cheaper than Hobart? Yes.

3168. Is Stanley a safe port for vessels of large tonnage? Vessels of 2000 tons are perfectly safe.

3169. Can you give the Committee any idea of the depth of water alongside the wharf? There are 34 feet at dead low water.

3170. Would that accommodate vessels of a larger tonnage? Yes; it would, but the trouble is, the wharf is too short.

3171. Could it be made longer. It could be extended another 200 feet to accommodate the biggest ships afloat.

3172. The breakwater could be lengthened to afford vessels shelter? Yes.

3173. Has the breakwater up to the present well sustained the shocks of the sea? With ordinary maintenance it would be perfectly satisfactory.

3174. What do you mean by "ordinary maintenance"—do you imply that it does not get ordinary maintenance? I do.

3175. To what do you attribute that state of things? That opens up a fresh subject—that of administration. It is that the Board is not alive to the situation. It does not want the export rate, and consequently it practically jeopardises the breakwater for lack of a little enterprise.

3176. Would you say that the policy of the Marine Board is too conservative, and is inimical to the best interests? It seems like it.

3177. When you speak of ordinary maintenance, what do you mean—the placing of more stone on the breakwater, or what? The breakwater was designed to be constructed of stone of not less than 20 tons in weight, and there was a quantity of stone left over for repairs. When the Board undertook repairs they broke that up into small pieces, and put it into the breakwater, and really did more harm than good. It could have been repaired with large stones, each at least 20 tons.

3178. Then, any insecurity you attribute to the Board using smaller blocks of stone than was intended? Yes.

3179. The smaller stones are more easily moved by the action of the sea? That is certainly so.

3180. How often do vessels trading from the mainland ports visit Stanley? The "Marrawah" trades to and fro once a week; the "Sydney," from Melbourne, *via* ports, once a fortnight.

3181. It is only when the "Sydney" is making that trip that the Stanley producers can put their produce in Sydney-bound bottoms? Otherwise they are absolutely isolated.

3182. The Union Company's boats do not call? No; they have declined to.

3183. Were any reasons given? None that were satisfactory; they merely say it does not pay.

3184. It is from no feeling of insecurity on the part of the company? No.

3185. Would it be because there is no sufficiently-large body of products coming forward? They consider it so, but the Melbourne Company does not. There is the steamer "Sydney."

3186. You recognise that the establishment of a service between Tasmania and Queensland, owing to the number of the North-west Coast ports, would present certain difficulties in regard to vessels calling at all the ports? Yes.

3187. In connection with the projected establishment of an interstate service, would you say that Circular Head ought to be made a port of call? Assuming that the boats would come *via* Melbourne I should say that Circular Head would serve admirably. It would not be out of the route of vessels doing the trade, and all the produce they could pick up would be to the good.

3188. You would suggest a service from Queensland to come down the eastern coast of Australia and on to Circular Head, to load up produce there and then go eastward? Yes.

3189. In regard to passenger traffic between Circular Head and Melbourne, the accommodation is not particularly good? It is inferior.

3190. You are confined to the "Marrawah"? Yes; and then it is only third-class passenger accommodation.

3191. If undertaking a visit to Melbourne, do the Circular Head residents go east to Burnie and make the trip from there? Anyone that can afford it does.

3192. What are the passenger rates charged by the "Marrawah"? Twenty-five shillings single. The return, I think, is £2.

3193. There is only one class of accommodation? Yes.

3194. How long does she take to make the trip from Stanley to Melbourne? From 20 to 22 hours.

3195. Does not she touch at other North-West Coast ports? Coming east she does. She makes a trip right to Launceston as a rule, *via* Burnie and Devonport, and then returns *via* ports.

3196. Therefore Circular Head is both the port of departure and arrival? Yes; and she calls at any hour of the day, without any notification.

3197. If a service were established between Tasmania and Queensland—if the boats belonging to that service did not touch at Circular Head you would get no relief? They would practically be under the same disadvantage.

3198. *By Mr. Sheridan.*—It would not pay to cart to Wynyard? No.

3199. *By the Chairman.*—And even if the railway were extended to Stanley, would the port of Burnie be likely to be availed of by the producers of your district? If the Flowerdale railway were extended to Stanley it would pick up the whole of the shipping within about 14 miles of Stanley.

3200. But the freight would probably be almost prohibitive? Yes; it might.

3201. And so compel you still to have recourse to direct shipment? Yes.

3202. Have you at any time heard any desire on the part of producers to see a service established which would enable exportation to Queensland to be sent there without the necessity of transshipment at Sydney? Yes; repeatedly. I myself have been a wholesale produce merchant, and I know the shippers.

3203. Have you been, or are you, connected with the shipping trade now? Practically I am a wholesale produce merchant still.

3204. You think a service to Queensland made available to the producers of your district would tend to stimulate production and exportation? Yes; I am sure of it.

3205. *By Mr. Valentine.*—Is there more than one harbour in your district? There is only one; it is on the east side of Circular Head.

3206. Could you expect that vessels of the size necessary for the trade with Queensland (which would be about 6000 tons) could be accommodated? I expect they could be accommodated almost immediately. Provision is being made for extra accommodation.

3207. And do you think it would be a fair thing to expect a boat of that size to make more than two calls on the coast? It would barely pay for a 6000-ton boat to come every trip, but we could arrange ours for, perhaps, a month.

3208. Do you have direct trade with Sydney? Yes; once a fortnight.

3209. Then what is it to Melbourne? Once a week by the "Marrawah."

3210. Do you consider that the present trade warrants better facilities? Yes.

3211. *By Mr. Sheridan.*—How often does the "Marrawah" or the "Sydney" have to pass Stanley through stress of weather? I do not think anything of the kind has occurred for the past two years.

3212. You say the bulk of your exports goes to Queensland? Yes.

3213. What class of produce generally do you ship? Mostly potatoes and swedes.

3214. Is there any grain? There is very little cereals grown in the district.

3215. With regard to the fares and freights, do you think the present ones excessive? I do, and my reason is that in 1904 and 1905 the freights were 8s a ton, and the steamers were doing well. The rise in wages and expenses, in my opinion, is not sufficient to justify the increase from 8s. to 11s. 6d. per ton.

3216. You consider 25s. single and £2 return for fares excessive? Yes; I do; under the circumstances.

3217. What are the fares to Sydney? To Sydney is £2 10s. single and £4 return.

3218. *By the Chairman.*—Assuming a service were established operating between Tasmania and Queensland, would it be made available to Circular Head producers if they sent their producers destined for Queensland markets along to Burnie by coasting vessels, such as the ketches; that is, until the trade develops more? It entails double handling, but if the extra expense were not there I do not think the double handling would matter so much.

3219. It would be a very short voyage to Burnie? Yes; it is about a three-hours' run.

3220. For a swift ketch or a small coasting steamer? Yes.

3221. So if a special effort were made to cater for the trade in that way Burnie might advantage shippers to Queensland? Yes.

3222. Is there any point upon which you have not been examined that you would care to touch upon? The service would be *via* Sydney, would it not?—

3223. Yes; and to pick up the trade along the coast of Australia? The whole of the produce from Circular Head goes to Sydney or Brisbane.

3224. Would you say that any attempt within reason to give Tasmanian shippers and producers the advantage of a service to Queensland without transshipment would be a commendable step? Yes; it would be highly commendable. The present system is to tranship at Sydney, and the business is abnormal.

3225. Melbourne producers and shippers to Queensland have not the transshipment to contend with? That is so.

3226. Therefore, Tasmanians are handicapped to that extent? Yes; more than is realised; and there is the abuse of the produce.

3227. In the event of the Tasmanian administration making an attempt to establish such a service between Tasmania and Queensland, as has been referred to, which method of bringing the service about would you favour—the granting of a subsidy to some established company, or would you favour some other step? There are so many different methods of shipping under existing conditions, but I might cite the subsidy for the mail service; so if there were any intention to take away a vessel it would be an independent service altogether.

3228. Have you given any thought to the proposal that the State should do something in this regard? Yes; my views are that it is always best to give scope to individual enterprise and for the investment of capital without State interference; but in the present instance it seems essential for some step to be taken by the State.

3229. Do you regard the present companies as operating to avoid competition with one another? They absolutely will not compete. For instance, the Balfour fields are turning out 60 tons of copper a week. That is brought by ketch to Stanley, and the Union Company were approached to send its boats to Stanley to take this away, but it refused. The offer was made that it would get 200 tons a fortnight and it again refused. The Melbourne Com-

pany was approached and asked to take the 200 tons a trip, and it also refused, so that the Balfour people are compelled to send their ore past Stanley where the boats call, and to carry it on to Burnie.

3230. So that coastal vessels have to be availed of to bring the ore from the port that serves Balfour to Burnie? Yes.

3231. And it is carried right past Stanley? Yes; and only one company is allowed to carry ore out of Tasmania, apparently.

3232. You say that there must be some arrangement by virtue of which only one company has the privilege of transporting ore from Tasmania? Yes; to New South Wales ports. It is conclusive evidence, because the Melbourne Company were asked to carry it, and they accepted a contract, and then turned round before it was signed, and said it could not undertake it.

3233. Would you say, then, there is an indication of some arrangement respecting the partition of trade between Tasmania and the mainland? Yes.

3234. Do you think that such an arrangement acts detrimentally to Tasmanian interests? Undoubtedly. We have offered from Stanley a cargo of 150 tons for the Union Company's boats to come, and it has been refused.

3235. Would you say, failing other steps, and through the absence of any spirit of competition between the companies, it may be necessary for the State to create competition? Yes; and in justification of that the railways are illustrative; these transport passengers and mails.

3236. You say that it would be within the legitimate scope of State enterprise, failing other methods being satisfactory, to institute a service which would be commensurate with the needs of Tasmania? I think so.

3237. You will recognise that in the event of there being a loss in the running of such a service the loss would have to be borne by the taxpayers? Yes.

3238. And that taxation is already fairly heavy? Yes.

3239. But you regard shipping facilities between Tasmania and the mainland as so essential that it may even be necessary to face seriously that question? I do; and it is only after due consideration that I have come to that conclusion. I have been averse to the idea all along.

3240. *By Mr. Sheridan.*—As you think it absolutely necessary, would you favour the State or the Commonwealth owning the line? The State, provided the mail contracts could be arranged satisfactorily; because it seems to me that under existing conditions the State has the vital interest?

3241. Suppose a service were established, either a State service or a company's service, between Tasmania and Queensland, what period of service would you think necessary, say, between Burnie and Devonport and Launceston, and on to Queensland? A weekly service would be essential; a fortnightly service would not be enough?

3242. Do you think if an independent company were established it would work in competition with the existing company? I think so.

3243. With a subsidy? Yes; I dare say.

3244. Do you think even with a subsidy the existing companies would run them off? I fear this—that if there were any subsidy it would lead to the same result; they would still combine.

3245. The sum of your evidence is that better facilities are necessary, and it would be absolutely essential that the State go into the business? I think so.

3246. Would you prefer the State chartering vessels for a start? I think the chartering of vessels would be better. It seems to be recognised that there would be a certain amount of experiment in it, and it would have to be proved what the strength

of the combine was against it. I think chartering would be sufficient at the outset.

3247. Supposing a company were established to enter into competition, do you think the loyalty of the Tasmanian shippers would induce them to give their trade to such company—to a subsidised company? I doubt it, but to a State-owned fleet I think there would be more chance.

3248. Is it not the tendency on the part of merchants to deal with the cheapest market? Yes; naturally. It is essential that should be done.

3249. *By the Chairman.*—Have you ever had any trouble over the confusion of brands? It is the biggest difficulty of the whole business. The companies have several times attempted to consign "Not responsible for marks."

3250. The companies have endeavoured to contract themselves out of the liability arising from this confusion of marks? Yes.

3251. *By Mr. Valentine.*—Do these conditions only prevail in Tasmania. They are more confined to Tasmania. With the humidity of our climate the stuff is often wet, and there is a bigger chance of the brands being erased, and being exposed (as they are) the people tramp over them, and the marks are easily obliterated. Then coal is carried, and the dust from that helps to obliterate the marks.

3252. *By the Chairman.*—Have you suffered in regard to consignments to Queensland on that account? Yes; several times.

The witness withdrew.

FRIDAY, OCTOBER 25, 1912.

WILLIAM HENRY BURGESS *called and examined.*

Mr. Burgess made the Statutory Declaration.

3253. *By the Chairman.*—Your name is William Henry Burgess? Yes.

3254. What is your occupation? I am a merchant.

3255. Doing business in Hobart? Yes.

3256. You are Master-Warden of the Hobart Marine Board? Yes.

3257. Have you at any time heard of a feeling of dissatisfaction on the part of the Southern mercantile community with the existing interstate steamship services? Yes; certainly I have, at times.

3258. And you are aware of the fact that certain important members of the trading community here have from time to time interviewed the representatives of the shipping companies and complained of the inadequacy of the services? More particularly in connection with passenger, rather than the goods traffic.

3259. Needless to say, you are an importer in a large way? I am both an importer and an exporter.

3260. To which Australian ports do you export? Principally to Victoria and New South Wales, and occasionally to Queensland and South Australia.

3261. What are the articles you export? The principal articles of export by our firm are hops, in which we are very largely interested.

3262. To which States do you send hops? To the four States named, but principally to Victoria and New South Wales.

3263. Do you import from those States, or more largely from Europe? We have a large European import trade, but the great bulk of it now, I am glad to say, comes direct to the ports by the regular fortnightly service. In addition to that, trade from the Continent of Europe, and also from the northern parts of England (for instance, Glasgow and Liverpool), comes *via* Melbourne or Sydney as the case may be.

3264. Are there any importations of local productions of New South Wales and Queensland that you make? Yes; during the year, but everything depends upon the state of the market.

3265. What are the articles you import from New South Wales and Queensland? Dairy produce of every description. It depends entirely on the wants of the local market.

3266. The local market is frequently inadequately supplied with those articles. Yes.

3267. Have you personally, as a merchant, any reason to complain of the inadequacy of the interstate shipping facilities, from the cargo transport standpoint? No; I have not.

3268. You regard them as satisfactory? I do, taken as a whole. We all occasionally have a grumble, of course.

3269. Are you satisfied with the freights charged? Yes. I think, taken as a whole, the freights are fair and reasonable.

3270. Taken as a whole, you do not think there is anything unreasonable in them? No; I do not.

3271. Evidence has been given to this Committee by several responsible units of the mercantile community here to the effect that if a service were established between Hobart and Queensland, obviating the transshipment difficulty at the port of Sydney, a very much larger trade between the two States would result. Have you given that any consideration? I cannot say I have. I think those who advocate such a course are more directly interested, possibly, in the fruit trade.

3272. In the export of perishable products? Yes. At the same time I think gradually a trade might open up and lead to a very large increased passenger traffic.

3273. That would be between Queensland and Tasmania? Yes. I do not know, of course, how far it would be justified as a commercial speculation.

3274. You have been established in business in Hobart, and have been a public man for many years? Yes.

3275. Have you taken any particular interest in the tourist traffic? Yes; certainly.

3276. As a citizen occupying a responsible position, would you say you regarded it as of very great value to this place, in particular? I think the public, generally speaking, hardly understand its value.

3277. Would you go as far as to say it was to their interest to foster and develop materially that trade? Yes.

3278. You are carrying out a very fine scheme of improvement in the harbour accommodation of Hobart, are you not? Yes.

3279. As a man of long commercial experience, and as a man in a responsible position in Marine Board matters, are you optimistic in regard to the future of this port? I find it to be most encouraging, and we are fully justified in doing all that we are attempting to do.

3280. The Committee has had the evidence of a witness, who seems to have taken a very great deal of interest in the development of the Port of Hobart, and he has suggested that it would add materially to the popularity of the port if a dock were established here. Has your Board had anything of that nature under discussion or before it? It has not been under discussion, but from what I have learned from private information I would advocate in the Port of Hobart the establishment of a floating, rather than a dry, dock.

3281. From information you have gained, you favour the policy of a floating dock, rather than the construction of a dry dock? Yes. I could go further, and say that I notice from the public press that Canada, in particular, at this moment is having floating docks built, and quite recently one of

the largest floating docks that have yet been built has been towed across from Great Britain to Canada.

3282. We have it from you that the existing services are fairly adequate. As a merchant, you consider their charges fair, and not unreasonable? Yes.

3283. You have also watched the expansion of the tourist traffic. Do you think the boats in the service between here and Sydney are quite satisfactory from that standpoint? No; not during the summer season.

3284. Do you regard the fares charged as at all a hindrance to the expansion of the traffic? I do not think they are excessive, but the accommodation given during the summer owing to the overcrowding of the boats, and the fact that it has been known to me positively, that they have been taking part of the second-class accommodation very often and charging cabin fares for it, is very unfair, and deters a large number of people from travelling. In fact, I might go further and say that that is the cause possibly of so many people waiting for the mail-boats to come, so as to get the increased accommodation.

3285. Incidental reference has been made to the fact that the Navigation Bill now before the Commonwealth Parliament may, if passed, do something towards making that means of communication with Tasmania not available to the tourist public. Have you heard that? I have, and as a matter of fact, that matter was brought under the notice of our Marine Board, owing to the Prime Minister having sent a copy of the proposed Act. A Committee was appointed, and amongst the recommendations made to the Prime Minister was that provision should be made for this traffic.

3286. You wanted an exception made? Yes; in just the same way as Western Australia has also particularly asked for exception at the present time.

3287. You think in the interests of the expanding tourist traffic to Tasmania it is advisable that an exception should be made in regard to the mail-boats coming here? It is highly desirable. They have to come for fruit, so they might as well carry passengers as come practically empty.

3288. So far as local affairs are concerned the availability of that means of transport is a material feature to the tourist trade? Yes; unquestionably.

3289. As you probably understand, quite a number of suggestions have been made to the Committee by responsible witnesses with regard to the means to be adopted to provide a better service to the mainland. Assuming that better services are necessary, what means would you, as a responsible public man, suggest for the bettering of those services? I wish it to be distinctly understood that any reference I have made to the interstate services were more particularly in connection with New South Wales, and not with the Melbourne service. We are perfectly satisfied with that, because in addition to the service we have here with the splendid boats of those lines, we have also all the advantages of the Melbourne-Launceston service and the Melbourne *via* North-West Coast service, so on that score we have nothing to complain of. It is more in connection with the Sydney passenger traffic that exception can be taken to.

3290. Have you arrived at any decision regarding the best steps for the State to take in regard to the bettering of this service? It is a business question, and if the company's statement be true—viz., that it cannot afford to put on a better class of boat during the summer months, for a time, at all events—because I believe the passenger traffic would very quickly develop with a better class of boats—then I think it would be a good thing for the Government to pay a subsidy extending over a few years in order to bring that about. I think that if you want an exemplification of what I say you have only to look

for a proof at the number of passengers now traveling by the "Loongana" and to the North-West Coast ports with what they were a few years back.

3291. If it can be clearly shown to the Committee that any betterment of the existing facilities on the part of the companies would involve loss the plan for the subsidising of a company to establish a better service is the one you would recommend? Yes. As between Hobart and Sydney, because that covers Hobart, New South Wales, and Queensland.

3292. In regard to the mail services, are you fairly satisfied with their frequency from the mainland? Yes. We have a mail every morning, with the exception of one day a week.

3293. And under the circumstances that is quite satisfactory from a business standpoint? Well, just from a mail point of view, if I may be forgiven for saying so, I am sorry that the Commonwealth Government did not pay the £2000 a year extra, because a second "Loongana" would improve the passenger service and provide greater facilities all round.

3294. You are aware the northern mercantile community aspires to a daily service? We have practically got that service now.

3295. You have practically five deliveries a week? Yes; and in addition we have one extra direct ordinarily in the south.

3296. You believe that the additional subsidy of £2000 would have induced the companies to have put on another "Loongana"? That is the statement that has been made.

3297. The question of transshipping Tasmanian products consigned to Queensland does not affect you greatly? No; because my exports for Queensland as a rule are not perishable.

3298. Is there anything you would care to tell the Committee before concluding my examination of you in regard to the policy of the Marine Board which might be informative to them; which might tend to make them lay stress upon the great and increasing facilities at the port of Hobart? I do not know that there is anything beyond this—that the Marine Board, I am glad to say, always adopted a progressive policy, and it has been its aim in connection with that policy to still maintain the position it has always held, viz., that of being the cheapest port for any ship in the world to come into. Irrespective of the size of the ship—and we have gone into this most carefully, and had comparisons made with every State in the Commonwealth and New Zealand—the largest ship in the world at this moment can come into this port and stay as long as she likes for the sum of 50 guineas, and that 50 guineas, of course, includes all light dues, pilotage, harbour dues, and berthing. There is no other charge whatever, and in no port of the world is it so low. Then we have the facility of being able to berth right alongside the wharf without the slightest trouble. At the present moment we can berth ships drawing 34 feet right up alongside practically the street of the city, and when the new pier is built we shall have a pier 1210 feet long, with a minimum depth of 36 feet, and running out to 62 feet. We purpose having the railway laid on that pier—that is, we have made provisions for the Government to do it—which will give wonderfully increased facilities to all those consigning goods by rail for export, because they will be placed right on the wharf at the ship's side ready for shipment, and it will also be equally beneficial to importers in the north, because at the present time those importers generally get from 300 tons, and possibly 400 tons, occasionally in these direct ships coming to our port. Take for instance the ship which left here yesterday; she lands her cargo for Launceston in the shed at the end of the wharf, and all of that has to be carted round to the railway-station and reloaded on to the trucks, whereas when the new pier is open and the railway

is brought on to it, those goods for Launceston would be lowered direct into the trucks and sent away, so there would be no delay whatever in connection with their transshipment. This is not an additional burden on the Launceston people or merchants. It seems a peculiar thing that we in Hobart are paying towards the expenses of our Launceston friends' importations. As an example, every ship, I believe, has a hundred cases or more of certain lines of goods for my firm. I have friends in Launceston, also agents, for the same class of goods. Now they have their hundred cases landed and delivered to them at the Launceston Railway-station, freight paid all the way through, and at the same price as I pay for my one hundred cases landed on the wharf in Hobart. Of course it is an arrangement made by the steamship owners that does that.

3299. *By Mr. Howroyd.*—That is a common thing in England, too? Oh, yes; but I am merely pointing out what occurred.

3300. It is really only a saving of time? Yes; that is just it.

3301. *By the Chairman.*—And greater convenience in the way of handling? Yes; absolutely.

3302. Then when you have the railway and the new wharf you have spoken of, the shipping and berthing facilities, or both combined, for deep-sea vessels will practically be incomparable? Absolutely so.

3303. Almost without compeer? Yes. At the present time vessels with a tonnage of 12,000 tons have loaded at the pier here drawing 32 feet 8 inches forward. They are only 12,000 tons, and are about 650 feet in length. Those large ships that are being built—those 45,000-ton ships crossing the Atlantic—fully loaded only draw 38 feet 6 inches; the difference is in the length and beam, but they do not draw so much proportionally.

3304. The large vessel does not necessarily draw a greater depth in proportion? Nothing like it. As an illustration, there is a ship with three and a half times more tonnage, which yet only draws 6 feet more in depth. We hope this coming summer—and we are told this for almost a certainty—that there will be two ships in this port to take away the fruit, each of which will be 18,000 tons; and if they do come they will be the largest ships we have ever had here. But even with our present facilities at the King's Pier we can accommodate them. That pier is 700 feet in length, with a minimum depth of 34 feet and a maximum at the outer end of, I think, from 45 feet to 47 feet.

3305. And this increased accommodation would also be available, if necessary, to any vessel of an improved character engaged in the interstate traffic? Yes. Notwithstanding that we opened the King's Pier only three years ago, we do not now know sometimes where to place all the boats engaged in the summer time, principally owing to the large increase in local traffic.

3306. To which kind of traffic do you apply the term "local traffic"? To that in Tasmania's own waters. Take, for instance, the traffic borne on the Derwent from New Norfolk and the Channel and the Huon, and again on the other side to Adventure Bay and out towards Dunally, and all through the Peninsula, the trade of which is growing enormously. The West Coast trade, too, has shown a wonderful improvement during the last two years. That means that where 15 or 20 years ago there were only two or three small steamers carrying on this trade, there are now over 30, and two more are being got ready—in fact, one was finished the week before last, and the other will be ready within a week or 10 days. Provision has to be made for all these smaller boats, which are gradually driving the trade along so that we can hardly find room to berth them.

3307. So your principal concern as a Marine Board is to provide berthing accommodation for the rapidly increasing trade? That is so.

3308. There is a very marked advancement of recent years in the shipping trade in Tasmania's territorial waters? It has been wonderful. If you wish I can send you figures showing it. In round figures within the last 10 years the revenue of the port and the tonnage has more than doubled.

3309. *By Mr. Sheridan.*—You said you thought the fares and freights of the present companies were fairly satisfactory? Yes.

3310. I suppose you trade with the two companies? Yes; Huddart, Parker and the Union Company.

3311. Do you find any difference in the fares and freights charged? No.

3312. That is to say, there is no competition as regards fares and freights? They are both equal.

3313. One of the functions of this Committee, as you are aware, of course, is to report upon the desirableness of extending the trade between Tasmanian and Australian ports, and Queensland among them. We have a good deal of evidence going to show that a great trade could be developed between Queensland and Tasmania. Would you favour the establishment of a line of steamers between Tasmania and Queensland, calling in at Sydney, but without transshipment? I would if it could be done. In just the same way as in regard to Sydney, it is a commercial matter of pounds, shillings, and pence, and if it can be shown that to give effect to your wishes there would be a loss you must be prepared as a State to say, "we will give you a subsidy" to try it for, say, three years, and if at the end of that time it has not developed, then you must come back to the inevitable; it is no use continuing.

3314. What chance do you think the offer of a subsidy would have to a company to enter the trade between here and Queensland ports? Everything would depend upon the subsidy you offered.

3315. You know that the two companies now trading here are very powerful? They are.

3316. Therefore do not you think any subsidy offered by the Tasmanian Government would necessarily have to be a large one to induce any company to compete with those two? I am not so certain about that, because in the first instance, if it were attempted during the summer months to put on a better class of boat, they would begin to know what the result of that would be, and whether it would be encouraging or otherwise. Again, with greater facilities people will take advantage of them; there is no doubt about that.

3317. In the event of a subsidy not bringing about the desired result, because we have had evidence to show that a subsidy would necessarily have to be taken up by the present companies in the other trade. Others, again, say that owing to some arrangement made between the companies and the A.U.S.N. Company, they could not extend their service to Queensland? I know nothing of that.

3318. That is only assumed by the witnesses. Suppose a subsidy is not satisfactory, and does not bring about the desired results, could you suggest the next best thing to be done in the way of establishing a trade between here and Queensland? I could not, because if a subsidy would not do it, or was unsatisfactory, I think it would be a mistake to entertain anything beyond that. Can I illustrate this again. In the earliest days, when I entered the Tasmanian Parliament, in 1879 or 1880, there was then an idea that we ought to try and get these large ships to call at Hobart and land their cargo here. At one time the whole of our cargo, apart from a few sailing vessels, came via Melbourne or Sydney, and the Parliament of the day was just on the point of offering a subsidy

of £20,000 a year to get some ships of only 5000 or 6000 tons to call once a month. Fortunately they did not do it. The thing was attempted, and it has grown and grown until now we have a fortnightly service, which is doing good to the port and advertising the State, because as you know there are some 300 to 500 people landing here every fortnight, and they cannot come to call at any State without having the opportunity of looking round and speaking about it in the future. I admit at once it is a great thing for the State, and there is a large amount of money spent annually by the casual passengers who land from these ships and afterwards continue their voyages to England and elsewhere.

3319. Have you taken into consideration the question of the State establishing a line of steamers, or the chartering of some two or three vessels by the State, or another suggestion that the State take up a parcel of shares in a company to be established? I should not advise any of them.

3320. But in connection with the tourist traffic: the mail-boats come here in the season for fruit—are they too late in the season for the tourist traffic? No; a very large number of people come by them, and I believe if we had a better class of steamers on during the earlier months in summer large numbers of these people who wait for the mail-boat would come down earlier in the season, and spend a longer time in Tasmania than they do at present. That is particularly applicable to Launceston also. I notice there that constant complaints have been made about the accommodation as between Sydney and Launceston, and the class of ship used.

3321. *By Mr. Howroyd.*—There is one thing I would like to ask you. In reference to this question of the State starting a line of steamers, I presume you have noticed that Federal Ministers have stated that they would be willing to assist the State handsomely if they did so? I have not seen that.

3322. If that be the fact, would you then be prepared to consider the advisability of the State starting a line of steamers? It would all depend.

3323. In the first place you would have the mail subsidy, and in addition, I believe, they are prepared to give an extra subsidy. Under those circumstances, do you believe, then, it would be advisable? I hardly think it would.

3324. Another suggestion has been made to us which has not been touched upon so far in your examination, and that is that the Federal Government should start a line of steamers, provided it has the power. Would you recommend the adoption of that course? No; I do not think I would; because it seems to me that the Federal Government have missed an opportunity by not availing themselves of the offer of obtaining such a largely increased service by the payment of a small sum of £2000 extra for its contract. It could get a second "Loongana" travelling on to the North-West Coast, which would make a wonderful difference in the passenger traffic along there.

3325. You are aware of the fact, I suppose, that the amount of subsidy paid by the Federal Government for mails would be equal to the cost of two "Loonganas"? Yes; but I am also aware of the wear and tear of steamships in connection with them and the provisions that have to be made for them.

3326. *By the Chairman.*—It is not so much a question of the capital cost as of the possible loss in running? That is so; and the depreciation.

3327. *By Mr. Howroyd.*—But still if the capital cost were met it would be a tremendous advantage? Of course it would.

3328. In regard to the Queensland trade, I think you said you have had no experience of it personally? Not of the perishable portion.

3329. But you have a regard to other goods? Yes.

3330. Do you find any difficulty or delay, or increased cost, in the transhipment of goods at Sydney for Queensland? I hardly know. Most of my goods are sold f.o.b. Hobart for Queensland, and certainly I import a good deal of Queensland produce during the year—that is, from January to December—but I have never had much trouble with regard to delay, because it is generally met by the connecting steamers.

3331. Does the produce suffer any deterioration? That coming to me has not.

3332. In regard to the goods you tranship at Sydney for Queensland outward, you say they are f.o.b. at Hobart? Yes. We pay a through freight, and that is inserted in the bill of lading.

3333. My point is this: Supposing you had a direct line, is not it obvious that the cost to the consignee would be less? It depends upon the rate of freight. Your rate of freight by direct steamer might even be higher than what the freight rate might be *via* Sydney, because the others might come into competition. Suppose the State subsidised or put on a direct line from Hobart to Queensland, calling at Sydney, then the other people would say, "We are not going to lose this freight, so we will take it at a lower rate, and if they quote 15s. we will quote 13s. or 14s." It was just the same when Huddart, Parker's boats entered into competition with the Union Company; the freights were reduced to 5s. per ton.

3334. That is understandable as between two private companies, but do you think it likely, in the event of a State line being created, that any private company could compete? I think the private company would fight very hard indeed to maintain its hold, so that it would make it a losing proposition to the State.

3335. But in view of the fact that the steamers are owned by the State and any loss would fall upon the people as a whole, but in the case of a company it would fall upon the shareholders, do not you think it would be regarded as a bad thing to enter upon? I hardly think so. I think the people would utilise the cheapest line.

3336. *By Mr. Belton.*—Touching the tourist trade, did you notice a recommendation of the Commissioner of Railways that the State should take over the tourist traffic; he thought it would be much better for the State—for the railways particularly—and for the development of the tourist trade rather than leave it to the administration of the present association? I have not considered that matter at all, but I believe that both in the north and the south the organisations have worked very hard and done really good service for the State.

3337. Regarding the Navigation Bill, what clause do you find particularly offensive to you—is it the clause to safeguard passengers that makes it compulsory for the boats to carry life-saving appliances? They do have to have exemptions now. The "Loongana" has one, and they will probably be refused. Such a clause as that has never been considered by the Marine Board, and would not be, because we consider it our duty to protect life in every possible way.

3338. *Re* the railway to the wharf. What is the obstacle—I agree there is a great advantage? I should say it would be a very great expense, but with the reclamation of the land we are still making in connection with our improvements there will be no expense whatever incurred in that way, because the Government will be able to bring its line outside of all private property on to the pier.

3339. *By the Chairman.*—There will be really no land-resumption charges? Not a penny.

3340. *By Mr. Howroyd.*—That refers to the new pier? Yes.

3341. *By Mr. Belton.*—Have there been any representations made by the people to induce the Government to construct that railway? It has been a project in hand for several years, and practically all our negotiations are now, I believe, ready to submit to you, as a Parliament, in the course of a very few days.

3342. *By Mr. Sheridan.*—Do you contemplate extending the line round to the other wharves? No.

3343. *By Mr. Belton.*—You have stated it was rather a commercial matter—the treating of the establishment of another line of steamers. Do you think that in the present stage of the enterprise it is a commercial matter—do not you think there is an arrangement between the companies that is detrimental to the development of the traffic? I have pointed out—and I think that my opinions would be shared by the mercantile community—that the freight rates are fair and reasonable, but I was pressed to give an opinion with regard to the passenger service, and I say that during certain portions of the year there is great room for improvement.

3344. You have said incidentally that the present companies are very powerful, and would fight hard to retain their business? Any companies would, not only those at present doing the business. There would be several companies interested in the service to Queensland. There would be the Union Company and Huddart, Parker's, and the various companies trading between Sydney and Brisbane; so it would be all those companies that are interested in the present service, who would fight hard, I believe, to retain their hold on the trade.

3345. You know, of course, we are just trying to arrive at a conclusion; we are not asking these questions in any hostile spirit? If I can give the Committee any evidence that will be of use to them, needless to say I will do it with the greatest of pleasure.

3346. The evidence we have has gone to show that it is a very profitable enterprise for the shipping companies. Have you investigated that point at all? They have proved, unquestionably, very successful.

3347. Do you think they are enterprising enough for the building up of a trade for a growing community like this? I think both the Huddart, Parker Company and the Union Company are very enterprising, and I fancy if you take the list of new ships they have added to their fleets during the last few years, and are still adding, that you will find absolute proof that they are enterprising. They are now building a ship of between 13,000 and 14,000 tons. The Union Company is building that.

3348. *By the Chairman.*—For which trade? I conclude for the Vancouver trade in the first instance.

3349. *By Mr. Sheridan.*—Following up the question that Mr. Howroyd has asked with regard to a freight war between the existing companies and the State? I say it might happen.

3350. Seeing that is so, would it not also occur if the Government subsidised a new company? Unquestionably it would, if a new company came on to the scene. The T.S.N. Company had a monopoly at one time, and then the Union Company came on and bought them out, and they had the monopoly. Then Huddart, Parker's came and there was a fight, and the rates were brought down to 5s. a ton.

3351. *By the Chairman.*—And the sequel was that that follows all other stiff fights—there was peace? Yes; peace was proclaimed, and up went the rates.

3352. *By Mr. Sheridan.*—Viewing all the circumstances in regard to a rate war, do not you think

the granting of a subsidy would be a very doubtful success? No; not if you wish to experiment for two or three years. I do not think you would go far wrong, and you would have practical proof, and see how the trade developed. If the trade developed there would be no need for renewing the subsidy.

3353. Could you tell the Committee if the A.U.S.N. Company or any other company was ever approached by any trading association in Tasmania with a view of extending its trade to this country? I have never heard of it.

3354. *By the Chairman.*—Could you indicate, with such reservation as you care to make, if this matter of a floating dock is likely to be considered by the Marine Board? I do not think so, but from casual remarks I have read in the press, and from a few inquiries I have made, it is more than probable that the Federal Government is now considering this very subject.

3355. But that will be for naval purposes? Yes; but you may depend they would make them available, in the same way as Victoria has done with its dry dock.

3356. The Marine Board has not considered the question of building a floating dock at the present time because of the probability of the Federal Government building one and making it available for mercantile shipping as well as for a naval base? Yes.

3357. Have you any reason to be hopeful about the action of the Federal Government? I would not like to express any opinion on that, but I should be very pleased to see the work proceeded with.

3358. You see the position. It has been recommended by a man who has studied these affairs closely, and it would add greatly to the popularity of Hobart as a port if it were here. You believe a floating dock would be better than a dry dock? Yes.

3359. Seeing that you have arrived at that conclusion, and perhaps admitting the other gentleman's conclusion that a dock is necessary, you can understand it is of moment to this Committee's deliberations? It is a question that would have to be very carefully considered. The erection or flotation of these docks and their maintenance is a very heavy annual charge, in addition to the original cost,

3360. And the original cost is great? Very great.

3361. Greater than a dry dock? No; a floating dock is the cheaper of the two, but the upkeep of both is very expensive, and the question is whether the trade at present warrants that very large expenditure. Take, for instance, New Zealand. I have been at the dry dock in Auckland, and for something like 35 years I would not like to tell you what the annual loss of that has been to the Auckland Marine Board, but it runs into thousands a year—not one or two, but tens of thousands a year. But they are in an exceptionally strong position, because owing to the reclamation of land in Auckland the Marine Board revenue there from rentals alone is something enormous. I think it runs into some £20,000 a year.

3362. *By Mr. Sheridan.*—They built that dock in the expectation of it being used by the navy? The Imperial Government is going to or has subsidised the Auckland Marine Board in connection with its dry dock.

3363. *By the Chairman.*—To bring the matter right home, you would say that the upkeep of any dock is so great that it is undesirable to provide such accommodation too far in advance of actual shipping requirements? Yes.

3364. Finally, would you care to commit yourself to any endorsement of this statement—that owing to Tasmania's insular position the providing of the very

best interstate shipping facilities is vital to her development—we have to depend upon shipping altogether to the other States: is not it necessary for Tasmania's development that these services should be of the very best character? It is highly desirable.

3365. You endorse that statement freely? Yes; undoubtedly I do.

The witness withdrew.

JOSEPH COOK *called and examined.*

Mr. Cook made the Statutory Declaration.

3366. *By the Chairman.*—Your name is Joseph Cook? Yes.

3367. What are you, Mr. Cook? I am a wool merchant and leather-dresser.

3368. Where are you carrying on your business? At Glenorchy.

3369. Do you import anything from the mainland states, and do you export? I do both, largely.

3370. The articles you are engaged in preparing are leather? Yes; in various forms; that is the principal export.

3371. What do you do with the wool? It is sent to England; sometimes I sell it here.

3372. To which of the mainland ports do you principally export? Principally to Melbourne; then Sydney, and then to Western Australia.

3373. Do you export to Queensland? Very little.

3374. Have you any reason to be dissatisfied with the existing steamship services between Tasmania and the mainland ports? I am very dissatisfied with the rate of freights.

3375. What are you charged? The freight is 13s. 6d., measurement, for 40 feet, which runs out at 22s. per ton weight; that is to Melbourne and Sydney. To Western Australia we pay the same rate to Melbourne, but we pay about 45s. per ton dead weight to get to Fremantle.

3376. Is your business a long-established one? Yes.

3377. Do the freight rates charged now compare unfavourably with those of the past? Yes; they do, indeed.

3378. Has there been a great advance? Yes; very great.

3379. Can you give us the rate of advance per cent.? Within the last 15 or 16 years it might not be quite up to 50 per cent., but it is getting on that way.

3380. Have you any standard of comparison that leads you to the conclusion that these rates are excessive?—Have you paid cheaper freights over the same distances recently? No. As far as we know there is an understanding or something between the two principal companies, and unless there should be an outside firm step in I do not see how we could get freights cheaper.

3381. You do not have the advantage of competition? No. The thing is so strong, and particularly in coal, of which we use some 15 to 16 tons per week. We buy that from the companies here, but I am now making arrangements to try and get a cargo on my own, the rates are so excessive.

3382. What are you charged? About 21s. per ton.

3383. Including freight? That is delivered here at Hobart on the wharf.

3384. You consider that excessive? Yes; I do.

3385. You believe you could get it cheaper? I am going to try it, any way.

3386. And expect great financial profit? I think so.

3387. Do you regard it as desirable that Tasmania should suffer from the absence of competi-

tion? A monopoly is always bad. I do not believe in undue opposition, but with more competition we would have quicker transit.

3388. Do you ship more largely to Melbourne or Sydney? To Melbourne our shipments amount to from £500 to £720 per week.

3389. That is the value? Yes.

3390. Prepared leather is valuable. Would that represent a large sum in freights?—What would be the tonnage of £500 worth of leather? Its value is from £120 to £150 per ton.

3391. That would be, then, about 4 tons a week? Yes; we pay several pounds per week in freight. The average cost to us would be a trifle over 20s. a ton dead weight. The company reserve the right to charge us either dead weight or measurement, whichever suits them best.

3392. *By Mr. Hays.*—Whichever brings them the most revenue they charge you? Yes. In bark and hide they take by weight and prepared goods by measurement.

3393. *By the Chairman.*—Your freights, then amount to a very considerable sum per year? Yes.

3394. And the increase means a good deal to you? Yes. I may say where we sent to as a rule they pay freight, but if they do we allow the goods cheaper; it is a matter of arrangement. The loss, of course, comes to us.

3395. Has the value of your exportations been materially checked by these high charges? No; I would not say that.

3396. Of what do your imports consist? Green hides from New Zealand, and also from England and Scotland.

3397. Do you import any from Queensland? No. the Queensland hides are very ticky.

3398. *By Mr. Sheridan.*—You import hides from England? Yes. If necessary I can import hides from England, dress them, and send them back and get a profit on the business. We have good water, cheap bark, and the rest remains with me. We regard Tasmania as an ideal place for the tanning industry.

3399. You do not import from New South Wales at all? We do occasionally, but we get them from the abattoirs; but we never touch Queensland hides.

3400. What about Victoria? We get them occasionally, but the principal place is New Zealand, and England now; and we get green hide from Leghorn. They are Italian; they are the best in the world, undoubtedly.

3401. Would they be Italian-reared cattle? They are from the Apennines, where they are used as beasts of burden. We get goods from Smyrna, also from India, and we get sumac; but we find that we can only trust the English firms.

3402. Are the importations from England the hides of American beasts? No. Sometimes from Scotland we get Angus hides, but no American hides that we know of.

3403. Are you ever likely to be solely dependent upon Australian hides? I do not think we could. There are certain classes of work for which we would have to get hides elsewhere.

3404. Are the freights on imports all right? They are not so high, nor so adverse to the industry, as on prepared leather.

3405. Do you travel much between Hobart and the mainland? Perhaps five or six times a year.

3406. Do you regard the shipping accommodation from a passenger standpoint as satisfactory? No; except with regard to one boat—the “Loongana,” I do not think that anyone would care for the “Rotomahana.”

3407. You do not export prepared goods to Queensland? No; except when they are bought through our Sydney agents.

3408. Is there any reason why you should not try the Queensland market? None whatever.

3409. It has been suggested to the Committee that a service to Queensland from Tasmania, avoiding the transshipping at Sydney, would be an advantage. Would the establishment of such a service tend to develop our trade? Yes; if the freights were not increased to any extent. If they were reasonable it would be an advantage. We get reasonable freights from Sydney to Brisbane, and anything less than that would be an advantage.

3410. The goods you ship are not such as would be affected detrimentally by transshipment? Oh, yes; the cases get knocked about repeatedly.

3411. In the case of your sending to Queensland, then, if the facilities were available, the doing away of transshipment would be an advantage? Certainly it would, both in regard to cost, and also that we would not have to pack so well. We know they will get rough handling by the wharf labourer.

3412. Is it simply the knowledge that the freights have been increased of late years that causes you to think them excessive, or have you any standard of comparison to show that a lower freight ought to be charged? No; I have not.

3413. But you know that there has been an increase? Yes.

3414. And you do not think it justified? No. There has been an increase, of course, in wages and so on, but not to the extent the steamer charges. That is the case with most people. When they get raised 10 per cent. they jump their things up to 15 per cent.

3415. You are not particularly concerned with any other matter than your own trade requirements, I suppose? No.

3416. You are not interested in the operations of public bodies in connection with the tourist traffic? No; I am not.

3417. You are aware that representation has been made by mercantile men to the companies for a better service, especially between here and Sydney? I have heard it spoken of.

3418. You are only affected because of the increase in freight charges? Yes; I think the freights are unduly excessive, taking all things into consideration. We admit they should have got a better freight, but not to the extent they have jumped them to.

3419. There has been an unreasonable increase in late years of freight? Yes.

3420. How many men do you employ? Anything between 50 and 100.

3421. Yours is an important industry, then? Well, our annual turnover is nearly £200,000 per year.

3422. May I ask you this question—was your industry established before federation? Yes.

3423. Has the value of your exportation increased materially of recent years? Yes, federation has helped us.

3424. You look upon your business as an expanding one? Yes.

3425. And are satisfied with all the facilities that Tasmania of itself affords? For that particular business I say there is no place better on the face of the earth than Tasmania. We have orders now in excess of our ability. We are the only firm of our kind in the Commonwealth that you might call right down busy.

3426. We may take it from that that the Tasmanian leather has a good reputation right through the Commonwealth? I hope so. I have devoted my whole life to the business, and have never even gone into politics.

3427. *By Mr. Sheridan.*—I do not think your business would have been so extensive if you had? I am sure of it.

3428. With regard to the price of coal: as you are contemplating other arrangements, could you tell the Committee what price you could obtain it at? No; I have not come prepared to answer that question.

3429. You could not say what the cost of the coal would be c.i.f. at Hobart? No.

3430. Do the companies handle your goods all right? No; we have had a tremendous amount of thieving. Bale after bale has been opened and things taken out, and we have been unable to get any compensation. Just one little incident I would like to tell you of. I usually send some fruit to my friends in New South Wales and other places. On one occasion I sent some 11 or 12 cases to Sydney, and went over shortly after and asked how they liked the fruit, and there was dead silence. I asked to see it, and then I discovered that not one single case of my fruit had ever been delivered. I bought all the prime stuff from the Glenorchy show. The cases could not have been obtained for 30s. in Sydney, and those that were received were not worth more than 1s. 6d. For safe delivery I tacked the addresses of the people on the cases, and these were taken off and put on to other cases.

3431. Do you attribute that loss to the negligence of the shipping company? I cannot tell you where it is. It may be here or on the boat or in Sydney. I have heard of the same thing in regard to Queensland—that the goods have been changed *en route*.

3432. Could you tell us whether that could be attributed to the neglect of the company or not? I should say it is. It is bad management somewhere. We have had packages of stuff sewn up, and when they arrived at our agents in Sydney it would be found that part of the bale had been opened and large quantities cut away. That was done between the time it left here and when it reached our agents in Sydney. We could only presume it was done on the ship.

3433. *By Mr. Howroyd.*—Is not that sort of thing very common? It is extremely common, unfortunately. When you can bring undoubted proof to the company that such a thing was done whilst the goods were in its possession you will get compensation, but the trouble is to prove it.

3434. *By Mr. Hays.*—It has to be proved before leaving the ship's sling? That is right.

3435. *By Mr. Sheridan.*—You are not at all satisfied with the present company as far as the freights are concerned? That is so.

3436. Do you know if any other company has ever been approached to enter into the trade? Not that I know of; I think the combine has been too strong.

3437. What chance do you think there would be of a new company being established to run in opposition? It is a very difficult thing to say.

3438. Would you be prepared to take shares in such a company? No; I should not, against two strong companies who already hold the ropes in their hands. When a company does start, unfortunately, the people do not give the support they should do in view of the fact that they have not been as fairly treated formerly as they should have been.

3439. As a business man, have you ever considered the advisability of the State entering into competition? No; I have not considered that, but I do not think it would be a good thing for the State to do.

3440. Either in the way of subsidising or in any other direction? The State cannot compel people to ship by them alone, but you have to give better facilities than the other party if you want the trade. I do not know what the Commonwealth might do, but I should not advise the State undertaking it.

3441. The Commonwealth would be an advantage? Yes; that is another consideration. We are not strong enough in ourselves to do it.

3442. You could not suggest a way out of the difficulty? Yes. If you could approach any company willing to take up that business, and get a promise from all the prominent shippers—I would give it gladly—that they would give their business to the company. You would want the promise, or more than a promise, that they would ship by the new company.

3443. Could you tell us if the A.U.S.N. Company was ever approached in connection with this matter? Not that I am aware of. I think there are wheels within wheels. They say if you approach our trade we will fight you in your own particular line.

3444. You think there is an understanding? There is a tacit understanding, I believe. These are matters, however, that I have not gone into.

3445. *By Mr. Hays.*—You consider it advisable, then, that some action should be taken, either by way of a subsidy, or to some other company, to prevent this continual increase of freight? If the State is thoroughly convinced that the community at large is suffering because we are paying an undue amount, and it is retarding trade thereby, it is reasonable to say that someone else should be subsidised to alter that state of things.

3446. Personally, you are satisfied with the facilities now offered, but your main complaint is that you have lost through pilfering? No; I am not satisfied with the rate of freight. It has been unduly raised, taking all things into consideration. There has been a rise, of course, in all things, but they have gone beyond whatever they have been called upon for extra in the way of wages, and so on.

3447. Has there been any increase in the freights recently? Yes.

3448. You find the freights are the same with all the companies here doing the export trade to the mainland, with which you do business—there is no competition? None whatever. You ship by Huddart, Parker's, for instance, and you get the bill of lading from the Union Company, and *vice versa*. They are thoroughly in accord with one another.

3449. Have you anything to say with regard to the mail service? Nothing whatever.

3450. Or with regard to the passenger service? Only what I have already said with regard to the "Rotomahana" from Launceston to Melbourne. She gets overcrowded, and you have a long passage.

3451. Do you consider the companies now trading here are enterprising, and keep their accommodation for cargo and passengers well in advance of requirements? I think their cargo service is fairly good, but better boats should be given for the passenger traffic, especially in the tourist season. We should have boats coming direct to Hobart. The two boats coming from Sydney are often overcrowded, and many people consequently have to wait.

3452. As a proof of that, is not it a fact that many people travel by the oversea boats in the fruit season from the mainland? I cannot speak from my own knowledge of that, but I know if it were possible to come by the oversea boat I would do it; but I generally travel in the winter, and not in the summer.

3453. With regard to the port charges here, do you find them excessive? I do; very excessive; especially in cheap material and raw material, such as hides. We have to pay from Launceston pretty well one-fourth over what we pay round. We pay 3s. a ton wharfage on unprepared material, which is too much; it is different if it is prepared. It is the charge made by the Hobart Marine Board.

3454. *By Mr. Sheridan.*—They have no export charges? No.

The witness withdrew.

HENRY NICKOLLS *called and examined.*

Mr. Nickolls made the Statutory Declaration.

3455. *By the Chairman.*—What is your name? Henry Nickolls.

3456. And your occupation? General manager of the Cascade Brewery Company.

3457. Your company exports pretty largely to Queensland? Yes.

3458. Have you recently been to Queensland? Yes; I was there in June last.

3459. Did you make a fairly extensive trip in that State? I called at every town up from Brisbane, with the exception of Mackay.

3460. How far north did you go? As far as Cairns.

3461. Did you go inland? No.

3462. What is your opinion of Queensland as a market for Tasmanian products? It is a very good one.

3463. Is it likely to be an expanding one? Yes; I am sure of it.

3464. Would your company be financially affected if a service were established from Tasmania to Queensland, obviating the transshipment at Sydney? Undoubtedly it would, in two ways. First of all we would save the transshipping charges in Sydney; but that is not the biggest item, which is the breakages.

3465. That refers to your company's bottled goods? Yes; and casks, too, through the knocking about.

3466. Your chairman has told us that the company's trade with Queensland shows an increase year by year? That is correct.

3467. Do you think better facilities in the way of preventing transshipment would mean that your volume of trade would still further increase? I am certain of it, because we would save the 5s. a ton transshipment, and in all probability there would be a lower freight by going direct. The Union Company having the trade between here and Sydney—that is the freight that kills.

3468. Do you think the freight charged on the exportation of your company from here to Sydney excessive? I do.

3469. What of the further charge from Sydney north—is that reasonable, or are you charged a through rate? No; we pay to Sydney. It is our agent who pays on from Sydney, but the charges there are pretty high, too.

3470. Do you pay freight on the weight of your exportations? No; it is all by measurement.

3471. In your travels through Queensland, did you concern yourself with the possibility of Queensland taking greater quantity of Tasmanian productions, other than those articles of export from your company?—Do you think Queensland will be a growing market for fruit and other perishable products? I do, especially for apples.

3472. Did you hear Tasmanian products spoken favourably of? Very favourably; in fact, I saw better apples in Townsville than you will see here, and they were Tasmanian apples. I have a very high opinion of Queensland as a market, and I go up there every winter.

3473. Do you think if better facilities were afforded between Tasmania and Queensland that more Queenslanders would visit us during our hop season? I think this, from what I heard from the people up there—that they do not like the small boats from Sydney to Hobart, and that stops a lot from coming down. If they had a direct service I think you would get more people down.

3474. If a vessel were provided like the "Loongana" would she be largely patronised? I do not think so.

3475. It would want to be a bigger boat than the "Loongana," you think? Yes.

3476. You are speaking, I suppose, of vessels of 4000 to 5000 tons burden? The boats I am speaking of are those which travel up and down the Queensland coast. This last trip up to Townsville there was a party of six there who were waiting for the "Wyreema," and these people had skipped two boats to catch that particular vessel. Then there is another large boat—the "Wyandra."

3477. People travelling down the coast prefer large boats, and wait for them? Yes; those who can afford the time do.

3478. You are aware of representations having been made to the companies to provide a better service between here and Sydney? I have seen the correspondence in the newspaper.

3479. As a frequent traveller between here and New South Wales, do you think the passenger accommodation on the steamers at present in the trade sufficient? I am not in a position to say that, because I go in the winter, and it is a slack time. That is my slackest time.

3480. What freight do you pay per ton right through to Queensland? We pay 13s. 6d. per ton Hobart to Sydney, Hobart to Brisbane 28s. 6d., to Maryborough 38s. 6d., Rockhampton, 38s. 6d., Bundaberg 38s. 6d., Gladstone 38s. 6d., Mackay 44s., Townsville 42s. 6d., and Cairns 49s. 6d.

3481. Those charges are for the whole trip? Yes. The 49s. 6d. is through freight paid by us and our agents. That is on nine cases, or three hogsheads, per ton.

3482. How many bottles are in a case? Four dozen.

3483. Do you think these freight rates somewhat high? Yes; I think they are very high.

3484. Even a moderate reduction on those would be an advantage? Yes. There is a transshipping charge alone of 5s. a ton, to do without which alone would be a great advantage.

3485. Are you quite certain that is the charge for transshipment? I am perfectly certain.

3486. Is that in addition to the other charges? No; that is a through freight.

3487. And therefore the absence of transshipment would in your opinion at once decrease your charges by 5s. a ton? Yes; straight away. But really the charges are not the great item; it is the breakage in transshipment, and the rough handling.

3488. Have you to compete at all with any Victorian exportation to Queensland of similar articles to yours? Oh, yes.

3489. Are they in a more advantageous position than you? Yes; they do not have any transshipping charges.

3490. Therefore any change of conditions brought about by the abolition of the transshipping charge would materially advantage a Tasmanian company? They are selling their articles cheaper up there by 5s. a ton, and we have to compete against that now.

3491. In your competition against Victorian brewers you are faced with the initial handicap of 5s. a ton? Yes; and the breakages. I got a debit note from Cairns this morning in regard to the last shipment of 50 cases. The debit note was for 14 cases out of 50. Our trouble is the breakages, and not so much the 5s. a ton.

3492. The breakage is the most serious handicap? Yes. It is only fair to tell the Committee that that is the biggest debit I have had yet.

3493. Would you say there is always a considerable percentage of breakages? Yes; always.

3494. *By Mr. Sheridan.*—Does the breakage extend to the casks as well? Not so much. We do not send much cask stuff to Queensland; it is principally bottled ale.

3495. *By the Chairman.*—When you do send cask stuff I suppose it is principally to Sydney? Yes.

3496. *By Mr. Sheridan.*—Have you found in the sending of the stuff any fault with regard to ullage? No. Once there was a hogshead of ale that they believed was tapped; but only one.

3497. Do you find that your goods get to their proper destination—that there is no mixing up of brand? We have never had any trouble in that respect. Our cases are all properly branded, of course.

3498. *By the Chairman.*—Is there anything else you would like to say in addition to what you have already told us, Mr. Nickolls? I think that if the companies were approached, such as the A.U.S.N. Company, Howard-Smith's, and the Adelaide Steamship Company, it is possible something could be done. Of course I am only a layman, and my theory might possibly be upset straight away, but my idea was that the boats running to reach Brisbane on Thursday morning, leave again at noon on Saturday arriving in Sydney first thing on Monday morning; leave Sydney again on Tuesday afternoon, and reach Melbourne on Thursday morning; and then the boat is ready to leave Melbourne for the north on Saturday. My idea was if it could be arranged—and I think it might—that she arrives in Brisbane on Thursday, and instead of staying there till Saturday at noon—I can see no reason for it, except that the officers live there—leave there again on Friday night, be in Sydney first thing Monday morning, leave Sydney Monday night, and arrive at Hobart on Wednesday at midday; leave again Wednesday night, and be in Melbourne on Thursday night; and instead of leaving Melbourne again at noon on Saturday leave later in the afternoon; and the reason I say that is that many of the skippers slow down after leaving Melbourne, because they get to Sydney Heads long before daylight, and they will not go in except in the daytime. So that if that could be adopted it only means that they would get in on Thursday night instead of about midday, and leave again on Saturday at 4 or 5 o'clock instead of noon to connect up with the other line on Thursday.

3499. In fact, then, you have in your mind that the A.U.S.N. Company's vessels could touch at Hobart? It would have to be done by the three companies. They could come into Hobart, unload their stuff, and get away to Melbourne. All they would do is to miss the Thursday afternoon in Melbourne.

3500. They would come here, go to Melbourne, and then up the coast? Yes; instead of coming round Gabo they could come straight here.

3501. And Tasmanian products would leave here and go right up to Cairns in the one bottom? Yes. The only expense to those companies, as far as I can see, is the coal they would consume from Gabo to Hobart, because the coal they consume from Gabo to Melbourne would be the same as from Hobart to Melbourne, so that all the extra fuel would be from Gabo to Hobart, and then the other extra expense would be the port charges.

3502. You say the inclusion of Hobart in the round trip of those vessels would involve no further expense than the extra amount of coal consumed in steaming from Gabo to our port? Yes; that is the only extra expense I can see; because the coal they consume now from Gabo to Melbourne would be the same as from Hobart to Melbourne. The only cost would be from Gabo down here, and of course the port charges.

3503. *By Mr. Sheridan.*—How long does it take one of those vessels to go from Hobart, say, to Cairns, including all stoppages? We leave Melbourne on Saturday at noon, and we arrive in Cairns the following Thursday week early in the morning, and leave Cairns again on Saturday night.

3504. That would be not quite a fortnight from Melbourne to Cairns? It would be two days short of a fortnight.

3505. *By the Chairman.*—That is over all stoppages? Yes.

3506. What is it from Hobart to Melbourne? These boats take about 48 hours.

3507. That would mean about a fortnightly service from Hobart to Cairns, over all stoppages? Yes.

3508. How long does it take from Sydney to Cairns? We leave Melbourne on Saturday and reach Sydney Monday morning; then they leave Tuesday about noon.

3509. Then they get to Cairns on the following Thursday week? Yes.

3510. Do you think an attempt to induce a company to come into the trade by means of a subsidy, or otherwise, would be desirable? I do; and I do not see that there would be very much trouble with regard to Howard-Smith, any way. They are keen on business.

3511. *By Mr. Sheridan.*—Do you know if they have been approached by anyone? I do not know whether they have, but I should think they might have been approached.

3512. *By Mr. Howroyd.*—It really means, you think, that if the company were approached they would accept it? I feel sure Howard-Smith's would.

3513. Do you think there would be a large amount of freight offering if a service were instituted? I think there would be. We have only started of late years, but our freight now runs up to from 800 to 1000 tons a year.

3514. Do you think in general cargo there would be an increase? I think so. There is a big market there, I believe, for our produce.

3515. *By Mr. Hays.*—Has your company ever approached the Union Company, or Huddart, Parker, with a view to getting them to make calls at Queensland ports? No.

3516. You have no knowledge of them being asked by the commercial people? They have no show with the Queensland ports; the others there now have the whole trade. They have no steamers to compete with them, that are available.

3517. *By Mr. Howroyd.*—Do you think that in the event of the A.U.S.N. Company or Howard-Smith's entertaining a proposition of that kind there might be a danger to them in the Union Company going into their territory? I do not think so, but I do think that if any proposition is made it will have to be made to the three companies, because they work as one, and besides, I think it would be an advantage to work with the three companies, because then you would get a weekly service.

The witness withdrew.

WILLIAM TOWNSEND THORPE called and examined.

Mr. Thorpe made the Statutory Declaration.

3518. *By the Chairman.*—Your name is William Townsend Thorpe? Yes.

3519. And you are a merchant? Yes.

3520. Residing at Hobart? Yes.

3521. Are you an importer or an exporter of produce, Mr. Thorpe—I am speaking now of exports across to the mainland States? Yes. I am both an importer and an exporter.

3522. What do you import? Of course, you want to know generally?—

3523. Yes; generally? Well, sometimes we export chaff. It depends on the season. In the last two or three years we have not exported.

3524. What do you export? Oats, potatoes, swedes, peas, barley.

3525. Practically all agricultural produce? Yes; agricultural and dairy produce.

3526. Would the volume of your importations be greater than your exportations? That, of course, depends on the season. It depends on what the season is that we are having here as to what exportations are made to the mainland. One year I exported some 70,000 to 80,000 bags of chaff. That only occurs once in 10 or 11 years. Another year we might import a few thousand bags; but generally speaking, we are exporters of that class of produce.

3527. You have a fair volume of exportations? I should not say we are large shippers, for instance, we are not to be compared with the exporters on the North-West Coast. The people up there cater for the Sydney trade much better than the people do here—that is to say, the farmers.

3528. To what States do you export? Victoria and New South Wales. The most goes to Victoria.

3529. Do you export any produce to Queensland at all? No. Any goods that go there first go to Sydney, where they are resold, I believe, and then sent on to Queensland.

3530. Have you, as one of the mercantile community, heard at any time of a feeling of dissatisfaction with the steamship service between Tasmania and the mainland, particularly between Hobart and the mainland ports? Yes; I have heard dissatisfaction expressed.

3531. You are aware that representations have been made to the local representatives of the shipping companies here to make some improvement on the present service? Yes; I have read about that in the papers.

3532. Have you, as an importer or exporter of primary products, any feeling of dissatisfaction with the existing steamship service because of its inadequacy, or through any other cause whatever? Well, I do not know that I can express myself as being very dissatisfied in a general way, but there are occasions when we feel that we might be better catered for; but you see, generally speaking, there is not a great deal of produce exported from Southern Tasmania; but occasionally there are times when the export is abnormal, and the want of an improved service just at that juncture is badly felt. For instance, this last season was one in which I export instance, this last season was one in which the export from this port would have been benefited had the service been improved. I think it would have been up to the company to have made some special effort to have catered for us better than they did.

3533. You do not export fruit? No; I do not. I do not deal with fruit, except on commission. It is sent to me on consignment, and I sell it by public auction.

3534. Do any consignments of fruit to you for sale on commission get sent on by you in turn to the Sydney market? No; we have not done so for years. We had a commission from a firm in Sydney who used to act for us, and we sent along fairly large quantities to them for sale there, but I found I was not in touch with the business, so I told my people there that I thought we could not give them satisfaction that they might obtain elsewhere, and thought they could make better arrangements.

3535. You deal mainly in agricultural produce? Yes; and dairy produce also. But we only receive that on consignment.

3536. Have you any feeling that the steamer freights are too high, or would you think them reasonable? That is a question I cannot answer with too much authority, for this reason: when we ship stuff away to Sydney, say, we always sell it f.o.b., and the buyer or purchaser has to pay the freight.

3537. Your business is somewhat of a different character to most of the witnesses who have given evidence before this Committee. Most of them have

spoken to us of consigning their stuff to fulfil orders to Queensland. They are the consignors. You sell yours on commission? I am safe in saying that we do not ship 10 per cent. of stuff in a year on consignment. We did do so years ago—many years ago—and we found that occasionally we would make a profit, but more often we would lose. I happened to be in Sydney on a few occasions when fruit was being unloaded, and I took the trouble to go and see how the fruit was handled, and after looking at the way in which the cases were treated I came to the conclusion to send no more fruit on consignment. It takes too much to pay for the handling of fruit on consignment, so all I have is sold f.o.b.

3538. The question of fruit does not directly affect the operations of your firm? No. At the present time we are importing onions, but only in small quantities, some 20 and 30 bags at a time, until our new season's produce comes in. I think the freight is about 12s. 6d. per ton. It is not an extraordinary price, but it is only a small quantity that we import and we cannot expect to get stuff carried as cheaply for a small quantity as for a large quantity.

3539. Do you import coal from Newcastle? No; we buy from the Union Steamship Company and Huddart, Parker, as we want it. We pay the freight, but we put it on the price of the coal and pass it on to the consumer to pay.

3540. Would you say, Mr. Thorpe, that the method of handling Tasmanian perishable produce is not satisfactory. I can honestly say from my own observations that it is not what it should be. I have seen them handling straw in Sydney. At that time I was in the habit of sending straw to Sydney on consignment, and I saw the way it was handled. They had a big staff of men, who rolled it along the wharf, and I came to the conclusion that the cost was too great. I know those men would be paid so much an hour, and the rate of wages being paid, and the men were not earning their money. They have not got anything like a proper system of handling the stuff. Some of the men were up-ending the bales over and over; others had trucks, trucking it along for over at least 100 yards, and to me it seemed to be a very bad method of handling the stuff. I was so impressed by that that I decided to stop shipping any more on consignment, and I arranged for the man at the other end to pay, I shipping it f.o.b.

3541. That is a little surprising to the Committee. The evidence taken so far has disclosed a pretty unanimous desire on the part of Tasmanian producers to have the advantage of a shipping service to Queensland, which will obviate the transshipping trouble at Sydney in regard to perishable produce, which is necessitated by the present arrangement. You say you do not ship to Queensland, Mr. Thorpe, but if such a service was in existence would you be likely, in that event, to do business with Queensland? Yes; because we are in a position to ship potatoes, for instance; and as far as I can gather the people of Queensland are not educated to the circumstances. They do not look with favour upon our red-soil potatoes to the same extent as New South Wales. I maintain that while they may not look so well they cook as well as the best North-West Coast potatoes. I am prepared to confirm that statement also. We grow some splendid potatoes in southern Tasmania, and I am quite prepared to say that we have got potatoes in southern Tasmania equal to any potatoes grown on the North-West Coast, as far as quality is concerned. I would not compare them with potatoes grown in broken up new land, which all producers know produce the best tubers, but I claim we have places in southern Tasmania that can grow splendid potatoes, although some members of this Committee may not

agree with me. Take, for instance, Bream Creek, which produces excellent potatoes.

3542. If the steamship service to Queensland were established, so as to obviate the transshipping trouble, you really believe much larger parcels of produce would be sent along to the northern State from southern Tasmania? Yes; most decidedly, because we would then be able to compete with producers in the other States. At present the business is being done through the Sydney merchants, while if the service is direct from Hobart without transshipping we would get into close touch with those in Queensland.

3543. Even if you do not send produce to Queensland, you know something of the market there? Yes but only in a general way.

3544. Would you say there are great possibilities in Queensland for a market for Tasmanian produce? Yes; I should say there were, for such produce as oats and potatoes, in particular. I say North-West Coast potatoes are always looked upon with more favour than those of southern Tasmania, because they are dark skins. But it is only the skins the people look at. But I am satisfied that if we could get our potatoes on the Queensland market and into competition with Circular Heads—speaking as a Tasmanian—our potatoes (the Up 'To Dates), would bring an equal price with those of the North-West Coast. Potatoes should be properly graded, but unfortunately a lot of people down here do not grade their potatoes as well as the North-West Coast people do. If you can get a well-graded article a man will pay a good deal more for it. Some of the farmers on the North-West Coast lay themselves out to do that grading in a thorough manner, but they do not do that in the south.

3545. Do you travel at all frequently between here and Sydney? I have not been there for three years, but I go as a rule every year. Last year I went to Melbourne.

3546. What is your opinion of the shipping service between here and Sydney, as far as the passenger accommodation is concerned—have you heard any complaints? Only in a general way. I have heard the matter discussed. A majority of people seem to be of the opinion that owing to the large increase in the tourist traffic the companies should have given better boats, to give better travelling facilities, in the shape of larger boats, so as to accommodate the large number who desire to come across.

3547. There is unmistakably, I think, an exact similarity between the rates and fares of the two companies? I believe that the rates charged are practically the same, as far as I can gather. It is six of one and half-a-dozen of the other.

3548. In an ordinary commercial sense there is really no competition. That is the conclusion which I have come to. I would be very much in favour of seeing competition brought about, because I feel sure that if we had competition that there are a large number of our requirements that would receive better attention.

3549. Are you connected with any association which has for its object the increasing of the tourist traffic to this State? No; I am not.

3550. Have you taken any notice of the traffic at all? Yes; I consider it is very favourable to the State, but I must admit that I have not taken any active part in trying to foster it in any way.

3551. Most of the articles that you have referred to as part of your business are articles of diet? Chaff and oats are the leading lines with us, also eggs and bacon. I suppose we are the largest sellers of eggs in southern Tasmania.

3552. May I ask if you have noticed that the large influx of visitors during the tourist season has any effect on your trade—favourable effect I mean, of course? I have not noticed it, but at the same time it must have some effect, I am sure.

3553. You have not given any consideration to the close relationship of the two—the tourist season and your trade? Well, I am a fairly busy man, and it takes me all my time to look after matters. As a rule we have got plenty to do.

3554. Your business takes up all your time? Yes.

3555. We may take it, Mr. Thorpe, you are fairly well satisfied with the freights? Yes. I do not think there is very much to complain about.

3556. And with the service? Yes.

3557. But by the service being extended to Queensland it would be sure to increase the freight offering? Yes. At the same time I would be very much pleased to see some opposition to the present companies, because I feel sure that although we have not got any great grievance, if there were competition we would be better attended to; our wants would be better provided for.

3558. As a business man, would you say that the mail service was fairly satisfactory, and the number of mail deliveries from the mainland is sufficient for your business needs? Yes; I have no complaint to make with regard to it. The cost of the telegraphic service is now very reasonable, and if you want to know anything particular, quickly, you can always send a message by paying a shilling. There is no cause for me to complain, but I may say I am not in a position to speak authoritatively on the matter with regard to how it applies to others in business. We do very little business outside of Australia.

3559. Are the wharfage rates reasonable? In some cases they are, but in other cases they are not.

3560. There are a few lines on which they are heavy? Yes. I take a broad view of the charges. I look at it like this. If chaff is worth £5 per ton the present charge of 5s. for wharfage would be a fair thing, but if it is only worth £2 a ton, then 5s. a ton wharfage is too much.

3561. The wharfage is 5s. a ton? Yes. If stuff is only worth 30s. a ton, and you import it here there is 5s. wharfage on it. I consider that too excessive.

3562. Have you made any representation to the Hobart Marine Board about it? Yes. On one occasion we pointed out to the Board that the charge was too much. I believe we made a sort of collective complaint, but I am not quite sure about that. I have urged with one or two wardens that it was too high, and they came to the conclusion that the charge of 5s. was practically a protective tariff, and was helping our own farmers. I told them that I did not look upon that as a just argument, and I still maintain that it is too much. Chaff worth £5 per ton is charged 5s. wharfage, straw worth 30s. per ton is charged the same rate. It seems to me to be hardly the correct thing to put the same wharfage on the two lines. There ought to be some graduated scale of wharfage on those two lines, for instance. I was only instancing those as a case in point.

3563. Is there any export charge? No; not here. But, you see, suppose we get potatoes brought here from Devonport or Wynyard, there is still the 5s. per ton wharfage to be paid.

3564. Do you say there is wharfage charged on produce from Tasmanian ports? Yes; the same 5s. per ton. Of course, I cannot understand what the reason is, but personally I consider it is wrong. This is Tasmania, and we ought to be trading as Tasmanians.

3565. Of course, they have to find the interest on the capital cost of their harbour scheme? Yes; but they should not do anything to debar business being done with one part of Tasmania and another. They should offer every facility to help one another. The other day I was after some oats. There were some at Devonport. They wired to me if I would fill the ship with oats. I found out the freight, and then made inquiries as to wharfage, and was told it was

5s. a ton. That was over a halfpenny per bushel. The fact that that was the wharfage deterred me from taking them. In a shipload of oats a halfpenny a bushel makes all the difference.

3566. You say, then, the wharfage on articles of a bulky nature, such as chaff, is somewhat prohibitive for trade? Not prohibitive in that sense, but my own opinion is that it is excessive. I do not mean to say it is too much when chaff is worth £5 per ton, but 5s. wharfage on chaff worth 30s. per ton is prohibitive. There should be some sort of sliding scale—a sort of preferential tariff. If they must get money let them charge a preferential rate for Tasmanian produce and a special charge if you like for Australia, and another charge for produce, &c., imported from outside of Australia.

3567. That would raise another question as to whether they have power to do it? I am trying to give you my opinion in my own way.

3568. They may not be able to carry out your suggestion owing to the Constitution? That I cannot go into.

3569. *By Mr. Howroyd.*—You do not do any trade with Queensland yourself? No; not directly.

3570. But still you have reason to believe that a good deal of the goods that are sent to Sydney are then forwarded to Queensland? Yes; I should think potatoes and oats would be exported to Queensland; but I have not got any proof of it. I know our goods are exported up there.

3571. You do not send any goods direct to Queensland yourself? I do not remember sending any there myself.

3572. Do you think transshipping at Sydney would be against shipping from Tasmania to Queensland? I certainly say in shipping to Queensland it would be very much better to have it shipped direct from Tasmania than to have them transhipped in Sydney. We all know with potatoes, onions, swedes, and all those kinds of things do not improve with handling.

3573. And it adds to the cost? It must.

3574. Do you think that if a direct line of communication were established between Queensland and Tasmanian ports it would tend to open up a large export trade there? I do not know that I would say a large trade.

3575. A growing trade? I would certainly think that. As one of the merchants in Hobart, I would immediately take steps to get into communication with Queensland to see in what way I could increase my business by exporting produce there.

3576. During the course of taking evidence by this Committee we have had a good deal of reference to Queensland trade, and the possibility of it extending business with Tasmania. Various suggestions have been made, and one of them has been that some attempt should be made to get one of the Queensland trading companies to come here, so that goods could be sent there direct? Yes; at certain intervals, but not too often.

3577. Do you think it would be a good thing for the State to have the goods taken from wharf to wharf? I do, decidedly. I would be very pleased to be one to help to do business in that way.

3578. Have you any difficulties with the Sydney trade at all—any complaint to make about the facilities offered between Hobart and Sydney? Not in a general way. Occasionally we have not been too well satisfied. As I said before, when the drought was on in Sydney we might easily have been better catered for, when there was such a demand for chaff, &c., but we could not get the stuff away because of certain difficulties. But, at the same time, there was no real pressure brought to bear on the companies; but when we had a meeting and discussed the matter, and learned what space we would guarantee to take up if we brought a special ship in—I think it was arranged to get a ship, but in the meantime the

rain came, and lots of orders were cancelled, and it really meant then we could do without the ship. If we could have arranged to get a steamer about a month previously it would have been better, because we could have got the stuff away. But generally speaking I have no grievous complaint to make.

3579. You could do with better facilities, but you have no complaint to make with regard to the freight? I do not complain about the freight at all. There is a little friction sometimes, but not sufficient to make any complaint about.

3580. *By Mr. Hays.*—Has your firm any agent on the North-West Coast? I have one agent at Evandale; that is the only one I have in Tasmania. He is a buying agent.

3581. A fair quantity of North-West Coast potatoes is sent to your firm? Yes. We have a very fair share of business from the coast.

3582. While you export a fair quantity of produce—the southern growers' produce—you still draw a fair supply of agricultural produce from the North-West Coast ports for consumption in this city? No. When there is a market on the mainland, as a rule the produce is shipped from the North-West Coast to Sydney and Western Australia, as the case may be; and we also ship from here to those ports, but when the demand is slack over the other side, then the North-West Coast people send their surplus to Hobart. That is the custom.

3583. That bears out what I say; while you were exporting produce, a fair quantity of produce used in Hobart was drawn from the North-West Coast? Yes; but not at the time that we were exporting. The market may be £5 per ton for chaff in Sydney, and we have a surplus here. We wire over, and we sell a parcel, and we go on with shipping. Later on the market falls; the North-West Coast is not in a position to ship to Sydney to the same advantage as to Hobart, because our market had been depleted of produce, and we are in the market again. If there is a few shillings difference they will send their produce to Hobart.

3584. Do you know of any firm in this city doing business in the produce trade with Queensland ports, who send produce to Queensland? I do not know a firm that would be doing business in the way of produce. Jones & Co. would be likely people, and that would be fruit. I do not think they handle produce at all.

3585. Generally speaking, the shipping companies doing trade to the mainland, as a rule provide plenty of space for the cargo offering? Yes; but at the time we got struck out we had to divide it up. As a rule there is generally sufficient straw and chaff. The steamers do not care about taking them. Oats and potatoes give very little trouble, and they can put them in the bottom of the hold as dead freight.

3586. Do you know of any attempt made here by merchants to get the Union Company and Huddart, Parker, & Co. to extend their lines of steamers up to the Queensland ports? Some little time ago there was a move in that direction, but what steps were taken I could not tell you. I think it was midwinter. I was very busy, and I had no time to devote to it, simply because we were doing no business with Queensland, and I left it with other people who were doing business with Queensland.

3587. *By Mr. Belton.*—You made the statement that 5s. per import wharfage was more of a protective tariff? That is my opinion.

3588. I was going to point out to you that the imposition of a protective tariff was illegal, and I wanted to know whether you would like it in your evidence? I discussed it with the wardens, and they made the remark to me that it was a protection to our own farmers,

3589. Another strong point is that the 5s. per ton was also protecting the southern farmers from the north? Yes; that is my argument. I gave evidence of that.

3590. I am looking at it from the standpoint you have raised? That is what they told me, and I think there ought to be some difference in the tariff.

3591. *By the Chairman.*—Under circumstances it operates very adversely? Yes. For instance, we might want stuff down here, and they may have it to ship from Devonport or other ports. The fact of the 5s. wharfage being imposed here may stop it from coming here, because the people on the mainland and the North-West Coast, they work on a very small margin, and it gives them an inducement to send it across rather than pay wharfage at Hobart.

The witness withdrew.

SATURDAY, NOVEMBER 16, 1912.

DANIEL EDWARD RYAN *called and examined.*

Mr. Ryan made the Statutory Declaration.

3592. *By the Chairman.*—Your name is Daniel Edward Ryan? Yes.

3593. You are Warden of the Municipality of Huon? Yes.

3594. Are you an orchardist? Yes.

3595. Are you generally or specifically aware of the subject-matter of this Committee's inquiry? I must confess ignorance on the whole matter.

3596. Perhaps, then, I had better read you the Order of the House of Assembly appointing the Committee [read to witness]. Now that you know the scope of our investigation, Mr. Ryan, may I ask you if you have read in the press in relation to, or are you personally aware of, any feeling of discontent in regard to the existing steamship services between Tasmania and the mainland States? As regards Sydney I have not, but as regards Brisbane there has been an agitation; in fact, I am one of those who believe it would be a great advantage to Tasmanian growers if we had a direct service between here and Brisbane.

3597. You seem to have come to the point of one of the principal phases of this inquiry at once. Are the orchardists of this municipality of the opinion that a service between Hobart and Queensland, obviating the necessity of transshipment at Sydney, would be of service to them? Yes; decidedly, as far as I know. I can express my own opinion strongly on that.

3598. Have you personally sent fruit to Queensland? Yes.

3599. Are you favourably impressed with the possibilities of the State of Queensland as affording markets for Tasmanian fruit? I am; and my reason is that our fruit is sent to Brisbane, but it must go to Sydney first, where it is transhipped, involving extra handling and loss of time. The Sydney agents, too, have control practically of the Brisbane market, as they can touch that market sooner than we can; we have only one service, whilst they have a double one.

3600. Have your shipments of fruit, or those of your neighbours, ever been detrimentally affected by the transshipment? We often hear complaints that the fruit arrives in bad order. In fact, I have had plums arrive on the market waste. If you were sending, say, pears to Brisbane you would have to take the precaution of seeing they were almost not fit to eat, because the journey is so long that you must send them earlier than you otherwise would.

3601. That is to say, they must be so green as almost to be unfit for human consumption? Not

exactly that; but if you were sending pears to Sydney, for instance, you could send them softer and riper, knowing there would not be the extra handling, and delay. I maintain that if we had a direct service between here and Brisbane, we would avoid the extra handling, and naturally the fruit would arrive there in better condition.

3602. As a public man connected with the fruit industry, do you believe that any step taken by Tasmania to bring about a direct service to Queensland would be hailed with pleasure? I do.

3603. Have you been personally affected by any deterioration of the fruit on account of the transshipment? On one or two occasions. When sending fruit to the Brisbane market you take the precaution of seeing you send the best kind, and that they are not too ripe. I shipped one or two kinds of plums and they arrived in a rotten condition; I have dropped that line. I send apples and pears now, and when you send pears you have to have them a little on the green side.

3604. If there were a direct service you would not send them so green? No. Not only that; in late shipment—of Sturmers, for instance—it is almost dangerous to send them to Brisbane, with the extra handling. You can send Crabs, but not Sturmers, late in the season.

3605. It is not the object of the Committee's inquiry to go into details of a man's private affairs, other than those he cares to disclose, but would you say the Queensland markets indicate the possibility of considerable expansion in regard to their reception of Tasmanian orchard products? I do; but I believe at the same time we are not getting the benefits we might do, because the Sydney agents work that trade instead of Tasmania.

3606. Would you say, then, that a good deal of the fruit sent to Sydney is subsequently sent in by Sydney agents to Queensland for consumption? Yes.

3607. So in reality the fruit trade between Tasmania and Queensland is of a much larger volume than would be perhaps immediately apparent? Yes. I believe with a direct service there would be an expansion of trade.

3608. I think, Mr. Ryan, that I am in duty bound to tell you—and it is no violation of the ordinary rules of a Committee's procedure—that the Committee has examined a witness in Hobart—Mr. Henry Jones, to wit—and he is so convinced of the possibility of profitable expansion in connection with the Queensland market for Tasmanian fruit that he has offered, on behalf of his firm, to pay the sum of £1000, spread over four years, as a subsidy to any company establishing a direct service between Tasmania and Queensland, or from Hobart to Queensland. Would you say that offer, by a man of Mr. Jones' standing, is sufficiently indicative of the importance of having a direct service? I should think so. You see there are many parts up round the border of Queensland that are exploited by the Sydney agents.

3609. Have you any suggestion to make as to any policy that the State might adopt to assist you people in marketing your orchard products on the mainland? In regard to that, I may say that we have a scheme under consideration ourselves.

3610. Would you kindly outline that to the Committee? We have a scheme here now under which we purpose selling our own fruit by our own agents on a salary, instead of a commission. At the present time we grow our fruit and consign it to Sydney agents, the number of whom is computed to be from 150 to 300 in New South Wales, and of course they are all making a living, and it is supposed to be a handsome one, too. We are in hopes, if we get a sufficient guarantee, of appointing our own salesmen, whose duty it will be to work up a market,

sell the fruit, and send it inland as well, where the agents do now, and on to Brisbane, or wherever the markets would promise an outlet.

3611. Would you say, then, that there is an impression on the part of the orchardists of this district that the commission charges of the agents in Sydney are too great? We have figures before us that lead us to think so.

3612. Do you say that the orchardists of this district patronise as many as 300 Sydney agents? No; but it is computed that there are from 150 to 300 salesmen in Sydney, all of whom deal in Tasmanian fruit, or at any rate a great percentage of them.

3613. And the Tasmanian consignors do business with them? Yes; some have agents. I have two myself that I ship to constantly.

3614. In what connection do the people who favour this new move regard the agents' action as detrimental—is it that the charges are too great, or that they are not really representative of the producers' interests? When the fruit is sold in the market we are charged $7\frac{1}{2}$ per cent. commission and cartage, and other little perquisites, that make us think if we had our own men as agents we could do it for nothing. This is maintained by Mr. Henry, our organiser. Again, each agent has his outlets and his customers, and we maintain that the fruit is sold, or a great percentage of it—I am speaking now, of course, under correction—on the Sydney wharves; but we are still charged cartage in every case, whether the man has sold on the wharf or carted it to the market, and we assume that the fruit is sold on the wharf and is sent to the country agents of these brokers, and they make a profit. For instance, to make myself quite clear, the ruling market in Sydney recently was 7s.; that fruit is sold on the wharf, and we are charged cartage on that. The agents tranship it inland, or perhaps send it to Brisbane, and we believe that there is a profit made either between the time that fruit leaves the Sydney agents until it reaches the consumer inland. It may be sold for 9s., instead of 7s., and we maintain that by having our own agents the fruit could be sent inland direct, and the price obtained, which we believe the broker gets now.

3615. You are trying to establish a more direct connection between the producer here in Tasmania and the ultimate purchaser inland in New South Wales? Yes; instead of the broker working up an agency inland we believe we could do it ourselves.

3616. The object of the movement is to reduce the middle man's charges in Sydney? Yes. In other words, to sell the fruit ourselves inland and on the wharf.

3617. This is really a co-operative movement? We call it the Tasmanian Fruitgrowers' Federation, and we hope later on that everyone will come into it. We have a man canvassing now.

3618. Is he authorised by the Federation to act? Yes.

3619. Will you tell us his name? It is Mr. Henry.

3620. Where is he at present? I cannot say to-day, but he was in Geeveston on Wednesday.

3621. Is he the moving spirit in this movement? No; I think Mr. John McMullen originated the idea, and Mr. Henry organised some sort of local organisation in the channel, with Mr. Chopping, and the people got together and called a meeting; and now in Geeveston, Port Cygnet, and round the Channel, and Huonville and Franklin, each little district has sent in three representatives, and they have drawn up the rules, and I am chairman of the whole body, and the delegates have gone back. Mr. Henry is interviewing the growers, and there is a subscription of 10s. to join the Federation, and when they join they have to sign a guarantee to send so much fruit through this channel, and when

Mr. Henry reports progress, if we have sufficient inducement, we will appoint our own salesmen, and so on.

3622. In regard to your shipments to Queensland ports, how do the distribution and agents' charges compare with those made in respect of Sydney? The sale charges are about the same, but of course there is the extra freight. We always allow about 9d. difference, roughly.

3623. Are you charged anything for transhipment, or is it included in the general freight charges? Yes; that is what I understand.

3624. Would you say, then, the greatest advantages that are likely to be obtained by the orchardists of this district would be the provision of direct shipment to the Queensland market, and the reduction in the distribution of agents' charges in connection with Sydney shipments? Yes; not only the agents' charges, but a reduction in the agents. There are too many of them there. They are all selling at the same time, and together; and a lot of them, I am sorry to say, are undesirable agents.

3625. Have the orchardists of this district suffered at any time because of the financial instability of those agents? Yes; they have from time to time. Once only I fell in myself. It was up on the border of Queensland, and an agent wrote to me and asked me to send consignments every alternate trip. I sent him a consignment, and he did not tell me the expenses. I knew the expenses to Brisbane, but I did not know them to this town, and I waited until I got my returns before sending him any more; and I am waiting yet.

3626. Of course, orchard products would be fairly classed as perishable? I would not call apples a perishable product; but I would plums, apricots, and pears.

3627. Those agents' charges of $7\frac{1}{2}$ per cent., which look rather high on the face of it, do they cover more advantage than an agent's ordinary charge in connection with the disposal of lines of perishable products? I do not quite understand you.

3628. Well, for instance, tin ore sent to Launceston from the north-eastern coast of Tasmania would be sold by an agent, and a commission charged of $2\frac{1}{2}$ per cent.? Yes.

3629. But $7\frac{1}{2}$ per cent. is charged by the fruit agents in Sydney? Yes.

3630. Would that extra charge cover greater advantages than, say, the shippers of tin ore would obtain. Do they advance money? No.

3631. Do they pay any charges that the ordinary shipper of primary products has to pay himself? They pay the shipping charges before they can get the fruit; is that what you mean?

3632. I would like to be quite clear on this. I have read something of this movement of yours, and also a letter written by a Sydney agent in reply to the allegation made by the promoters, and I think, if I remember rightly, that this Sydney agent stated that the $7\frac{1}{2}$ per cent. commission covered a great many risks. Would you say that is the case? I say that he takes no risk whatever. If the fruit arrives in bad order at any time and only brings a shilling a case he will charge us $7\frac{1}{2}$ per cent. on the shilling; and if it rots he is not out of pocket, and would probably deduct it next time.

3633. Would he at any time have to pay freight on fruit that is absolutely valueless? No; we pay that ourselves, and he deducts it from the next lot. When the fruit arrives in Sydney the whole freight, including fumigation and incidentals, is totalled up, and before the Sydney agent can take possession of it he has to pay a cheque in releasing that fruit, unless he is an agent of standing with a company, who would let him take charge of it.

3634. *By Mr. Valentine.*—He is responsible? He hands his cheque over for the fruit, and it is sold within a day or two.

3635. *By the Chairman.*—In connection with permanent clients, he can always have recourse to them to make up any loss? He can make you do it. The same applies to the London market in the case of fruit, when the agent deducts from the subsequent shipment.

3636. Are you aware of any agents confining themselves solely to the handling of Tasmanian fruit? You might call it a side-line. For instance, from November up to February, in between those months they have other fruit, such as cherries, gooseberries, plums, and so on; and during the season they are also selling oranges, bananas, and other tropical fruits; and we maintain that if we had an agent in Sydney we could do that, too.

3637. So that the object of the movement is to establish an agent in Sydney to represent the Tasmanian Federation—you will have paid representatives? Yes; we propose giving the manager £2000 per year.

3638. So that if this movement reaches fruition you will not be charged anything more than the actual cost of distribution? Yes; and we know that we will get exactly what our fruit is sold at, and we have an idea that that is sometimes not done now.

3639. How is the movement catching on? Better than we expected. We have had only one direct refusal so far.

3640. Are you hopeful that you will be able to carry it out on the lines first suggested? Yes. And we know we are up against this proposition—that we are going to face the opposition of those agents. One arrived here lately in particular, who is telling his clients the impossibility of this movement succeeding. We are prepared to fight, and as we have the fruit, why should we not sell it ourselves.

3641. You are prepared to speak with some emphasis regarding the desirableness of getting a direct service to Queensland? Yes. I think it will be a great thing in the interests of Tasmanian growers.

3642. *By Mr. Sheridan.*—Have you approached any of the companies with a view to their establishing a direct service, or how would you go about the establishing of such a service? Some years ago we approached the two managers in Hobart by deputation—Captain Evans and Mr. Johnston—advocating a reduction in freight, and made out a case that the freight was too much between Hobart and Brisbane, and we were led to believe it was a different thing altogether between Sydney and Queensland; that is, there was one line from Hobart to Sydney, and another from Sydney to Brisbane, and consequently they could not speak for the other fellow, and they could not see their way clear under the circumstances to make any reduction to Sydney. They were powerless, and so were we. It is not a direct service from here to Brisbane.

3643. Did you approach those gentlemen for the purpose of asking them to take your fruit on instead of transshipping it at Sydney? No; I could not say we did that. Our purpose was to get a reduction in freight.

3644. With regard to the establishment of a direct line to Brisbane, has your Federation taken that into consideration? No; we have not touched on that; our purpose at present is to sell our fruit. If the companies here were of the same line as those trading from Sydney to Brisbane we could approach them, but I understand the produce is not even at the same wharf. It is unloaded and taken from one vessel to another, and the extra handling and loss of time are detrimental to it.

3645. If a direct service were established between Tasmania and Queensland ports, do you think it

would result in an increased development of the Queensland trade? I do this way: I believe it would shut out competition to a great extent with the Sydney agents, which they are carrying on now.

3646. Supposing such a service were established between Tasmania and Queensland, how often do you think a service of that kind would need to run to suit Tasmania? I should say once a week, or at any rate every 10 days, at the outside.

3647. What would you say to a service once a fortnight, would that suit? It might for a start, because the growers would have to be initiated into the fact that there was a direct boat.

3648. A service once a fortnight would be better than no service at all? Certainly.

3649. Although you prefer once a week? Yes; well, from seven to eight days.

3650. In order to have a service of that kind, say, once in 10 days—? I will tell you why I do not advocate 14 days. You send your consignment to an agent, and it becomes known to him and to his customers, and they want your fruit, so that you do not want to leave it too long before sending extra shipments. I have been shipping to an agent this last two or three years, and I must send a consignment by every boat. A constant supply of fruit must be kept up, and 14 days would be the outside limit. If you were sure of a cargo from the start I should say a service once a week.

3651. From your experience as a grower and shipper, you think that a service once a week would be almost essential? I believe it would be better than every 14 days.

3652. How many months in the year can you carry on trade with fruit in Queensland? From about February on to October or November.

3653. Do you think if a service were established there would be freight for the trade for eight to nine months? I do.

3654. During the other few months there would be something of a slump? Yes; there would be practically nothing going.

3655. Have you found the Brisbane trade profitable, from your experience? I could not say I have, because I have better agents in Sydney than in Brisbane, but with a direct service I think naturally you would commence to form agencies there the same as will be done in connection with South America; at the present time there is a certain amount of risk with the Brisbane trade under present conditions.

3656. Have you ever sent fruit direct to ports further north in Brisbane than Queensland? On one occasion I have, but I dropped it since.

3657. Do you think a service to Queensland, calling in at Sydney, of course, would be likely to open up a paying trade for a ship? Certainly I do, without a doubt.

3658. That is picking up the Sydney trade, and also the Queensland trade? Yes; but I do not think you could do it under present conditions, because they are not of the same line.

3659. Seeing that is your opinion, do not you think an enterprising company like the Union Company or Huddart, Parker, would carry on that trade?—How do you account for them not carrying the fruit on to Brisbane? I would not like to say straight out, but it is not because they do not think it is a business proposition that they do not touch it.

3660. *By the Chairman.*—You think there are other considerations? I do. I do not think it is because they consider it a bad business proposition.

3661. *By Mr. Sheridan.*—Would you care to give your reason? I have nothing definite to go on, but my opinion is that it is a different line altogether.

3662. You inferred just now that a kind of second profit was made by Sydney agents by selling to inland customers. Do you know, as a matter of fact,

that it is quite usual for inland customers to send considerable orders to Sydney agents, and buy from them in a private way?—What guarantee have you shippers got that you get the price the agents obtain by selling privately? We know that we do not get it. If you went to Sydney as an agent and you sold fruit on the wharf, and it is your business to get outlets for that fruit, when it is sold you would collar that profit, and it would be legitimate. We want to go further and get those outlets ourselves; and we think we would not only save the 7½ per cent., but would return a profit to the grower besides. The grower would then also have the knowledge that whatever his return might be it was the actual price that his fruit brought. Very often we have not that feeling.

3663. Anyhow, a considerable portion of the fruit consigned to the agents is sold privately to his customers, and not under the hammer? Yes; and they admit that; and we pay freight for nothing. Whether they cart fruit to the exchange or the wharf, wherever it goes, the penny is taken from the grower, and we say that is not a fair thing.

3664. *By Mr. Hays.*—Have you suffered less in sending fruit up to Brisbane? Yes; with pears and plums, the reason given being that it arrived in bad order, and on another occasion an enterprising agent dropped me in.

3665. You said you found the Sydney market more satisfactory to do business with than Queensland? Yes; we are always sure almost of our fruit getting there in good condition; and not only that, you see the Sydney agents somewhat regulate the prices between Brisbane and Sydney, because if the market happens to go up in Brisbane they can send their fruit on to that market, whereas we cannot.

3666. Do you know of any fruit other than the fruit of Tasmania, and that sent by the consignor, being substituted for your fruit? I have never had any complaints on that score.

3667. *By Mr. Sheridan.*—That is regarding brands? No; I have had no experience of that kind.

3668. *By Mr. Hays.*—Nor complaints? Some time ago I did hear that some fruit was sold in Sydney which was bad, and the man that told me said that he knew that the person whose fruit it was supposed to be would not think of sending such fruit, and yet it was under his brand. I had an experience once in Victoria with regard to this matter. I went to see my agent in the Melbourne market and asked him where he got certain fruit from. He said it was Tasmanian fruit, and I replied we do not send stuff like that. He asked if we had any black spot, and I said no. He said it was sent in bags, and could be sold better than the good stuff, because the children would buy it. That agent was putting that fruit into a box with a consignor's brand on it, and he admitted that he got it over in bags from a certain broker here, and told me that I could get rid of any rubbish I had in the same way.

3669. *By Mr. Valentine.*—It was put into other people's branded boxes? Yes.

3670. *By Mr. Hays.*—You always consign your fruit; you do not sell it locally? No.

3671. Are you aware that some time ago a small boat was sold here to a Brisbane firm, and she took up a cargo of fruit, and that that fruit arrived in a better condition than any other ever sent to Brisbane, and realised higher prices? Yes. I was very sore over that matter, because I did not get the privilege of sending by that boat, but I know some went by it, and I hear the fruit carried well, and sold well; but I cannot say whether it was better than that by other boats.

3672. If so it would go to prove that a direct service would be beneficial? Yes, it is reasonable to assume that.

3673. How long does it take to get a consignment of fruit to Brisbane? I generally get a wire at the end of a week from when it leaves here to the time of the sale in Brisbane, and by the time you get that wire there must be another shipment on board.

3674. *By Mr. Sheridan.*—Do I understand that the fruit is sold a week after it leaves here? It leaves our wharf, and we hear nothing of it till a week afterwards.

3675. *By Mr. Valentine.*—Do you mean the local wharf? Yes; there would be a day to Hobart, of course, and two days to Sydney; and if there were no direct boat there it would mean one or two days getting to Brisbane and on to the market.

3676. *By Mr. Hays.*—Have you at any time experienced any considerable delay in regard to the transshipment—has the fruit remained on the wharf for more than one or two days? Yes; I have had a loss, but not altogether on account of the full boat. There was a strike in Sydney, and there was also a holiday—a Good Friday—and on two occasions such as that I have experienced a loss; in one case it was a total loss, as the fruit went bad.

3677. Do you consider the freights to Sydney are high? I think they are ample. We have a kind of counter agitation on now. If we had the Huon River dredged sufficiently deep to bring the interstate cargo boats we would dispense with the local freight to Hobart and have direct shipment to Sydney. We think the freight from Hobart to Sydney is on the high side.

3678. What company do you ship by? By both the Union Company and Huddart, Parker.

3679. Is there any difference in the rates of freight? No; they are exactly similar.

3680. At what intervals do the boats leave Hobart during the tourist season? In February and March they may go more often, but we are always sure of a weekly service.

3681. Are you connected in any way with the shipment of agricultural produce? No.

3682. There is very little of that in this district, is there not? There is hardly any at all.

3683. Have you anything to say with regard to the mail service between Hobart and Sydney or Hobart and Melbourne? No; I am not much interested in that.

3684. Nor in the tourist trade? Not directly, but indirectly I am. We have a motor car coming here now, and are living in hopes that eventually there will be a railway. A company has been formed, with which I am interested.

3685. Have you been in contact with those who have complained in any way of the shipping services between Tasmania and the mainland with regard to the accommodation and the boats? No. The accommodation is all right, and they seem to take the fruit all right at times, only we think, with the quantity of fruit going, perhaps, it could be done a bit cheaper.

3686. What reply have you had from the companies? The reply to the deputation as the reason was the expense of running the boats, and they could not see their way clear to make any reduction.

3687. That was to say, it was not a very profitable business. What do you think of it? I think from the quantity of fruit going it could be carried cheaper.

3688. Has there been any increase in the freights lately? They have increased a bit, but have been somewhat stationary this last few years. Take a case of kerosene from Sydney to Hobart, the freight is cheaper than on a case of apples from here to Sydney. We maintain if they can bring kerosene in a case from Sydney they ought to take the fruit back at the same price.

3689. *By the Chairman.*—Are the cases the same size? Yes; exactly.

3690. What do they charge for kerosene? It is much cheaper than a case of apples.

3691. *By Mr. Sheridan.*—What does the average case of apples cost for bare freight? I believe 7½d., or something like that.

3692. Are they carried on deck? Oh, no. If we have this river dredged we have an offer for the whole of the fruit to be taken from here to Sydney for six years' guarantee for 6d. a case. It would be by cargo boats, of course.

3693. *By the Chairman.*—Would it be a breach of any business arrangement to tell us from whom you received that offer? I cannot tell you that, but it was a Sydney firm. I cannot tell you whether it is a shipping company.

3694. That is, if the whole of the orchardists will agree to send their fruit to Sydney? The cargo boats will be guaranteed, but we cannot take it on until the river is dredged. At the present time we have neither the railway nor the river.

3695. *By Mr. Hays.*—Is the port here under the jurisdiction of the Hobart Marine Board? Yes; it is supposed to be.

3696. Does the Board give it the attention you think it deserves? No.

3697. *By Mr. Valentine.*—You consider the freights are excessive to Sydney? I believe they could be done 1d. cheaper.

3698. And what to Brisbane, do you think? I could not express an opinion as to between Sydney and Brisbane, but I think the quantity of fruit going to Sydney should enable it to be reduced.

3699. Is the Brisbane trade for fruit more favourable than the other interstate markets? I believe there is a bigger outlet there, as there is not so much fruit grown, and I believe we are not getting the outlets there that we should.

3700. Seeing a great deal of the fruit is really sent to Brisbane, do you think with a direct service the trade would extend to Queensland? I do, and more would be consumed, because of the fact of the fruit arriving in good condition, so that we would have a better sale for it. It has to be repacked, I understand, in Sydney.

3701. You have spoken of certain soft fruits being sent there. Could small fruits be sent by direct boats, such as raspberries or currants? I hardly think so.

3702. If the boats had cool chambers possibly they would. Do you think there would be any possibility of trade in that direction? I do not think so, but apricots, peaches, plums, and cherries would go with a direct service. As it is now, it is too dangerous an experiment.

3703. If the vessels were fixed up with cool chambers for the carriage of fruit, would it be of advantage to the carrying of the ordinary fruits sent from here? It would. We have been advocating that there should be some ventilation in the holds. I do not think there is any at the present time; it is like it being in a box. Several times I know the fruit—especially pears—got on the ripe side, and by special request of the company that fruit was placed on deck.

3704. It carries better there? Certainly; it is not so warm. I think the boats should have ventilation.

3705. You think that the transshipment hampers the trade with Queensland? I believe the danger of the fruit getting there in bad condition is the biggest factor.

3706. Which is owing to transshipment? Yes.

3707. Could you give the Committee any information as to the quantity of fruit sent from the Huon district? You would have to go to the companies to get that.

3708. Is there no way of getting that information? The companies ought to be able to give it to you. The local agent can make a rough guess, but

that is all there is to guide you. The information would be very valuable if the reports in the press gave the numbers going to Brisbane and Sydney, as it would give some idea of the state of the markets.

3709. If the State were able to bring about a line of vessels to make Hobart a port of call, thence to Sydney, and on to Queensland, do you think the producers here would give that line their whole business? I do, because you will find out going through the district that that is what we want—a direct service to Brisbane—and we cannot get it.

The witness withdrew.

ARTHUR DAVIES *called and examined.*

Mr. Davies made the Statutory Declaration.

3710. *By the Chairman.*—What is your name? Arthur Davies.

3711. You are Warden of Port Cygnet? Yes.

3712. Are you an orchardist? Yes.

3713. Are you aware of the subject of this Committee's inquiry? I have a superficial knowledge of it.

3714. We are inquiring into the matter of the shipping services between Tasmania and the mainland, and into any matter that may conduce to the benefit of Tasmanian trade. Have you read or heard of any discontent in regard to the matter? Speaking as an orchardist we have very little cause to complain, and our chief trouble is in connection with the Queensland trade. If we had a direct service from Hobart to Queensland it certainly would be a very great boon to the fruitgrowers.

3715. Have you sent fruit to the Queensland markets? Yes.

3716. Do you regard the Queensland markets as promising for Tasmanian orchard products? It is a growing market.

3717. Would you say it is extending with the development in that State? Very much.

3717A. And the market is absorbing increasingly large quantities of Tasmanian fruits? That is my opinion.

3718. What is the real trouble in regard to Queensland—is it the fact that all shipments have to be transhipped? Yes; at Sydney, and the extra charges. I think the freight is something like 1s. from Sydney to Brisbane, and only 7½d. from Hobart to Sydney; and then there is the transshipping of the fruit, which helps to make it deteriorate; with the extra handling and with the extra charges it makes the return so much less.

3719. The fruit is really handled more going to Queensland than to England? That is so, because in the latter case it is not transhipped.

3720. You really believe that the opportunity to send your fruits to the Brisbane markets in one bottom would conduce very materially to the prosperity of this district? I do; and there is another point in that connection which is this—that at present, if there is a rise in the Brisbane market the agents in Sydney have the advantage of it. They send the fruit from Sydney right into Brisbane, and keep it flooded before our fruit arrives, and if we sent direct we would have the advantage of the rise.

3721. You are really in a sort of secondary position? Yes. As a matter of fact, with the extra charges, if the fruit sells higher there than in Sydney we do not receive any benefit from it.

3722. There is a move here to secure the establishment of agencies in Sydney? Yes.

3723. Is there an impression abroad amongst the orchardists of this district that the commission and general agents' charges are too high? Yes; we feel that 7½ per cent., with cartage of 1d. and 2d., is too high. It makes it somewhere about 4d. a case.

3724. Do you think that the substantial residents of this district would hail with pleasure any step taken by the Government to bring about the establishment of a service between here and Queensland? I think so.

3725. They would regard it as a progressive step? Very much so.

3726. And one calculated to further the development of this district? Yes; and the orcharding industry of Tasmania generally.

3727. How frequent do you think a service should be direct from Hobart to Queensland ports? I think if we had probably a fortnightly service it would be sufficient.

3728. That would be a great advantage? Yes.

3729. Have you personally sent fruit any further north than Brisbane? No.

3730. Your exportation to Queensland does not go generally further north than Brisbane? That is so.

3731. If a direct service between Hobart and Queensland went further north along the Queensland coast than Brisbane, would you also try those markets that might be available? I think so.

3732. As far as this direct service would extend you would experiment with the markets? Yes. There has never been any difficulty in getting fruit from the growers for opening up fresh markets.

3733. You have always been prepared to try further? Yes; in trial shipments or new markets, and the growers have always been prepared to supply the fruit for such a test.

3734. Have you any complaint to make in regard to the freights? We were under the impression, and have been agitating to get the freight down to 6d. from Hobart to Sydney, as we feel that we fruit-growers are paying to keep up a service principally for the passengers coming to Hobart and elsewhere. We feel that the class of boat in the trade is something more than the growers actually want for their fruit.

3735. But the company has to cater for passengers as well? Yes; and the probability is they cannot reduce the freights much lower under existing circumstances.

3736. As Warden, would you be prepared to say your district receives considerable benefit from the tourist traffic?—Do not most of the tourists visiting Southern Tasmania come through here? We at Port Cygnet receive hardly any benefit, as we are off the main-road, and have not the same conveniences as they have to Franklin. They have a motor service, and the coach goes straight on, as a rule, and the people keep on the main-road right through to Franklin.

3737. Do you send much fruit to Victoria? I do not think there is much goes there from the Huon.

3738. The principal Australian markets, then, for the fruits of this district are New South Wales and Queensland? That is so.

3739. Have you at any time sent fruit as far afield as West Australia? I sent some myself some years ago.

3740. How was that sent? It was transhipped at Melbourne.

3741. Were your shipments productive of such a result as to cause you to think that West Australia would ever be a market for fruit? At that particular time we thought so, but we do not think so now. We think she will be our greatest competitor. They have a very great advantage over us, inasmuch as the boats will touch there later than at Hobart, and they have less carriage, and they are earlier.

3742. Is there any great output of agricultural produce from this district apart from orcharding? There is very little. Of course, I include small fruits in with the apples.

3743. You do not send potatoes, hay, or chaff? No; we import most of it from Hobart.

3744. To sum up, you think that the best the State could do for the orchardists of this district would be to assist in bringing about a direct service between Hobart and Brisbane? Most decidedly.

3745. That would be the most salutary step the State could take? I think so, and I do not know that you could do very much else.

3746. Could you say that the opinions you are expressing are indicative of the feeling of the people round here, or of that prevailing in your own municipality? Yes; I can say that.

3747. *By Mr. Sheridan.*—In the event of the State having to come in to establish a service between Tasmania and Queensland—that is to say, a private company does not take it up—would you, as a public man and as a grower, think the line would pay—that is a direct service, calling in at Sydney? I do not know why it should not.

3748. Whether it were the State or a private company? I do not see why it should not.

3749. If the State went into the business you are aware that any loss sustained would have to be met by taxation? Yes.

3750. And you do not think, viewing it from that standpoint, there would be a probability of the people being called upon eventually to pay any loss? It is a very large question, of course; but from the way the fruit trade is expanding, and the markets of Sydney, and Brisbane, I think it ought to pay.

3751. *By the Chairman.*—We shall be guided by the opinions of representative men like yourself, and we do not expect anything more than your opinion, based upon your experience? I see.

3752. *By Mr. Sheridan.*—Have you, or any association you belong to, ever approached the existing companies to carry your fruit straight on to Queensland, instead of transshipping it? No; but I think they have been from Hobart; and I have at different times myself spoken to Captain Evans, as manager of Huddart, Parker, and his objection was in regard to the back freight coming from Brisbane to Sydney as being where the difficulty would come in.

3753. Which of the two places—New South Wales or Queensland—do you consider the best market for Tasmanian fruit? New South Wales; it has the largest population.

3754. *By the Chairman.*—But Queensland is a State with great possibilities? Yes; and they are prepared to pay good prices, and they consume large quantities of fruit.

3755. *By Mr. Sheridan.*—Do you know Queensland at all? No.

3756. In New South Wales they grow a good deal of their own requirements in the way of apples, do they not? I do not know that they grow very much there.

3757. *By Mr. Hays.*—Do you think in the near future there will be further development in fruit-growing—will there be any over-production, do you think? I do not think so, although I think we may have to take a little less for our fruit; but eventually I think we will get cheaper freights.

3758. And that would still leave it a profitable industry? Yes; I think so.

3759. There are still large areas being planted out? Yes. I fancy we have the whole world for a market.

3760. *By Mr. Valentine.*—I think you said you considered New South Wales as being a more extensive market than Queensland? Yes.

3761. Have you taken into consideration the quantity of fruit that filters through New South Wales to Queensland? No; what I was saying was that they prejudicially regulate the market from Sydney, but I think the New South Wales market would be more extensive, even allowing for that.

3762. You consider that direct shipments to Queensland would open up a much bigger trade there? Yes; you would be saving probably od. a case on freight. At present it is, I think, ls. from Sydney to Brisbane, and the distance is not as far as from Hobart to Sydney.

3763. We have learnt that there is a good deal of soft fruit, such as plums, sent? Yes.

3764. Do you consider they could be safely sent to Brisbane? Some kinds of plums could; the hardier ones.

3765. Do you think if the vessels trading there had cool chambers it would be an advantage to the carrying of the general cargo of fruit? I think it would make the freights too costly if you had refrigerating chambers in the steamers.

3766. *By the Chairman.*—Have you personally experienced any loss in regard to your consignments to Queensland owing to the deterioration of your fruit, consequent upon the transshipment? I cannot say that I have. It would be very difficult for me to say, as I have never received any complaint except in a general way.

3767. We have had evidence from some witnesses who have experienced a total loss? There was a little trouble there when the strike was on.

3768. You personally have not been involved in any loss? No.

3769. You are not aware whether the deterioration has been such as to cause you to get a lower price? No; but I know this—that every time you handle fruit it certainly deteriorates.

3770. The extra handling almost invariably involves deterioration? That is so.

3771. You regard the provision of a direct service, if possible, as a prime interest for the trade to Queensland? I do.

3772. *By Mr. Valentine.*—Would such a service extend the season for the marketing of fruit? I do not know that it would.

3773. What is the duration of the season for shipping to New South Wales and Queensland? We ship right up to December, and we start about March or April for the interstate. If they have a good crop in Victoria they supply the earlier market in Sydney.

3774. *By the Chairman.*—The New South Wales market is supplied to some extent with apples by Victoria? Yes; in the early part of the season, but we can take it our season extends from about March up to the end of November.

3775. *By Mr. Valentine.*—And you can carry your fruit satisfactorily up to that time to Queensland? We can sturmers.

3776. *By Mr. Hays.*—You say that Victoria supplies the early market in Sydney with apples. Is that because they have a cheaper freight from Victoria to Sydney than from Tasmania? I could not tell you that. They have earlier varieties, and we are busily engaged with our English shipments at that time.

3777. *By Mr. Sheridan.*—You regard Victoria as having better shipping facilities with Queensland than Tasmania? I could not tell you what they have, but I should think it was so.

3778. Victoria is a competitor, then, with Tasmania in the New South Wales and Queensland trades? Yes; especially in the earlier part of the season.

3779. *By Mr. Hays.* Why is it not so much later on? I do not think the varieties they grow will keep, and besides, they have a very large market at their own door. They principally grow Jonathans, which is highly coloured, and they get rid of them earlier.

3780. *By Mr. Sheridan.*—Suppose you ship apples to an agent in Brisbane, how long do you think it takes, from the time you ship on the Huon River

to the time they are disposed of in Brisbane? I suppose it would be from 7 to 8 days.

3781. That is the time you get notification that they are sold? Yes.

3782. And by that time you have another shipment on the water? Yes.

3783. *By Mr. Hays.*—Have you anything to say with regard to the handling of the fruit by the companies now in the trade between this port and Sydney? We always feel that our fruit is not handled in the way it should be, even on our local boats, because it wants handling very carefully, and I think a good deal of the rough handling is due to the proprietors of the steamers not having proper methods for loading the fruit.

3784. Have you made representations to the companies to handle with more care? Yes; and they always tell us that the waterside workers cannot be spoken to, and that if they are they will all go out on strike. We had a union at Port Cygnet, and have had some correspondence with the secretary in Hobart about our fruit, and one or two members of the union said they saw these men take the fruit and push them on to the wharves hand over hand, and I understand their explanation is that at times they have no regular men that they can keep through the season, and the men referred to were not up to the work; but we are sufferers all the time.

The witness withdrew.

NATHANIEL BENJAMIN BARNETT *called and examined.*

Mr. Barnett made the Statutory Declaration.

3785. *By the Chairman.*—Your name is Nathaniel Benjamin Barnett? Yes.

3786. You are an orchardist, residing at Franklin? Yes.

3787. Have you heard or read of any feeling of discontent on the part of the public, or any section of it, in regard to the steamship services operating between Tasmania and the mainland States? I have heard something of it. The growers thought that the freights were a bit high from Hobart to Sydney.

3788. Have you personally exported fruit to New South Wales or the Queensland markets? Yes.

3789. Fresh fruits? Yes; apples, pears, and cherries.

3790. Do you export preserved fruits? Yes; dried apples.

3791. To which market do you principally export dried apples? I do not ship dried stuff myself. I simply send it to Jones & Co., who distribute it at a percentage, and they take all the responsibility of finding markets, so I do not know where my stuff goes to. It may go to England and South America, as it does sometimes.

3792. You have no particular markets to which it is sent? No.

3793. You have an apple-drying plant, have you not? Yes.

3794. Have you personally sent any considerable shipments of fruit to Queensland? Yes; regularly, for years past, I shipped about 5000 or 6000 cases a year to Brisbane.

3795. Principally apples and pears? Yes.

3796. Have you found yourself prejudiced or disadvantaged in any way from the fruit having to be transhipped at Sydney? Yes; that is one thing. I, with other growers, have felt that there should be a direct service to Brisbane. Very often, particularly in the late season, we hardly dared send our fruit to Brisbane, because we got reports that the fruit arrived in bad condition, or was spotted, specky, or very bruised, and therefore it is undesirable to send it where you do not get the best market.

3797. Would it be a fair inference to draw, namely, that the transshipment does considerably damage the Tasmanian fruits sent to the Queensland markets? I think so.

3798. And consequently it would be reasonable to assume that a steamship service obviating the necessity of transshipping at Sydney and touching Queensland ports would considerably advantage yourself and other shippers of this district? Yes; I think so.

3799. What is your general opinion regarding the treatment of the shippers of fruit by the companies at present operating—are they treated reasonably, on the whole? I have no fault to find with them at all, only that some time ago I, with others, formed a deputation and asked them to reduce the freight, and they did not think it was a fair thing. They have treated me very fairly in every shape and form.

3800. You are now speaking of the companies between Hobart and Sydney? Yes.

3801. Do you think the opinion to which you have given expression is fairly common amongst the orchardists in this district—that it would be a considerable advantage to them if a direct service could be established between Hobart and Queensland? I do think so.

3802. I mean a service obviating transshipment, because, of course, the steamers would touch at Sydney? Yes; and there would be no cartage.

3803. Have you personally been inconvenienced regarding your shipments to Brisbane because of the transshipment? I could not say that. I have felt, of course, the time it takes, and the handling. It is not advisable to send stuff inclined to be ripe, but independent of that I have had no inconvenience. I think with a direct service the fruit would bring more money.

3804. Do you ship to Victoria? Yes.

3805. What are the fruits? Late in the season I very often ship. This year, for instance, I have shipped, perhaps, 1000 cases to Melbourne.

3806. Between Hobart and Melbourne there is no transshipment? No.

3807. Comparing your relations with the Victorian market with those of Queensland, is there anything in favour of Victoria, because of the absence of transshipment? The price has been better there this season; that is all I can say.

3808. You do not know to what to attribute it? No.

3809. Have you at any time given thought to the matter of how to bring about a direct service between Tasmania and Queensland—some witnesses have given evidence—Mr. H. Jones, for instance, has thought the service so desirable as to engage to subsidise another firm putting on steamers. He gave evidence to the effect that he would be prepared to pay £1000, spread over four years, to any steamer operating between Tasmania and Queensland. What do you think would be the best step to take?—Have you given any thought to the matter of the subsidising of steamers to trade with Queensland—a new line altogether, because the present lines only go north as far as Sydney—or the chartering of vessels by the State, or the purchase of them by the State? I have not gone into it very carefully, but I may say I have been spoken to about a service coming into the trade, and my ideas have concentrated more particularly on that. I have been told there is a likelihood of one of the steamships from the New South Wales coast coming here to take direct shipments to Brisbane, and in all probability that will come about, and I have not therefore thought of any other suggestion.

3810. There are some indications that private enterprise sees some possibility of profit in that service? Yes; and a very good profit indeed.

3811. Now, if the State, subsequent to the report of this Committee, or on its advice, took action in the way of subsidising a line of steamers to trade between Tasmania and Queensland, would you regard that as a progressive and justifiable step? I certainly would.

3812. Would you say that the best thing that could happen would be the establishment of a direct service between Hobart and Queensland? That is so as far as I can see; that is the only way we can be helped very materially, as far as shipments are concerned. We have no difficulty in getting to Melbourne, New Zealand, or Sydney.

3813. *By Mr. Sheridan.*—Do you look upon the Queensland market as a whole as a growing one? Decidedly.

3814. Which of the three places—Victoria, New South Wales, or Queensland—do you regard as your best market? The Sydney one.

3815. What is your opinion as to whether a good deal of the fruit shipped from here to Sydney is sold afterwards to Queensland merchants? I think there is a proportion of it so sold, but a very small one.

3816. We have had evidence saying that a considerable portion of the fruit sent to Sydney agents is transferred to Queensland? You must understand that when there is a scarcity of fruit in the Brisbane market the natural outcome is that the Sydney speculators immediately go round to the various brokers and buy up fruit and ship it to Queensland, but that is generally in a case where there is a rise in Queensland, where the growers here cannot touch it.

3817. In your opinion, then, the bulk of the fruit sent to Queensland is sent direct from Tasmania? Yes; but there are numerous agents in Sydney who buy, and even take the stuff sent by us and repack it and send it away to the northern parts of Queensland, such as Charters Towers and those places. They repack to know what is in the case, and so that it will carry as far as possible. We probably could not do it, except in the first part of the season.

3818. Supposing there were a direct service between Tasmania and Queensland, do you think it would obviate that repacking? No; not altogether.

3819. You favour a direct service? Decidedly.

3820. Would you favour a fortnightly or weekly or monthly service? I think it should be a weekly service.

3821. That would be a greater expense than a fortnightly or monthly one? Yes; but if we had a weekly service to Sydney and only a fortnightly one here, the probability is if the market advanced they would supply it from Sydney, and we would be at a disadvantage.

3822. In regard to Victoria, in your experience, do you think that Victoria comes into competition with Tasmania, as far as the New South Wales market is concerned? Decidedly.

3823. In the struggle for a market between the two countries—Victoria and Tasmania—do you think Victoria is in any way advantaged, or otherwise? In the early part of the season they have an advantage. They send a very large quantity of a certain class of apples—Jonathans particularly, and Scarlets—and during that time we can hardly touch the markets of Sydney. I was for three years in the Sydney market, so that I know something of it.

3823A.—The Victorian grower has the advantage of almost a daily service to Sydney and Queensland, as against our weekly one? Yes.

3824. Does not that give the Victorian growers an advantage, to a great extent? It does. Last year or the year before we could hardly get any pears on the market whilst their stuff was there. There was a very heavy crop of pears.

3825. *By the Chairman.*—Do they ship apples as well? Yes; but not, perhaps, to the same extent as to New South Wales.

3826. *By Mr. Sheridan.*—This company you spoke about as contemplating running a service, was it a weekly service? I do not know that.

3827. In the event of a private company not taking up the trade between here and Queensland, and the State having to come in in order to develop the trade, would you favour the State entering into it? I hardly think I would, because I always think that private enterprise more than competes against State enterprise, simply on account of the keenness of the business.

3828. Supposing private enterprise cannot be induced to enter the trade? Then decidedly I would have whatever we could get.

3829. Would you think it absolutely necessary? Yes.

3830. You know, of course, if the State went into the business and a loss incurred, it would have to be met by taxation? Just so.

3831. Suppose private enterprise cannot be induced to enter into the trade, do you think that even at the risk of the State incurring a loss it would be advisable to develop the trade, and ask the taxpayers to bear the loss that may occur? That question has many sides to it. Hitherto I have never believed in the State taking one section of the community and favouring that section, and making the other part of the State or the taxpayer pay for that section. That is why I do not like the State interfering on behalf of fruitgrowers. The whole of the State might have to bear any loss that might occur in connection with the steamers for the benefit of one section of the community.

3832. Rather than see that you would prefer that the State should hold aloof altogether, even at the risk of not developing the trade? Yes; although I do not think there would be a loss.

3833. *By Mr. Hays.*—In the event of a direct line of steamers being engaged in the trade between Hobart and Brisbane, do you think that those who were consigning their fruit to Sydney would show a preference to ship by those particular boats, so as to encourage a direct line running right on to Brisbane? I think so.

3834. You think they would patronise that line? Yes; if other things were equal.

3835. You think the fruitgrowers, then, would be so favourably disposed towards the proposal that they would use that line of boats to send their fruit to Sydney? I think so.

3836. You were in Sydney for some time connected with the fruit trade? Yes.

3837. Of your own knowledge, do you know of any trouble in connection with the brands or alteration or substitution of other fruits for that consigned? Sometimes difficulties have arisen. The purser will not be responsible for brands, or if your consignment arrives some cases short he does not bother about that at all; he lets it stay. If he signs for 100 cases of fruit, and there are 90 of that brand on the wharf, that remains till all the other consignments are dealt with, and if there is a surplus you take what you can get. In one instance I remember where a man had written to say he had such and such a quantity of stuff, and the bill of lading said 11 different. I took my invoice to the office and pointed out that the 11 cases belonged to me, but I could not get them, as the purser had only signed for 11 short of my invoice.

3838. Does that frequently occur? I suppose every shipment there are a few cases.

3839. Would that occur through the imperfect marking of the cases? It is more often from clerical mistakes in the office, probably where you ship it from.

3840. If cool storage were established on these boats would that be of great advantage to the grower in regard to Queensland? It would be a very considerable advantage.

3841. Have you anything to say with regard to the handling of the fruit by the companies? No; I cannot say very much from any personal knowledge.

3842. You were satisfied with the way it was handled? I could not say that. When I was in Sydney I saw it handled very badly. I have seen the lumpers come along and put a case on their shoulders and tip it straight off. That was done frequently, and I have not seen that done here.

3843. Do you know what the freights are from Victoria to Brisbane? No; I do not know.

3844. You do not know whether they have a cheaper direct freight? No.

3845. *By Mr. Valentine.*—Do you think with a direct service or a service carrying fruit in one bottom to Queensland that the trade would be developed very much in Queensland? I do not know that it would be. I think they get nearly as much as they want. Certainly at times there is a shortage in Brisbane, but I think it would carry very much better, and from that standpoint there would be a considerable increase, perhaps.

3846. And would the growers have better opportunities of sending other fruits besides apples and pears—plums, and so on? There would be very little from the Huon.

3847. You do not think it would open up a market for other fruits, with cool storage? We send plums there as it is.

3848. It is very risky, is it not? Yes. I think it would help, of course.

3849. Do you know what the freight is for apples per case from Hobart to Brisbane? 1s. 7½d., I think.

3850. Do you think the State would be justified in paying a subsidy to a company to run direct boats or to make Hobart a port of call, in order to give the growers better facilities? Yes; I think so.

3851. *By the Chairman.*—Is New Zealand at all a good market for Tasmanian apples? Yes; if you can guarantee them absolutely clean.

3852. You have no difficulties in the way of obtaining apples? None whatever. The only difficulty is in getting them absolutely clean.

3853. As a prominent orchardist of the south, what is your general opinion regarding the industry—is there evidence of expansion in this district for years to come? I think so. Of course we hear from some that it is now in its zenith, and very shortly we will have to face the difficulty of 1s. 6d. a case for fruit, but I do not think we need expect anything quite so bad as that.

3854. The prices of late years have been, on the whole, fairly satisfactory? Yes; very satisfactory.

3855. Could you give an idea what proportion of the fruit goes to the mainland and what proportion goes to the European markets? I could not say, but I think I would be near the mark if I said that one-third went oversea.

3856. Your estimate is not greatly dissimilar from that made by another witness. You ship, of course, both oversea and to the mainland? Yes. We always reckon to send about one-third less, and usually altogether 5000 cases to England, and the balance to the States.

3857. With the reservation of our not desiring to investigate your private affairs, does your connection with the industry lead you to believe it will expand as regards the markets on the mainland? Yes.

3858. And you would regard Queensland as a particularly favourable market, and as one likely to extend in the future? I do not look upon Queensland as so important, perhaps, as that. I think that with their own fruits they do not want too much

of ours, but I may be wrong, of course. I have been as far as Charters Towers, and that is the impression I got when I was there.

3859. Have you given any thought to the tourist trade—do you regard it as of particular advantage to Tasmania? I have given it very little consideration.

3860. What countries do you look forward to mostly as providing markets for Tasmanian fruit? I think there is very great room yet in Europe for expansion, and I feel confident that there are other places, such as South Africa, if the restriction is not too severe; and I have gathered there have been some satisfactory returns from South America, but I was not one of those. I failed to get a remunerative return at all; still, I have heard there is a good prospect. Again, there is a good deal to be done in the northern towns of New South Wales.

3861. What was your connection with the fruit trade in Sydney? I was in business as a fruit agent.

3862. What is your opinion regarding the charges—the commission, and so on—made by the Sydney agents to whom Tasmanian fruit is consigned?—Are they reasonable or somewhat too high? I went there with the idea they were too high, but I came away with the idea that they were not a bit too high. I lost £100 a year for the last three years I was there. It is the bad debts you make.

3863. The agent's commission is practically an insurance in regard to bad debts? That is so.

3864. Were you there on your own account, or as a representative of any combination of fruitgrowers? On my own account.

3865. And your experience led you to the opinion that the charges were such as were only fair to cover trade risks and the business of distribution? Yes.

3866. Your mind has not retained the impression that the charges were in any way excessive or extortionate? I am positive they are not.

3867. *By Mr. Sheridan.*—Did you find it necessary to run a risk in order to do business? Naturally. For instance, you get your stuff in, and the rule amongst the trade is that you pay every Saturday morning. There are a good many agents there doing an inland trade, and they go through the stuff very carefully and select what they want to supply their country customers. They buy, perhaps, 300 to 400 cases, and on Saturday you go for your money. The possibility is some of those firms who have been good and sound buyers will tell you to come on Wednesday. These firms often go financially wrong, but you have to take the risk. As an instance, one Saturday morning I had 60 cases, more or less, and a man came in for fruit, and I knew that if I kept them over Sunday they would be useless. I knew this man as a bad mark. He had a stand in Paddy's Market, and on Saturday night he sells cheap fruit, so that I knew that it was a matter of selling to this man or letting the fruit rot. I let him have it, and have not seen the money from that day to this.

3868. How long does it take to market fruit in Brisbane from the time you ship it here? About 10 days.

3869. That is including transshipment and everything else? Yes.

3870. In transshipping you say the fruit deteriorates? It must do so.

3871. You said you do not think the Queensland trade was so important? I do not think there is an enormous chance of expansion there.

3872. But it is important enough to ask the Government to grant a subsidy? Yes.

3873. You know, of course, that if the Government grants a subsidy to a company the money will have to be made up, if there is any loss, by taxation? Yes.

3874. In regard to a loss, you said you did not think it would be fair to ask all sections of the com-

munity to bear the taxation for the advantage of one section. The same thing would, of course, apply to a subsidy? Yes.

3875. You would still favour a subsidy? Yes; rather than the State taking it on.

3876. *By the Chairman.*—You would know the extent of the subsidy, but you could not know the extent of a possible loss? That is it, exactly; that is what I was going to say.

3877. *By Mr. Valentine.*—With regard to your shipment to South America, what was the method employed—was it transhipped? Yes. I was asked to take up space.

3878. And it was not a success? No; but I was not alone, as far as that goes. I saw the account sales, and some others were as bad as mine.

3879. *By the Chairman.*—The fruitgrowers had that experience in connection with the first development of the trade to England? Yes; time after time. One year I sent almost all I had, and I did not get anything for it.

3880. So the South American trade is no different to what the English shipments were? Not at all.

3881. *By Mr. Valentine.*—Do you consider the Victorian fruit will be a strong competitor in the Queensland market? Yes; for such as Jonathans and Stone Pippins.

3882. And the Victorians exploit the markets in Queensland with these apples at the time the Tasmanian growers are engaged with other markets? In the early part of the season we could hardly touch those markets on account of the Victorian fruit.

3883. *By Mr. Sheridan.*—Is the keeping quality of the Victorian fruit equal to that of Tasmania? For some kinds. I do not think there is any apple anywhere to equal the Victorian Jonathan. It keeps well and colours beautifully. There are certain kinds of apples that are very suitable for certain States, and that applies to Victoria as far as the Jonathans are concerned, and Bon Chretien pears to South Australia and Victoria. They grow them better than we can do them.

3884. *By Mr. Hays.*—Do you regard Western Australia as a strong rival in the future of the fruit-growing industry? I do.

3885. In the transshipping at Sydney, has the fruit to be carted? Yes; from wharf to wharf.

3886. There is no transshipment from one boat to another? No. It is taken there by the Union Company and by Huddart, Parkers, and is taken on by the A.U.S.N. Company and Howard, Smith's, and another line.

3887. But they do not berth at the one wharf? No; and the fruit has to go from wharf to wharf, which makes it deteriorate.

3888. *By the Chairman.*—Does it always happen that it has to be carted? Yes; always when I was there.

3889. *By Mr. Hays.*—Has any attempt been made to obviate that cartage? No.

3890. As the fruit is delivered from the ships' slings is it carted straight away or stacked on the wharf? It is always stacked on the wharf and marked with the Queensland mark—each stack of stuff, so they know what has to go to Brisbane, and when the Sydney stuff is off as a rule they start carting the other to the other wharf. It is under cover in both instances.

3891. Everything has to be carted? Yes; everything, as far as I know.

3892. *By Mr. Sheridan.*—It is necessary to do that, because each shipping company has its own particular wharf, and the vessel of another company is not allowed into that wharf? That is so.

3893. *By Mr. Hays.*—No attempt has been made to make any alteration? No.

3894. *By the Chairman.*—Are you a member of the Tasmanian Fruitgrowers' Association? No; I am not in favour of it.

3895. Is it a recently formed body to bring about the establishment of representatives in Sydney? Yes; they are forming it at the present time.

3896. Because of your experience, you do not regard it as likely to be a success? That is so. I feel that they want to take the whole lot of fruit grown in Tasmania under one agency and sell it in Sydney. That is their object. They say they can do it, and I do not think it is possible, because if they get a bulk of, say, 30,000 cases, with inexperienced men and no outlets, where will they be?

3897. You think there are trade difficulties which the Federation does not attach sufficient importance to? That is so.

The witness withdrew.

COURTNEY GEORGE FRANKCOMBE *called and examined.*

Mr. Frankcombe made the Statutory Declaration.

3898. *By the Chairman.*—What is your name? Courtney George Frankcombe.

3899. You are an orchardist, residing at Ranelagh? Yes.

3900. Are you in a general or particular way acquainted with the subject of this Committee's inquiry? No; I cannot say I am.

3901. I will read you the Order of the House of Assembly appointing the Committee [read to witness]. Our business is to inquire into the matter of the alleged necessity of improved shipping facilities between Tasmania and the mainland States, and naturally wish to get the evidence of representative men, particularly of the producing industry. Have you heard or read of any discontent on the part of traders and producers in Tasmania with the existing services? I have no knowledge of those movements.

3902. Do you ship largely to the mainland States? Fairly largely.

3903. To New South Wales, Queensland, and Victoria? Yes.

3904. You have done so for many years? Yes; practically all my life.

3905. Are the existing services satisfactory to you in regard to the freights and so on? I think if a system could be obtained by which we could get direct Queensland communication it would be of advantage. There is a weekly service both to Sydney and Melbourne. I think it was really at the request of the shippers as much as anyone else, and we used to get more at one time, but we thought it would be better to have a regular service. Sometimes in the past our shipments were on top of one another. No doubt our shipments to Queensland suffer through not being direct, on account of the extra handling.

3906. That is, the transshipment tends to the deterioration of the fruit? Undoubtedly; I have seen a good deal of that. For a few years I went to Sydney nearly every year, and it has been brought under my notice what the extra handling means.

3907. Do you send a fairly large quantity of fruit to Queensland? Not more than from 50 to 100 cases per boat in the shipping season.

3908. How many would that be during the season? Well, there are about four trips a month.

3909. You send, then, a couple of thousand cases a year to Queensland? Yes; I suppose I do.

3910. Is it a satisfactory market? Yes.

3911. Do you consider it shows prospects of expansion, and becoming an increasingly better market for Tasmanian orchard products? I think if we had a direct service the market would be better.

3912. If there were a direct service, touching at Sydney, could you personally more largely test the Queensland market? I think I would.

3913. And you believe others would do the same? I think so. As far as I am concerned, the line of business I have been engaged in for the last few years makes the interstate markets practically secondary to the oversea shipments. The bulk of my fruit goes to England and South America. I am shipping from March to the end of October to the interstate markets regularly every week.

3914. Would you call that the regular Australian season? Yes; of course, some go later.

3915. And some a little earlier? Yes.

3916. You are pretty emphatic on that point, like other witnesses, that a direct service to Queensland, obviating transshipment, would be a material advantage? That is unquestionable.

3917. Have you experienced loss through the deterioration incidental to transshipment or the non-forwarding of the fruit owing to the boats not being up to time? At times I have heard that the fruit has arrived in a bruised condition. The fruit when we take it from the trees for sending to the Home markets will stand five times more than if it is ripened in the stores for the other States. I have gone over and seen my own fruit picked at home, and by the time it opens out in Sydney, by one touching another, little indentations have been made, and these later on become discoloured.

3918. Generally speaking, the shipments from Tasmania to Queensland of fruit are riper than that sent to Europe? Yes. The bulk of it. Perhaps we get the picking done in May and the fruit lies in our stores until October, and gets riper.

3919. Do you really think that is the principal point in which the State could, perhaps, render some assistance to orchardists—that is, arranging for a direct service to Queensland?—Could you make any suggestion by which the State could materially advantage the industry, having relation to the shipping—you think, of course, the salient feature is the regular service direct? Yes; I think a regular service to Sydney is quite enough. We get a regular one to Melbourne. It is only seldom Victoria is open to us. I do not know that it would be any advantage to have more frequent shipments to Sydney.

3920. But it would be of material advantage to have a direct service to Queensland? Yes; I think that.

3921. If there is any particular point you desire to stress we would like to hear you in regard to it? There is no doubt it would be of material advantage if the handling were better; the fruit, certainly, is knocked about too much.

3922. *By Mr. Valentine.*—Direct shipment would obviate that, of course? Yes; but even with the Sydney shipments the handling could be very much improved; it is too rough altogether. We would never stand at our apple-house men handling fruit like they do; it is handled by us like eggs almost.

3923. *By the Chairman.*—You think your case is discounted by the handling the fruit gets? Yes. The handling at Hobart is much better, I must say, than at the other end.

3924. Do you think the Government ought to have more inspectors, or the fruitgrowers should appoint some one to look after the fruit? They tell me it is no use. I do not know why it is so, but not sufficient care is taken, the fruit being often knocked about much more than it need be.

3925. Would you regard any step that the legislature might take as a progressive step—one, under the special circumstances, as desirable—either by subsidising a line to run direct from Hobart to Queensland, touching, of course, at Sydney, or the chartering of vessels in the season, or any other step that might

commend itself to the Committee, and subsequently to the House—have you any particular suggestion to make in regard to the matter? No; I cannot say I have. I do not think it would be a good move for anything to be done to duplicate the matter in any way. One regular service would be a long way to our advantage. I do not know whether the sending of vessels straight on would pay them or not; that is another matter.

3926. You content yourself with the assertion that a direct service would be beneficial? Yes. I cannot say whether it would pay them or not. It might mean instead of two boats doing the work a third one coming; but it seems to me, in looking at it generally, that something could be done. A boat is only doing 48 hours' steaming between here and Sydney a week, and one would think the rest of the week might be put in somewhere, such as going to Brisbane. They say they cannot do it, and that it would not pay them, and of that I cannot, of course, speak.

3927. *By Mr. Sheridan.*—Has any association of federation of fruitgrowers approached the present companies with regard to the continuing of the trip to Brisbane instead of transshipping? I believe they have been approached.

3928. You were not one of them, personally? No.

3929. You think an important feature of the business is a direct service to Queensland? Yes; as far as that trade is concerned it would make a lot of difference.

3930. What is your experience regarding the cartage of fruit at Sydney. When the boat lands the fruit there does that necessitate the carting of the fruit to the Queensland steamer? No. The way I have seen them do is this: say the "Westralia" is lying alongside the pier; on the other side they have a large punt. The fruit is carried up by slings and put on the punt, which is then towed to the Queensland boat. The sling comes down, and the fruit is carried across and is dumped on to the shute and carried across on to a stack and dumped on to the stack again and on to the Queensland boat. It was two years ago that I saw that done. I do not think they would cart it.

3931. You have never known of it being carted? They might have done years ago when a lesser quantity went. I was up there for a month, and that was the system when I was there, and it would be a long way better than carting.

3932. We have had evidence that the bulk of the fruit is carted from wharf to wharf—you do not agree with that? That was not my experience. I have seen what I have related done in connection with my own fruit. Later on in the season it might, of course, be carted.

3933. *By Mr. Hays.*—Are there any wharfage charges beyond the freight for transport charges? I really do not know. I think they are all mixed up together. I cannot say whether there is a wharfage rate in Sydney as well as in Brisbane.

3934. *By Mr. Sheridan.*—You have spoken of the rough handling in Sydney. What would you suggest to ensure the fruit being handled better—have you any method you could suggest? Only that better supervision could be kept over the men. The last time I was there I spoke to the Sydney agents about it, and they said they had tried to have it bettered, but it was no use speaking about it. I suggested whether they could not have a meeting, and have a deputation to the Waterside Workers' Union. It was no benefit to the men to handle it the way they did, as they were paid by the hour. There are always a number of men overseeing those handling the fruit, as to brands and so on, and better supervision, I think, might be given. It has been said they did all they could, but sometimes if a man sees

his fruit handled roughly it makes him feel as if he must turn away and get out of the road.

3935. Could the companies do anything better in the way of landing the fruit by a shute, or something of that kind, instead of it being actually carried? It comes up from the holds in slings; but there has been a big improvement in the matter of traces instead of ropes. A little more care is required, there is no doubt. You cannot handle fruit too carefully, particularly with pears and soft fruits.

3936. In opening up a trade with Queensland a direct service would obviate several handlings, would it not? It might. Of course, mind you, that is as far as Brisbane is concerned. We could not expect these boats to go up to every little port.

3937. You think even if they went as far as Brisbane it would be an advantage? Yes; there is no doubt about that.

3938. *By Mr. Valentine.*—Do you consider that the trade with Queensland would be a more favourable one than with any other interstate port? I do not know that it could ever beat Sydney. It is wonderful the amount Sydney takes, when you come to think of it.

3939. Is there not a good deal sent on from Sydney up to Brisbane? Yes; there is no doubt they send some up, but as to what proportion I do not know.

3940. Are your prices better in Brisbane, after taking off the extra cost, than in Sydney? Sometimes they are, and sometimes not; but one helps the other. For instance, while we are sending 20,000 to 30,000 cases a week to Sydney for every thousand we could get to Queensland, even if the prices are no better, still, we are keeping up the prices in Sydney. Some of the fruit sent to Sydney might not pay to be sent up there, and with similar freights and the extra expense it would not pay. There must be a certain amount of second and third sample fruit, and if the expenses went up you could not send that.

3941. With a direct boat to Queensland, you are of opinion that the trade would be an expanding one? I think so.

3942. Do you think it would, or that it would be an advantage if the fruit were carried in cool chambers to Queensland ports, seeing the fruit is fairly ripe? Then I do not suppose they could carry it at the same price.

3943. Would it not pay to expend a little more to have it in cool stores? I do not know that it would. Sometimes the experience of cool storage has not been too satisfactory. They have a good deal to learn about that yet, I think.

3944. Do you think the State would be justified in subsidising a line of boats in order to give the fruit-growers the facilities necessary for the Queensland markets? That is rather a big question. It really should not require it.

3945. You think the trade ought to be good enough without it? Yes; but of course the subsidy, no doubt, would be a help.

3946. *By Mr. Hays.*—Do you remember some time ago that a boat was sent direct to Queensland from here? The "Excelsior" took some fruit up, I know.

3947. Were you interested in that? No.

3948. Are you aware of the condition it arrived in? No; but I know some fruit was taken, and I heard it carried well, but that is only hearsay.

3949. We had it in evidence that it realised better prices than any Tasmanian fruit that has been sent up to Brisbane, although the boat was small and slow, which would appear to show that fruit carried in one bottom arrives in better condition? One can quite understand that, because with the changes in the weather we get from time to time it so quickly discolours.

3950. You think a boat direct leaving once a week would be sufficient? Yes.

3951. In the event of a direct line or lines of boats being engaged in the trade to Brisbane, and satisfactory arrangements not being made with the companies now doing that trade, that would mean there would be still more additional boats leaving here for Sydney, that would make Sydney a port of call on the way to Queensland? Yes.

3952. Do you think the fruitgrowers, seeing a line of boats was put on to do the trade, would show their loyalty by giving preference to that line? I expect they would get some.

3953. It would be important? Yes.

3954. It would mean an additional boat or boats running between Hobart and Sydney, which would of necessity split up the trade? It would be very questionable to my mind whether the duplicating of a line between here and Sydney would not do as much harm as a direct service would do good. From experience years ago, when there was competition between the Union Company and Huddart, Parker's—I think there were two boats a week—we suffered considerably by such large quantities going on to the market at once. There was regular shipment, and the price would come down. It has been proved beyond doubt that a regular service is a long way better, and a weekly service gives the agents some chance of clearing their stocks off before another boat comes. I think the placing of double quantities on the Sydney market would do a lot of harm.

3955. Do you think, then, it would be preferable that the boats in the trade between Hobart and Sydney should go on to Brisbane, and additional boats be put on to retain the regular service? I do; particularly if by bringing in another one it might mean that a boat instead of running every seven days might run every five or six days. The main thing is a regular service to give the stocks a chance of being cleared off. The agents lay particular stress on that, as with the very frequent shipments they had no chance of clearing their stocks.

3956. We had a similar experience with the potato trade on the North-West Coast? Yes.

3957. *By the Chairman.*—Have you, in giving evidence before some other Committee, stated that your fruit was sold some years ahead? That is for England.

3958. Was it sold in connection with exportation to the mainland States? No; that was all sold on commission.

3959. Do you, then, send only what you might call your second grade fruit to the mainland? No.

3960. The fruit you send to the mainland is of equal value to that you send to Europe? Yes. Two years ago the fruit was very fine, and the man who buys mine said he would prefer to take a second sample to the large ones; something from 2½ inches to 2¾ inches.

3961. Is the orchard industry expanding? Yes.

3962. The volume of the apple production will be greater from time to time for years to come? Decidedly, and I do not know whether I would be outside the mark by saying that I do not know whether one-half the orchards in Tasmania are yet in full-bearing. A half of my orchard is to come into bearing, and most of the people round about have the same.

3962A. Whilst day by day the land is being cleared for the purpose of planting? Yes.

3963. Are you optimistic regarding the future of the industry? So far it does not seem to decrease in price with all the production. The prices they are paying this coming season for shipping, say, to South America are better than they have given yet, and it is bought months ahead of when they want it. They could not get enough apples to supply orders.

3964. The prices obtained, generally speaking, are satisfactory enough to those engaged in the trade? Yes.

3965. In regard to commission charges by fruit agents in New South Wales, do you regard them as excessive or fairly reasonable? I do not think it is exorbitant, so long as we get the fair prices they sell it for. Mind you, where fruit is bringing from 8s. to 10s. a case it seems a little high, but I have seen it down to 4s. in Sydney, and the agents have a lot to do.

3966. Is the commission, which seems to be high just looking at it casually, considered so, considering it covers certain trade risks—it has been stated that the agents make bad debts? Yes; they do.

3967. And it seems a fair practice for them to have such charges to make provision for bad debts? Yes. There has been a lot said lately to the effect that we do not get the prices the fruit is sold at. I believe they have a rule up there—I am not prepared to say it is a legitimate one or not—in this way: a fruit agent has an order come from the storekeeper up country, and they send him so many cases of fruit of all classes. If he has any of the apples named in that order he will take them out of those on hand, and will charge the market price of that day; he will put something on for the up-country orders. He has a lot of expense in connection with it, of course, and they claim that so long as the fruitgrower gets the price that fruit was bringing on the market at that time it is legitimate. That is one of the bones of contention between the agent and the grower.

3968. You are not greatly condemnatory in regard to the charges levied? No; I am not.

The witness withdrew.

THOMAS AMESBURY FRANKCOMBE *called and examined.*

Mr. Frankcombe made the Statutory Declaration.

3969. *By the Chairman.*—Your name is Thomas Amesbury Frankcombe? Yes.

3970. You are an orchardist, residing at Ranellagh? Yes.

3971. I will read you the House of Assembly Order constituting this Committee, Mr. Frankcombe, which will inform you of its scope [read to witness]. I will now ask you if you have seen in the papers or heard of any feeling of discontent or dissatisfaction on the part of the mercantile community in regard to the steamship services between Hobart and the mainland States? I have read something of it in the papers.

3972. Have you, as an orchardist, any reason to feel dissatisfaction with the services between Tasmania and the States you send your fruit to? I am like others in that, I would like a cheaper rate of freight.

3973. Do you send to the mainland? Yes.

3974. To New South Wales, Queensland, and Victoria? Yes.

3975. You, with others, would like to see the freights lower? Yes.

3976. Is the service to Sydney sufficiently frequent for your needs? Yes.

3977. Do you find the transshipment at Sydney for Queensland militates against your interests? Yes; to Brisbane, certainly.

3978. In connection with your industry and communication with the mainland, would you think the establishment of a service between Tasmania and Queensland, obviating the necessity of transshipping at Sydney would be the best thing to do for the furtherance of your industry? It would be, as far as the shipping is concerned.

3979. Have you been personally disadvantaged in the way of suffering loss in connection with it? I have in this way—that the agents have reported the fruit as having arrived in bad order, or was bruised.

3980. Consequently you received lower prices? Yes; particularly late in the season.

3981. Could you give the Committee any idea of the extent of your shipments? I do not ship very heavily, because of the transshipment for one thing; and there is not such a big market there as at Sydney.

3982. If you had the advantage of being able to ship to Queensland in one bottom, would you experiment with the markets there? Yes; I think so.

3983. Have you any reason to be dissatisfied with the charges made by the agents in connection with your consignments to Sydney? I do not think there is so much to complain of as they make out. I am led to believe the expenses are fairly heavy.

3984. Do you regard Queensland as a favourable market for Tasmanian orchard products? The market is fairly limited, and I have always found that directly any large quantity is shipped the prices come down at once.

3985. Have you thought of any point in connection with your industry which the State could materially assist you in—your brother has given evidence that the fruit receives unduly rough handling? You could start in that with the Hobart wharf and go right through. I know what it is; I have seen it myself.

3986. You think the handling is of such a character as to discount the care you take yourself? Yes; there is not the slightest doubt about it. You dare not say anything, and directly your back is turned the same thing goes on. I have never seen a man yet—or, at any rate, very few—who will take a case of fruit off his shoulder and place it down; it is always dumped down. I have been to Sydney every year for the last 20 years, and have been on the wharves, and have seen other growers' salesmen walk off the wharf.

3987. Would you, as a responsible citizen, regard any action by the State, in the way of bringing about a direct service to Queensland as a progressive step? But is it a question the State should inquire into?

3988. That is a matter for consideration, of course. You are prepared to admit that the establishment of such a service is desirable? Yes.

3989. Would you prefer to leave it altogether to private enterprise, or would you be adverse to the State, for instance, subsidising a company which would put on a line? I should not be adverse to that. So long as such a service were established I would not care whether it were by State or private enterprise.

3990. The State, of course, has to take this into consideration—that if a line were established of its own it might involve those responsible units of the community—the taxpayers—in loss? Yes.

3991. But if the State could bring about the service without involving too great risk you think it would be desirable to take some action? Yes.

3992. *By Mr. Sheridan.*—Seeing you favour some action on the part of the Government to develop a trade between here and the mainland ports, do you think, from your knowledge of the trade, its future prospects would warrant the State or a private firm going into the business? Candidly I have my doubts as to whether there would be sufficient in it to pay them.

3993. It is really a question for a shipping company, you think? Yes.

3994. From your knowledge of the trade, and as a large grower, have you given any serious consideration to the question? I do not know whether there are more than from 5000 to 6000 a week going up at the present time; I speak, of course, under correction. There is nothing in that to warrant the estab-

lishment of a service. You would want almost double, I should think.

3995. Suppose a service were established, what period of service would you favour? I think a weekly one would be required.

3996. Would it be necessary to have a regular service? I think that the secret of bad markets—irregularity. It is a great mistake to have them less frequently, because you would dump all the fruit on the markets at once.

3997. From your shipments direct to Queensland do you get a better price, as a rule? I have never shipped direct to Queensland. There has only been one shipment, as far as I know, that has been direct. That went by a boat sold to the Queensland Government, and a fruit agent told me a few months ago that to see the difference between that fruit and that transhipped was remarkable. He said that going direct was the best ever landed in Brisbane.

3998. Do you know any of the shippers by that boat? No; but you could get their names from Mr. Rowe, the owner of the boat.

3999. With regard to the cartage in Sydney, have you experience of that? As far as I know, I have seen my fruit delivered to the other side of the wharf, where it is put into a lighter and towed round to the other boat. Other companies, of course, may cart, but that is how my fruit was transhipped. The reason I do not care about the shipment is that they have these shutes, and the cases are shoved down them, and those handling them do not care whether it bumps against a case at the other end or not; that happens, of course, everywhere.

4000. How many handlings are necessitated in transhipping to Brisbane? It would have to be handled to go into the punt and out again; that is all I know. They have a distinguishing mark for the Brisbane fruit. I believe it is stowed in a different part of the ship, and comes out separately.

4001. Is it placed on deck on the Queensland boats? I do not know; I have not seen it put on the boat. When you come to consider, Sydney is fairly warm in September, and the fruit will not stand handling, and by the time it gets to Brisbane it will not keep after being opened for a short time.

4002. *By the Chairman.*—What time of the year did the "Excelsior" take the fruit direct to Brisbane? I think fairly early in the season, perhaps somewhere about May or June.

4003. She, being small, would also be a fairly slow boat? Yes.

4004. It would take her longer to make the passage than the larger boats? Yes.

4005. *By Mr. Hays.*—As the season advances, you have more complaints with regard to the condition of the fruit, I suppose? Yes.

4006. In the early part of the season, are there complaints from Queensland as to its condition? No. As the apple starts to ripen it will not stand handling, but early in the season it is all right. It is wonderful what an apple will stand until you cut the skin.

The witness withdrew.

MONDAY, NOVEMBER 25 (AT LAUNCESTON).

LEONARD STANTHORPE BRUCE, *called and examined.*

Mr. Bruce made the Statutory Declaration.

4007. *By the Chairman.*—Your name is Leonard Stanthorpe Bruce? Yes.

4008. You are secretary of the Northern Tasmanian Tourist Association? Yes.

4009. This Committee has been appointed by the House of Assembly, Mr. Bruce, for the purpose of inquiring into the steamship services operating between Tasmania and Australia, and incidentally

we have been ordered to report upon the advisableness of increasing the facilities for the development of Tasmanian trade. We want to examine you more particularly in connection with the tourist traffic? Yes.

4010. Are you aware that there has been some dissatisfaction expressed by members of the mercantile community of Launceston? Yes; I am fully aware of that.

4011. I think we will ask you to make a statement in your own way, and if you have any well-established ideas regarding necessary improvements in the services which will materially help in developing the tourist trade we would be glad to have the benefit of them? To begin with, Mr. Chairman, I may say that one thing we always notice in connection with the tourist traffic is that increased facilities always mean increased trade, and that was patently manifested to us as soon as the "Loongana" was put into the Melbourne trade. When the "Pateena" and "Coogee" were running there can be no doubt the tourist trade was only just beginning. We found, as a tourist body, that the facilities offered by those two steamers were not nearly sufficient for the class of people who were travelling, and the numbers who would like to travel, and representations were made from a tourists' standpoint, and these finally ended in the "Loongana" being provided. I remember when the "Loongana" first arrived seeing many Tasmanian people on board, who said the boat was magnificent, but it was thought she was too big to run in that trade, but they were going by the figures shown by the "Coogee" and "Pateena." I told them they missed the cardinal point, and that the "Loongana" would create her own traffic. She has been running now over five years, and I have some figures here which will show you how rapidly the figures rose.

4012. Are these figures obtainable because of your connection with the Tourist Association? Yes; they are compiled from our own registers and books, and they show that for the season 1907-8 we estimated 6730 tourists were dealt with in our office; for the next season there were 7800 (that is 1908-9); then for 1909-10 there were 10,000; and for the season which closed lately, 12,500. From these you will see it has very nearly doubled in five years.

4013. Those figures relate to the years since the "Loongana" came? Yes; and, of course, we must bear in mind, too, that the Government has assisted us more liberally during the last few years, and I think some of the later figures have been helped in that respect. But it is a marked increase, and there can be no doubt that the speedy service of the "Loongana" is largely responsible for the increase. We keep a visitors' book, in which we ask everyone as nearly as possible to record their names; which is the nearest approach we can get for a foundation. We find, however, that is practically only one in three persons we can get to sign. A man with his wife and daughter, for instance—the father puts his name down only, and sometimes with a party of, say, half a dozen, only two or three will write their names. We arrive at the figures I have given you by a multiplication of the number in the book by the number we consider each signature represents.

4014. From your experience gained from close association with the tourists, you regard it as legitimate to multiply the number of signatures by three, as indicative of the number of tourists who avail themselves of the office of the association? Yes; and I think it a very moderate estimate.

4015. *By Mr. Howroyd.*—In a season like 1911-12, do your figures mean that there were about 4000 signatures in the book? Yes; we have multiplied to get at that total.

4016. *By the Chairman.*—Before leaving that feature of the matter, have you ever thought of the

relation of the number who avail themselves of the office of your organisation to the number of passengers brought by the steamers to Launceston? We have in a sense, and yet, of course, it is rather difficult to fit them in, because a certain proportion are local people, and a proportion who do not visit the office, who are actually tourists, but do not stay here.

4017. What percentage of passengers arriving at the port of Launceston would you care to class as tourists? In the summer time I suppose you could put close on 70 per cent. as being actually tourists.

4018. In the winter it would be very much less? Yes; they are practically all people on business.

4019. They would be what you might call ordinary passengers? Yes. To continue, we find now that there is a great deal of dissatisfaction arising from the fact that in the holiday season, unless the intending traveller makes up his mind some three weeks or so beforehand he has great difficulty in securing accommodation, and very often if he leaves his holiday until the last minute he finds that he is shut out altogether, which means that we will lose that man. The fares, too, are considered to be very high; £2 12s. 6d. is pretty stiff for the voyage.

4020. Have you heard expressions of dissatisfaction at the fares charged, then? Yes; frequently.

4021. On the part of these people you might legitimately class as tourists? Yes; people when bringing a family find it a big item.

4022. Would you care to go so far as to say it is your opinion that the fares are rather too high for the development of the trade with Tasmania? Personally I think they are too high. The cheaper the fare the more people would come, and the more frequent the service the more we build up the tourist traffic. Now it is quite a special feature to take a trip to Tasmania, and many can only come once in two years. With a cheaper trip and a more frequent service I am sure we could double the tourist trade.

4023. During the tourist season proper the trade is catered for exclusively by the "Loongana"? It has been up to last Xmas, when they put the "Rotomahana" on in conjunction.

4024. When the "Rotomahana" is put on to run jointly with the "Loongana" is a marked preference shown by the tourists for the "Loongana," or are both vessels patronised indiscriminately? As far as last season's results were concerned both boats were filled to their utmost capacity. It was simply a matter of which boat they could get to come across.

4025. The traffic was so great that any available means had to be used by the tourists? Yes.

4026. It permitted no discrimination on the part of the tourists? That is so. There were only two trips last year. It bore out a contention made the season before last. When the traffic was at its height I was asked if an extra boat were put on what I thought would be the effect. I considered that an extra boat at crush time would also be filled, and the "Rotomahana" was put on next season.

4027. When the additional boat was put on she was employed to her fullest capacity? That is quite so; she did two trips each way.

4028. That was last season? Yes.

4029. Do you think that that is responsible in some measure for the very considerable increase? In some measure it is, but I could not say in an unqualified way it was. One thing that had a great effect on the tourist traffic was the prosperity on the mainland.

4030. Do you find that the tourist traffic frequently reflects the prosperity on the other side? Yes.

4031. Put it the other way; the prosperity on the mainland States is markedly reflected in the tourist

trade in Tasmania? Yes. There are many factors in the expansion of the traffic; the prosperity on the mainland, and good speed, and an increase in the frequency of the service. If you have a frequent service and good boats, if there were any money on the other side we must reap the benefit of it in the tourist trade.

4032. The figures you have given are very valuable in themselves, but they cover those years during which the prosperity of Australia has been particularly marked? Yes; quite so.

4033. Do you think there would be any great difference if Australia experienced three or four bad years of the trade becoming so well established that it would steadily increase? It would still increase each year, of course, but to take a very big upward bound prosperity in the other States must exist, too; but I do not think we will ever fall below the figures I have given you.

4034. Would you lay it down as an essential for a big volume of tourist traffic that the prosperity of the mainland States must be fairly high? Yes; that is so, and I think it a very reasonable conclusion.

4035. We will assume that another "Loongana" was placed in the trade, and that a daily service between Tasmania and Victoria was established, do you really think, from your own experience, that the tourist trade would be materially extended? Yes; I do. I have been waiting for that question. There are lots of business men who would be glad to take a short run over here if they knew they could get back any day from Tasmania, but if they could only get back three days a week the chances are that they will not take the risk.

4036. You have been in close relationship with the companies? Yes; we see a good deal of one another.

4037. Have you formed any opinions of your own regarding the operations of those companies in connection with the profit from the passenger traffic? Personally I should consider the "Loongana" was one of the best-paying propositions the company has.

4038. If it were so managed that another "Loongana" was put on in some way or other, or perhaps even an improved boat of her type, do you, as a responsible citizen, think it would be profitable? Yes. If I were a shareholder in the company I would advocate another "Loongana," by all means. Take the week-end trips. If a business man could leave Melbourne, say, on Friday, and be back in Melbourne on the Tuesday morning, I think the week-end trips would be built up enormously. But now a man leaves there on Friday, and unless he is prepared to be back in Melbourne on the Wednesday morning he would have to go back on the Saturday afternoon. If he could leave his business the last thing on Friday he could get here and have all day Saturday and Sunday, and a good portion of Monday, and be back in Melbourne in time for his business on Tuesday morning. For a complete change for a man you could not get anything better than that, but an extra day means all the difference between him coming and stopping away. If he has his family here and they stop two or three weeks possibly we would see him two or three times whilst they are here.

4039. You believe there is a possible source of expansion in the week-end traffic that has never yet been tapped? Yes.

4040. And the present services do not admit of it? No.

4041. You, as secretary of this association, have the hope of seeing that kind of service established? Yes; it must come sooner or later.

4042. Could you give an idea what the general opinion is of the business men of this town in regard to the tourist traffic—have they gradually got hold of the idea of its value? Yes.

4043. Is there no longer cavilling on the part of the business men in regard to the traffic I do not

think that one will say now that the traffic should not be encouraged. I have brought with me some publications for the benefit of the Committee, some books and pamphlets used in the advertising of the tourist trade of the association. You will see from these that they carry advertisements of many business men in this town, which will show that certain advertisers believe that the traffic is a good thing in regard to their businesses. Some have said that the association was so well worth supporting that they would give us an advertisement. All these advertisements are paid for, and the pamphlet is nearly self-supporting.

4044. *By Mr. Howroyd.*—Is that a new book? Yes.

4045. *By the Chairman.*—Do you anticipate that you will make the publication self-supporting? Hardly that, I think, because if we were to take all the advertisements we could get it would make it such a bulky publication that it would defeat its own ends. If you have them too large they would be left all over the place.

4046. It would give rise to the remark made of some English magazines that they are all advertisements and no reading matter? Yes; that is it. Many who come in and look at this book sometimes have them sent to their friends at a cost of 2d. They leave the address, and we send them on for them. We sell these cards at the munificent rate of 3d. per packet; they are souvenir letter cards, and every one of these that goes into circulation is a good advertisement. We sold over 5000 last year, which were all posted by the tourists alone. For motorists and cyclists we cater by a map, which is sold at 2s. a set; these have two insets. They are full of information for motorists, and give the distances of various tours.

4047. Is there anything you would like to add to your remarks that has not been touched upon? With regard to the daily service, I am not sure whether you have got all the information you wanted. There is one service apart from that that we have not touched upon, and that is the Sydney service.

4048. What improvement could you suggest in that? The Sydney service is one that has been in its present state for many years, and I should recommend the trial of a weekly steamer with superior accommodation.

4049. Do you contend that a direct service would contain possibilities from a tourist point of view? Yes. People want sometimes to go one way up, say, to Sydney direct, and back the other way, but with the boat only going once a fortnight they cannot do it. The reverse holds good for the man who would come from Sydney. If he comes by the "Wakatipu" he gets here on Friday, and must leave on the following Tuesday or else wait a fortnight, unless he goes back by Melbourne, but if a steamer left here even every week there would be great possibilities in the trade.

4050. You would like to see a better boat in the trade than the "Wakatipu"? Yes. As a sea-boat she is very good; but the appointments and so on are very inadequate.

4051. Could you say whether many of the tourists coming here are from Queensland? There is a fair proportion.

4052. How do they generally make the trip? They mostly come down the coast of Australia to Melbourne, and then come across by the "Loongana." Others come right through by train to Melbourne, and there take the boat across. The majority, however, take the splendid coastal boats down to Melbourne.

4053. Do you think there is any possibility of such a boat as the "Loongana," if commissioned for this trade, paying? I am afraid that is rather a large step, and my reason for thinking so is that the ser-

vice in the past has been so very poor that one can only apply his argument in connection with what has taken place with regard to the "Loongana." If a boat, however, were put on, such as the "Westrallia," in the place of the "Wakatipu," after 12 months' trial I consider the company would be astonished at the expansion of the tourist trade.

4054. From the tourist traffic point of view a bettering of the service between Launceston and Sydney is imperative? Yes. In fact, as far as the tourists are concerned, I should say it was not a tourist service at all at present.

4055. The "Loongana" was put on very largely in response to representations on the part of the public bodies and associations like yours? That is so.

4056. Did the company appear to be timorous and diffident about taking such a step? They were, although, mind you, at the time I cannot speak actually officially. The "Loongana" project had just been officially launched when I became secretary, although the order for her building had been given.

4057. So you cannot speak with any great degree of accuracy regarding the attitude of the companies in regard to the matter—whether they were reluctant or diffident with regard to the outcome of the project? No.

4058. *By Mr. Sheridan.*—These companies—Huddart, Parker and the Union Company—are regarded as enterprising? Yes.

4059. So if the "Loongana" has been such a success is it not a wonder that the company would not put on another of their own accord, without so much pressing? One would think so, but it is difficult to know what is going on behind the scenes with these companies. I might instance the trouble there was to get the "Loongana."

4060. *By the Chairman.*—From a tourist traffic point of view, is there really any difference in the conduct of the operations of these two companies, or do they work as one? They appear to work just as one, for you can go to Huddart, Parker and book a berth the same as you can to the Union Company.

4061. And the price is the same? Yes.

4062. *By Mr. Sheridan.*—And passengers can return by either boat? Yes.

4063. Supposing that other companies now doing the trade were enterprising enough to put another "Loongana" on, how many months in the year would the traffic warrant an extra steamer? I should put it down that it would be in full swing for five months.

4064. And during that five months do you think the capacity of the extra steamer would be fairly well taxed? I certainly do. I really think that if Tasmania were adequately advertised and many of her winter attractions were properly put before the mainland public, we would have a really good winter traffic. There is the East Coast, where the climate in winter is delightful, and there are few people in Australia who are aware of that, or in Tasmania, for that matter. In the Lake country, again, we have attractions which would provide for winter tourists, in skating, tobogganning, and so on, which are found to be so profitable at Mt. Kosciusko. I really think we are only beginning the tourist traffic of Tasmania.

4065. Seeing that a profitable trade would be restricted practically to five months in the year the other seven months would appear to be very unprofitable to the company? Yes; they would, of course, have to take the fat with the lean. The full summer traffic would be five months, and for the remainder I do not think they would be out of pocket with the traffic, as I certainly think if our attractions were properly advertised you would find that in the winter months the capacity of the boats would be fairly well taxed.

4066. Have you ever given any consideration to the tourist traffic outward to the mainland, supposing the fares were cheaper? Yes. We stock all the literature for the other States here, and in the winter months it is quite remarkable the number of people applying for these.

4067. *By the Chairman.*—There is a sort of reciprocity between the various tourist bodies? Yes; and it might be made a double-ended weapon in that way. Tasmania might take advantage of that when the mainland people come here to the East Coast and the mountains, and so on.

4068. *By Mr. Sheridan.*—So if the outward traffic were properly developed it might keep the tourist trade going all the year round? Yes; I think if thoroughly worked it would be a great thing. Take the Union Company, for instance; it would be interesting to know how much literature they carry about Tasmania. As far as I know it is very little. If the Union Company would undertake the publication of pamphlets and distribute them broadcast it would supplement our efforts very much indeed, but we are practically the only ones who do much advertising. I do not think the Union Company for some seasons have had any publications dealing exclusively with Tasmania.

4069. *By the Chairman.*—Is there not a publication called the "Red Funnel Magazine," published at the instance of the Union Company? There was, but it has been discontinued for some time.

4070. Did it not more largely advertise New Zealand? Yes; that was the trouble.

4071. Tasmania practically received no publicity through that publication? I will not say none, for we got a fair amount; but anyone picking up the magazine would naturally come to the conclusion that it was a New Zealand production in New Zealand's interests.

4072. *By Mr. Sheridan.*—You said you considered the fares from the mainland were rather high? Yes.

4073. What would you suggest in regard to encouraging people to travel? I should think £1 each way for a saloon passage was ample.

4074. Would you consider reducing it even below that? Would it meet with any success? Personally I consider if they made the saloon fare 30s. return they would do a very big business.

4075. Do you think that would pay handsomely eventually? I think so, with the increased number of passengers they would get.

4076. Would it not be an advantage to those travelling to be able to pay for their meals on board as they get them, as some companies do now? That, of course, is a difficult point; it is more a personal equation. I really think that the average person prefers to say the amount of his fare is so much and no more, and know exactly where he is.

4077. *By the Chairman.*—They want the fare to cover all the charges? Yes. They want to know what it will cost to do the whole thing, and they do not like to have to dole out anything further. I think the straight-out fare preferable, and that it gives more satisfaction. I think that when the "Loongana" was built there was some idea of the buffet system being introduced.

4078. *By Mr. Sheridan.*—You have no actual figures of the number of tourists coming from the separate States? No; but a casual glance at the book would show that Victoria is our largest contributor; then follow New South Wales and South Australia and Queensland, and a few from Western Australia.

4079. Victoria is first; is that on account of her accessibility? Yes.

4080. Suppose some facilities were available between here and Sydney? I think that the short sea trip across from Melbourne makes a great difference to a lot of people.

4081. With regard to the Queensland traffic, you said you thought a boat like the "Westralia" would increase it? That is with more frequent sailing.

4082. You were referring to the northern trade? Yes.

4083. A number of New South Wales people, I suppose, go straight on now to Hobart? Yes.

4084. So you would lose that in any case? Yes.

4085. How long does this tourist traffic last? I think we might say about 7 months altogether.

4086. *By the Chairman.*—Do you think it is extending in any way? That is a point I was going to emphasise. When we first started we never looked for anything in the way of tourists before December or after about the end of April. Now we get a good beginning in September, which increases in October, and then at the Melbourne Cup time for a few weeks it falls away. Directly that is over we commence to feel the filtration of the people again, and if we get anything like decent weather we will be busy right up to the end of May. It is wonderful the effect of the weather on the business. If it is a warm November on the other side we show a bigger return; and the same with May, if it sets in cold the people get home and others will not come; but if the weather is good it is a very good month.

4087. *By Mr. Sheridan.*—Can you give us any idea of the average stay of individuals? I think you could put it down at about a fortnight. I have known, of course, people to come for the whole summer, but the average person has a fortnight, and what he wants to do in that fortnight I can assure you would astonish you.

4088. You have no idea of their spending power, I suppose? It is a very difficult question, but lumping them down I should reckon that every tourist leaves £10 behind him.

4089. Do you mean men, women, and children? Yes; each individual.

4090. *By Mr. Howroyd.*—According to that this last year they left £120,000? Yes.

4091. *By the Chairman.*—That is for Launceston alone? We must be careful with these figures, in this way: there is a register here and in Hobart, and there is some duplication, which is unavoidable. How you can arrive at the proper discount is more than I can say. We do, of course, get many in here and in Hobart who register twice—once in Launceston, and once in Hobart.

4092. *By Mr. Sheridan.*—Would you say that a considerable number of those registering here have also registered at Burnie or Hobart? I think it would be chiefly Hobart. There is more reciprocity in the traffic between Launceston and Hobart than anywhere else. The people going to the North-West Coast seem to go there purposely for that trip alone.

4093. Has your association ever approached any other company, such as the A.U.S.N., in regard to the services? No; we have never done anything of that kind.

4094. You do not know anyone, or any association, that has? No; I do not.

4095. Do not you think it would be a wise thing to approach them? I think from the association's point of view they would be quite indifferent as to who took the service if it were a more speedy one or better, but the companies have never been approached officially.

4096. *By Mr. Valentine.*—With regard to the fares, I think you said from Launceston to Melbourne return it was £2 12s. 6d.? Yes.

4097. Have they been reduced from that price, or have they been cheaper? They have increased. For many years it was £2 10s., but when the coal strike was on in New South Wales it was increased by 2s. 6d. I believe it was taken off for a little while, but for various reasons, such as the higher

rate of wages and so on, the increase of 2s. 6d. was again added.

4098. You have had fares as low as £1? That was many years ago, when the "Coogee" was first in the trade. I think it was just after the exhibition year, about 1891.

4099. So that with the growth of the trade the passenger fares have really increased? Unfortunately, they have.

4100. Do you get many tourists from Burnie? I cannot say we do, as those who go to the North-West Coast seem to confine themselves to that part, and we do not see very many who come over direct that way.

4101. Do the tourists recognise that the passage over is everything that can be desired in the way of being looked after? Yes; the opinion is that the attendance aboard is excellent, and that the boats are beautifully kept, but, of course, occasionally there is a little dissatisfaction expressed about the meals, not in regard to their quality, but from having to have resittings; but as far as that goes you will always find some people who are never pleased with everything. Once they get on the boat I think that is the only tangible complaint they have.

4102. Do you think if a company like the A.U.S.N. were engaged to come to Launceston from the Sydney and Queensland ports it would encourage a larger tourist traffic? It would mean a round trip that would include Tasmania as a port of call. That is a matter I have not given consideration to, but I should say there are possibilities in it, because there is a big trade being done now by the "Sydney" doing the round trip from Melbourne to Devonport, and then on to Sydney and back. I believe they are doing very well.

4103. I asked because they were doubtful whether the traffic from the Queensland ports would keep a vessel in commission? I should hardly think there would be a large enough traffic for that.

4104. But with this as a port of call? I think then it might lead to a fairly big development.

4105. *By Mr. Sheridan.*—Could you give the Committee any idea as to the percentage of tourists who travel to Hobart who use the State railways? I am afraid it would be very difficult.

4106. Do you organise any railway trips? No; but we can issue tickets through to Hobart, upon which we get a commission, but it would be very difficult to estimate the actual number.

4107. This Committee has the power to recommend a State-owned line of steamers if it were thought to be warranted, and in conjunction with that our railways would, of course, benefit; and I was wondering if you could throw any light on the number of tourists using the railways? It is a very large percentage. We get a tremendous number of people who say they are going through to Hobart, and tell us they have a through ticket by rail. The motor service through to Hobart is fairly well patronised, too; but I do not think it can be regarded at the present time as being a serious rival of the train.

4108. Supposing the fares were reduced, either by the company or by the State entering into the business, to one-half what it is now? We have one line in particular which is now non-paying, and I consider if proper facilities were given to tourists, and the place were properly advertised—I am referring to the Mole Creek district, where the scenery is some of the finest to be met with anywhere—but the train service is so bad that it practically precludes people going there.

4109. You spoke just now of a better line of steamers, and more frequent, between Launceston and Sydney. You are aware that there is a weekly service between Hobart and Sydney? Yes.

4110. I suppose a bi-weekly service between Hobart and Sydney, instead of bettering the Launceston service—do not you think the people who come to Hobart would avail themselves of the railway and go on to Launceston? Yes; we recognise that anything that benefits the tourist traffic of Hobart benefits us here.

4111. In your opinion there is no possibility of really developing the two trades—Hobart-Sydney and Launceston-Sydney—at the same time? I think there is, and the trade with a good boat would bear the two of them easily.

4112. Do you think there would be a good business for the two? I think so. There is a point upon which I am very strong, and that is that we want in Melbourne and Sydney, at any rate, a Government agency. They have a New Zealand and West Australian Government agency, and I believe there is now a New South Wales one. People in Melbourne, say, want information regarding Tasmania, and they will go to the Union Company or Huddart, Parker's offices for information, but a tourist association officer, if spoken to for five minutes, would probably clinch the people at once in regard to their visit to Tasmania. And another thing, the agent there could represent Tasmania in conferences and other matters, which would be very useful.

The witness withdrew.

GEORGE EDWARD HARRAP *called and examined.*

Mr. Harrap made the Statutory Declaration.

4113. *By the Chairman.*—What is your name? George Edward Harrap.

4114. You are a merchant residing in Launceston? Yes.

4115. In order to give you an insight into the business of this Committee I will read you the order of the House of Assembly [read to witness]. Now I will ask you if you have a personal or a general knowledge of any feeling of dissatisfaction on the part of the mercantile community with regard to the steamship services between Tasmania and the mainland? Yes; I am aware of it.

4116. Have you been associated as a member of a public body with other members of the mercantile community in making representations to the shipping companies regarding the insufficiency of the service? I have.

4117. Therefore I take it you are of the opinion that room for betterment exists? Yes; I am.

4118. Would you be kind enough to indicate in what particular? In the first place, from a mercantile point of view we consider that facilities should exist for the transport of cargo between Launceston and Sydney.

4119. You are associated with the Chamber of Commerce, and have been its vice-president? Yes.

4120. Will you kindly proceed? From a mercantile point of view we have had in our chamber various discussions on the inadequacy of the service between Launceston and Sydney. We consider we should be given greater facilities in two ways—by an improved steamer and quicker sailings; that is what we want. I formed one of a deputation in Melbourne in June last, and laid that question before Huddart, Parker's and the Union Company's managers, and I said then, and I repeat it now, that the merchants here have been labouring under a disadvantage as far as the export trade is concerned. The class of vessel employed here we do not think suitable, although she has done good service in the past. She is out of date, and we brought to their notice the fact that vessels can now be built to carry more cargo and have greater speed, and draw less water, than the vessel now

employed in the trade. Given a vessel of that description we might have more trips during the year, and she would make better time, besides which her cargo capacity might be considerably increased. This question of cargo-carriage between Launceston and Sydney has been before every local body of the town for some years almost, and we have had deputations to the local management, but it has never got any further. Some time ago we got this—that the Union Company was desirous of parting with the ship that trades between Launceston and Sydney, and if they did so they would put on a vessel more in accordance with the requirements.

4121. Do you export agricultural products to Sydney? Yes.

4122. Have you been disadvantaged because of the matters you have alluded to? Yes; because of the uncertainty. There are times when the boat has been withdrawn for overhaul, and again her sailings are not numerous enough. We cannot hold produce for such a long time, and we often lose the market; and also, if we had greater facilities, a good deal of the produce now sent from our own commercial territory within a few miles of the city, to Devonport, would come this way.

4123. Are you disadvantaged on account of the competition as compared with the Victorian producer to the Sydney and Queensland markets? Naturally. They can get their produce in to compete with us in half the time that we can.

4124. And they send identical products? They do. In fact, Geelong is a large exporter of chaff, and so are we. They have opportunities almost daily of sending their stuff away, which we have not.

4125. So that the infrequent sailings and the transshipment at Sydney materially disadvantage you in regard to chaff for the Queensland market—that is, in competition with Victoria? Yes. But we do not do very much trade with Queensland direct. Sydney is the distributing centre, because if you endeavour to get a through freight to Brisbane the delays and difficulties are such as to make us to prefer to send to Sydney.

4126. Have you anything to say regarding the mail deliveries and services? That does not concern us as regards Sydney. We have the opinion here that our trade between here and Sydney would be materially increased with a better steamer and more frequent sailings. As far as the mails are concerned between Melbourne and Launceston, we would like to see a service maintained all the year round that would give us at least the same facilities as at present—that is a vessel arriving here early in the morning three days a week really means that they want two vessels of the same speed as the "Loongana"; certainly we want a better type of vessel than the "Rotomahana" to maintain a fair service.

4127. Owing to the geographical position of Tasmania the very best means of maritime transport are necessary? Absolutely.

4128. We never could have railway communication, of course, with the mainland, and therefore it is necessary for us to ask for the very best we can secure in the way of steamship services? I have been advocating that with these deputations to the companies, that we are entitled to better communication. It would put us on all-fours to some extent with the other States, which have railway communication between them.

4129. As a Launceston merchant you look forward to seeing a daily service between this port and Melbourne? I am almost certain it will come sooner or later, because our trade will warrant it.

4130. You think it a reasonable objective to work for on the part of the commercial individuals of the community, and generally? Most decidedly. I am almost certain in my own mind that the trade will warrant it, and the companies will have to do it for their own protection.

4131. We will have a passenger service, then, and a daily mail service? Yes.

4132. Have you anything further to say with regard to the service between Launceston and Sydney? You think a better class of boat is necessary, and more frequent sailings? Yes.

4133. And you look forward in connection with the Melbourne service to the putting on of another boat and more frequent sailings to give a daily service? Yes. There is one aspect of the Sydney trade which will be very important; that will be the fruit industry, where it would never do to have sailings only once a fortnight from here.

4134. As a commercial man, do you consider the mainland mail service satisfactory, as it is at present? The summer running is satisfactory, as it is carried out for the summer months.

4135. Is it unsatisfactory in winter? Yes. In winter time, of course, sometimes we have fogs in the river, which prevents the vessel getting up, but at the same time two vessels of the "Loongana" type should carry out a much more satisfactory service.

4136. May I ask if you consider the carrying out of this scheme of Harbour improvement as being likely to be beneficial to Launceston? Most decidedly.

4137. Are you a supporter of the scheme? I am.

4138. You consider it will materially advantage this port and Tasmania to have this harbour scheme carried out? We are the front door of Tasmania, and the bulk of the passengers will naturally come this way.

4139. We start off with the belief that the best steamship services between Launceston and Melbourne are necessary in Tasmania's interest. What means are favoured by you for bringing this better service about?—Are you in favour of subsidising the existing companies to such an extent as they deem satisfactory to justify them putting on another "Loongana"—are you in favour of the Commonwealth taking action, failing the companies, of their own volition, putting on better boats; or are you in favour of Tasmania taking action in the way of subsidising, or even putting on boats that are State-owned? You have asked me a treble-barrelled question. First and foremost I should rather see this carried out by private enterprise than by the Government, either of the Commonwealth or State. I think when these enterprises are carried out by the people whose business it is to run steamers, the public are more likely to be better served. The steamship companies have the experience, and know how to do it. I think arrangements should if possible be made with the companies holding the trade to give us the facilities for which we ask.

4140. We are a small State, and any attempts we might make might possibly involve additional taxation. Would you say the existing companies ought to be subsidised by the Commonwealth, rather than by our own administration? I have not thought very deeply upon that, but it seems to me at first sight it is a matter of proportion. The Commonwealth should, I think, assist in the matter, seeing we cannot assist ourselves in the way the other States do by railways, and probably the State could do something also.

4141. There is one feature of the matter I would invite your consideration to, as a difficulty in the handling of this question. There are two companies operating between Launceston and Melbourne, but it is stated by many witnesses that it is their opinion that competition is practically at an end between the two companies. What is your opinion in the matter. Can you seriously regard them as competitors? No; I cannot. They are separate companies we know, of course, but it appears to me that they are running in unison.

4142. They have made an amicable arrangement with regard to a division of the trade? As far as their charges are concerned they both run under the same conditions.

4143. And competition may be regarded as having ceased in the ordinary commercial sense? Yes; that is so.

4143A. What do you think of the freights and charges obtaining in connection with the service between here and the mainland States?—Do you regard them as unreasonable, speaking from the trader's as well as the passenger's standpoint? I do not think the passenger fares are unreasonable. One has to remember that the cost of running the ships has gone up considerably of late. Various restrictions are placed upon them now; wages have gone up, and the cost of building the ships has risen so that I do not think that the rates charged for passengers are excessive.

4144. What about the freight charges? The freights, I think, between Launceston and Sydney are rather high.

4145. I suppose you do not avail yourself of the "Loongana" greatly as the bottom in which to send cargo to Melbourne? Not a great deal, because speaking of the produce trade, it is mostly with Sydney. Occasionally we send to Melbourne, but there is not much time to do anything with the "Loongana" coming in in the morning and getting out in the afternoon.

4146. Sydney is the best Australian market for produce? Yes; and has been for some time past.

4147. Referring to the matter in connection with which I put you the treble-barrelled question; that is the most difficult feature of the whole inquiry—what is best to be done—and it is to the opinions of men like yourself that we look to assist us to come to a conclusion. You favour private enterprise? Yes; I do.

4148. You might reasonably ask the Commonwealth, as having greater financial resources than Tasmania, to subsidise private enterprise for a better service? Yes.

4149. Failing relief in that way, do you think the matter so important to Tasmania as to justify Tasmania herself approaching the companies and endeavouring to secure a better service, whether by subsidising those at present doing the trade, or offering a subsidy to invite competition on the part of another company?—Is it sufficiently important for the State to take action in this way, failing relief from other sources? I think an offer should be made to the existing companies first to endeavour to get them to come to some amicable arrangement, which I feel certain they would. I do not think it would come to whether the State would have to step in. It is a matter of sufficient importance for the State to afford a proportion of the increased subsidy if we are going to get the service we require.

4150. It has even been suggested that the matter is so vital to Tasmania's interests that a steamship company should be formed, in which the State could take a large block of shares. You believe that every effort ought to be made in order to get private enterprise to give us these increased facilities? Yes.

4151. And that drastic action should only be taken as a last resource? Yes.

4152. But you certainly think that increased facilities are necessary? Yes; I do; and they must come sooner or later.

4153. The interests of Tasmania demand that we should have better facilities? Just so. Our tourist traffic is worth a lot to Tasmania, and Tasmania ought to be a second Switzerland.

4154. As a property-owner here, you recognise the responsibility you may have to shoulder in connection with this scheme of harbour improvements? Yes; we have taken that into account.

4155. Do you accept that responsibility cheerfully? I do, personally.

4156. Do you think others view it in the same light? The majority of them do, I think, but, of course, there are some dissentients.

4157. Personally you are a warm supporter of the scheme? I am.

4158. And you are willing to accept such responsibility as may be imposed upon you in connection with it? Yes; I have signed a petition to Parliament asking Parliament to favourably consider the Bill.

4159. *By Mr. Sheridan.*—I understand you favour private enterprise? I do.

4160. Seeing that private enterprise has to such a large extent failed in the past in giving satisfactory facilities, would you not consider the question of the State or Commonwealth assisting, in the event of private enterprise not being able to be induced to put on a better service? I say as a last resource I should, but I think every effort should first be made in the other direction. I am certain that if the difficulties in the way could be removed, such as the cost of building another "Loongana," the companies would do it.

4161. All the witnesses we have examined have stated that private enterprise has failed to give a satisfactory service? Perhaps it has not had the amount of subsidy offered that was considered reasonable.

4162. Do you think, then, it is only a question of subsidy? I think so.

4163. You know that the present companies are subsidised for the mail service? Yes; I know that.

4164. Would you prefer a subsidy coming from the Commonwealth or the State? As a Tasmanian I would prefer it to come from the Commonwealth, by all means, if we can get it.

4165. You will understand that if a subsidy came from the Commonwealth it would be theirs to dictate terms as against the State? They would only be paying a subsidy for something that we want.

4166. In the event, then, of private enterprise not establishing a better service in Tasmania's interests, which would you prefer—the Commonwealth Government establishing a line of steamers, or Tasmania doing it? In that event I would prefer Tasmania. I would rather have the control in our own hands.

4167. You think it would be better in the interests of Tasmania itself? Yes. Tasmania knows better what she wants than the Commonwealth.

4168. In your business, if a line of steamers were established, trading between Tasmania and Queensland, calling at Sydney, do you think that would develop your trade? It would assist, but I do not think it would suit us to have a steamer going on to Brisbane in the place of a direct Launceston to Sydney service. It would take up too much time if the same steamer had to do the two services, but if an additional steamer, say, coming from Hobart and calling here *en route* to Queensland, it would be an advantage, but it would not do so as to do away with this direct service to Sydney. The time taken up is quite long enough to employ one ship in that trade exclusively.

4169. *By the Chairman.*—You would like communication with Queensland, provided it was an additional service? Yes.

4170. *By Mr. Sheridan.*—You think, then, that if a line were established between here and Brisbane it would probably increase your trade? Yes; but I do not want to forego the present Sydney trade. It would be specially favourable for the fruitgrowers and exporters of potatoes if these could go to Brisbane in the same bottom, as it would save time and expense.

4171. Do you consider the transshipment of potatoes at Sydney leads to damage? Yes; there is delay

and so many handlings, which cause deterioration. That would apply to apples and potatoes equally.

4172. Has the Chamber of Commerce ever approached any other company trading on the Australian coast to extend its shipping arrangements to Launceston? Not that I am aware of.

4173. Do you think it would be possible to induce another company outside those at present trading to share the trade? I do not think there is enough trade from this port to keep two companies going. There would not be sufficient back cargo. In time to come I am looking to the North-West Coast wanting Newcastle coal, and if ships come to Burnie with coal they could come and pick up cargo here.

4174. Do you consider the fares to Melbourne excessive? Not for the style of vessel and the accommodation provided. I am basing my conclusions on what I have had to pay elsewhere out of Australia.

4175. Supposing they were reduced to 30s., do you think it would result in a large tourist traffic? Naturally you would get an increase.

4176. Do you think, as a business man, that the increase would pay eventually for the reduction? Not with the present accommodation. Another boat would have to run, and I do not know that a reduction to such an extent as you indicate—30s.—would pay, because the expense of running ships is enormous now.

4177. I understand you to say you approached the present companies with a view of better facilities? Yes.

4178. What reason did they give for not giving them? They had not the boats. That was the principal reason.

4179. Would not an enterprising firm like their's put on other boats if the trade warranted it? At the present time the cost of building has augmented so considerably that I think I was told they could not get boats for within 40 per cent. of the cost of two or three years ago. What with the industrial unrest at Home, some of the yards would not undertake an order at all. No doubt if they could have built at a reasonable cost they would have done so.

4180. *By the Chairman.*—They did not make any animadversions upon the trade itself? No; they simply said it was a lack of boats.

4181. *By Mr. Valentine.*—Do you think with better facilities for getting the produce away to Sydney it would bring about an increase in the amount of land under cultivation? Yes; I think so; and it would enable a merchant here to purchase with confidence in the markets.

4182. Do you know if producers are hampered in this way in Launceston—that they are sometimes unable to get space on account of preference having been shown to the merchants? My experience has been that when you know that vessels are coming here you make certain arrangements, and you go to the company, and you are taken in rotation, as you come in. They will not promise you sometimes straight away. Sometimes, too, they will cut quantities down. The people in the country who do their shipping direct I do not think would be treated differently to anyone else.

4183. There is no preference shown to merchants? I do not think so.

4184. Would you favour a line similar to the A.U.S.N. Company making Launceston a port of call, which would give you another line without losing your direct service? It would be an advantage, certainly, to come here and then to Sydney, and on to Brisbane, and take the stuff in one bottom without transshipment.

4185. Do you think such vessels would be patronised? For Brisbane cargo I think so, and for Sydney cargo, too. There was some talk here about the company boycotting people who shipped by another boat on one occasion. I shipped by it, and

have never found that the Union Company have made any difference to me. I think everyone would be treated all on the same lines.

4186. *By the Chairman.*—Big commercial concerns have no time for little animosities of that sort? No; of course not.

4187. *By Mr. Valentine.*—Do you think the State would be justified in paying a subsidy to such a company to make Launceston, and perhaps other ports in Tasmania, ports of call? If the present people will not do anything to assist, I think the State would be, but I should like the present traders to have the position put to them, and if they will not do what is wanted you would be justified in going outside.

4188. *By the Chairman.*—You have no knowledge of any association or combine on the part of the produce merchants of Launceston to get all the space in the boats to the exclusion of the farmers? There is none whatever; I should probably have been invited to join if there had been.

4189. There has been nothing in that way, to your knowledge, operating against the interests of the farmers? Nothing whatever that I am aware of.

The witness withdrew.

ALFRED CHARLES FERRALL *called and examined.*

Mr. Ferrall made the Statutory Declaration.

4190. *By the Chairman.*—Your name is Alfred Charles Ferrall? Yes.

4191. What is your occupation? I am manager of the Tasmanian Soap and Candle Company.

4192. Have you any reason to complain of the insufficiency or irregular running in connection with the steamship services between here and the mainland?—Do the shipping services, at the present, adversely affect your trade in any way? Not so much lately as in the early part of the season.

4193. Have you any specific instance in which you have been disadvantaged you can tell us of? There was one occasion when we were importing perishable goods—Swallow and Ariell's biscuits and cakes.

4194. They were not landed, is that it? No; they were taken back.

4195. Does that taking back vitiate your insurance policy? I understand that goods are only insured for a specific trip, and if taken back it is at our risk.

4196. Is it a serious inconvenience to have goods carried backwards and forwards? It means a dead loss very often.

4197. How often have they been carried backwards and forwards before being redelivered? Twice; on one occasion, in particular, last December we had them taken twice, but as a rule it is only for one trip.

4198. That was an exceptional case? Yes.

4199. Generally speaking, they are taken back to Melbourne, and delivered on the succeeding trip? Yes.

4200. Have you any complaints in regard to freights? Comparing it with Hobart they are unreasonable. In Hobart they have the ketches coming into competition, and they can get wax, for instance, from Melbourne for 8s., against our 11s. That is not the steamer freights; they have competition in the ketches.

4201. Is there any marked discrepancy between the steamship freights? I believe the freight to Hobart is 13s. 6d. and to Launceston 11s. Taking the mileage into consideration it is a disadvantage.

4202. Are there no ketch freights between here and Melbourne? No; on the coast they have an 8s. freight from some of the coastal ports.

4203. Do you import from Sydney? Yes.

4203a. Have you any reason to complain of the Sydney-Launceston service? No; except that we want a more frequent service.

4204. To what do you attribute this non-delivery of importations from Melbourne? The vessels do not remain long enough at the wharf.

4205. If there were two "Loonganas" would it be obviated? It would get over the difficulty straight away. Sometimes through bad weather and fog, instead of arriving at 9 o'clock the steamers reach here at 11 o'clock, and leave again at 3 o'clock, having not time to load or unload.

4206. The stuff is not taken out of the bottom at all? No.

4207. If there were two vessels she would remain here all night? Yes.

4208. *By Mr. Sheridan.*—Could you give any idea if the fares and freights were reduced what the result would be—do you consider the passenger fares high? Yes; they are excessive. The freights are too high, too. During the summer the service is satisfactory.

4209. Do you do any trade between here and Sydney? Only in the importing.

4210. Where do you export to? There is none at all. They have a lower freight from Melbourne to the Coast than that from Launceston to the Coast. We are handicapped there.

4211. From your experience as a business man, have you heard any complaints as to the fares and freights being excessive? Yes; everywhere.

4212. Do you think if the fares were reduced, say, to 30s. return, it would result in a large increase in the traffic? I think it would be 50 per cent. at the very least.

4213. And if the trade increased 50 per cent. as a result of the reduction, would not that necessitate more steamers? Yes; I think there is room for another steamer now.

4214. What about the winter service? It is all right in the winter, but now the trade has considerably increased this last five years since the "Loongana" has been running.

4215. *By Mr. Valentine.*—The trade between Melbourne and Launceston is essentially a passenger one? It is both, but passenger principally, I suppose.

4216. The freight, I suppose, in the busy time is really a secondary consideration? Oh, no; there is a fair amount of freight.

4217. What is the explanation given for the non-delivery of goods? That they have not time to unload, and they must keep up to their time-table; it is an express service.

4218. Would not that obtain if you had a daily service? No; because there would be less cargo to take out, and more time would be given naturally, unless the cargo increased very largely, too.

4219. Is there any competition at all in the freight from here to Melbourne? There is another company running, but it is all the same freight. But a ketch is running now, which has reduced the freight by ketch to 9s.

The witness withdrew.

FREDERICK ARTHUR EDGINTON *called and examined.*

Mr. Edginton made the Statutory Declaration.

4220. *By the Chairman.*—Your name is Fred. Arthur Edginton? Yes.

4221. What is your occupation? I am a member of the firm of Edginton and Henty.

4222. You are merchants? Yes.

4223. Do you deal in lines of agricultural produce? Yes.

4224. Do you export to the Sydney market? At times we do, and we import from Sydney and Melbourne.

4225. Are you aware of any dissatisfaction expressed by commercial men with the existing steamship services? Yes.

4226. Has your firm any reason to be dissatisfied with the services? The Sydney service is not such as is good for the State now.

4227. You regard it as inadequate? Yes; absolutely.

4228. Would you say the sailings of the vessel are too infrequent? Yes; and the boat is not suitable either for cargo or passengers.

4229. In what way is she unsuitable for cargo? She will not carry enough, and her running is infrequent.

4230. Is there a sufficient volume of exportation at times to fill the vessel and leave something over? Yes; and there is a lot of stuff that should go from the port of Launceston, owing to the infrequent service, is carried from Westbury and those places right to the coast, whereas if we had a weekly service it would come this way.

4231. You say that owing to the infrequent sailings of the vessel the trade that should naturally concentrate in the port of Launceston is diverted to other ports? Yes. Everything has been done by the company to make it that way. Devonport is an easy port to get in and out of, and they like dead cargo to go down there.

4232. You regard the vessel as antiquated in regard to proper catering for the passenger traffic? Yes; she is out of date, and was 20 years ago; that is the "Wakatipu."

4233. What articles do you import? All kinds of groceries; we are wholesale grocers as well as grain merchants.

4234. Have you exported agricultural produce to Queensland? No.

4235. The matter of the transshipment of produce at the port of Sydney for Queensland does not affect you? No.

4236. Other witnesses are particularly desirous of seeing a service established that would obviate transshipment at Sydney. That does not affect us.

4237. Have you anything to say regarding the freight charges? At the time of the drought before last I shipped a lot of stuff to Sydney, and the freight we will say, was 12s. a ton. I wanted a special boat to complete contracts, and I had to pay 25s. a ton to get the stuff away.

4238. Did you charter a special boat? Yes; with another party.

4239. Was it a Union Company's boat? Yes; they did the business for us. We could not go anywhere else, as no other company could come in.

4240. Do you presuppose the existence of some arrangement by which the trade is parcelled out? Unquestionably. I reckon one company will say, "do not touch our ground and we will not touch yours." My idea of the Union Company is that it has never done anything to develop Tasmania.

4241. You subscribe to the opinion that if better facilities were provided there would be increased exportation of products and considerable development of the tourist traffic? There can be no question of it. I do not think Tasmania realises the asset she has in her own climate. I know for a fact last year at Burnie there were some people, some of whom came in the "Oonah," who could well afford to pay the fare, and two girls had to come in the one bunk because there was not sufficient room.

4242. Do you regard this matter of shipping communication with the mainland as particularly important to Tasmania? I think it is her very life, as she is situated,

4243. Would any forward step made by the State in regard to the provision of a better service meet with your support and approval? Yes. Take the fares, for instance. Say the Tasmanian Government went to the company, and said, "you reduce your fares £1 and we will subsidise you 10s.," then you would find there would be many more people travelling.

4244. In regard to the bettering of the service, do you favour the Commonwealth subsidising, or the Tasmanian Government offering a subsidy, or attempting to induce other companies to come in? Other companies may come into the trade, and there would be a bit of negotiation, and then they would become as bad as the others after a while. If it is good enough for the State to run the railways, why not the boats, too.

4245. You are in favour of the State or the Commonwealth taking action in this matter? Undoubtedly. The Union Company has not done anything especially for Launceston to develop the trade; it has done something for the coast, I admit.

4246. If it came to a question of the Commonwealth providing a national service between Melbourne and Tasmania, or the Tasmanian Government providing it, which would you prefer?—Do you think Tasmania's interests would be better looked after by Tasmania itself? It depends upon the way it is worked; if it is not for a profit-making business I should say let the State do it.

4247. It would be necessary to make the business pay to avoid taxation, for if a loss were made that loss would have to be made up out of revenue? But that would be made up by increased trade indirectly.

4248. But the administration takes into consideration that the taxpayers grumble loudly at the imposition of direct taxation, and although this service which the State might establish may perhaps be of indirect benefit to Tasmania, if it resulted in a direct loss we would be face to face with the problem of direct taxation? Well, what about the railway. We have railways going twice a day to the coast, yet all the trade is brought there from Melbourne. There must be something wrong with the freights. We can get stuff out from England by boat, but cannot sell it on the coast. I say if you are not better off, and manage your shipping in the same way as the railways, we will still remain as we are.

4249. You mean that the railway policy is not such as to tend to develop the intercolonial trade of the State? That is right.

4250. The people in the other States are clearly advantaged because we are handicapping ourselves in the way we are running our railways? That is so.

4251. You will understand that in the interests of the State where direct taxation is already heavy it is vital that a State-owned steamship service should not show a direct loss? I say the benefits that would accrue would more than compensate for any small loss on the other side.

4252. You mean if a State-owned service were run on liberal lines you personally would not mind—that is your attitude? Yes. We would bring more tourists here, and although we might lose the subsidy we would consume more stuff, and so on.

4253. But if you were Treasurer you might find yourself in an awkward position in having too many direct losses to make up? I should think it would be on the other side.

4254. If a State-owned service were run on liberal lines to develop the State, you would not mind the balance-sheet disclosing a direct loss? Absolutely none whatever.

4255. You believe it would be outweighed by the indirect benefits, which would be numerous? There is no doubt about it,

4256. As between the Commonwealth and the State owning such a service, which would you prefer? If they were to manage it on the best lines I should say the State.

4257. You believe that the State would run the service more in Tasmania's interests? I should think so.

4258. *By Mr. Sheridan.*—You spoke of subsidising the companies even to the extent of 10s. per passenger? Yes.

4259. Do I understand you prefer the State subsidising the companies to entering the business herself? No. I tell you candidly we have never had anything done by the Union Company.

4260. You do not advocate the State or the Commonwealth Government subsidising the present companies? No; let the State run it herself. She runs the railways, so why not the boat?—I take it the ferry service is simply a connecting link with our railways.

4261. Do you carry on trade with Queensland? No.

4262. Suppose there were a direct service established between Tasmania and Brisbane, would that develop trade with you? No. From Launceston, I think it is chiefly potatoes go to Queensland. Ours is more of an importing trade, and we do very little exporting.

4263. You consider the present fares and freight's excessive? Yes; it is 50s., for about 12 hours. I remember when a boat came here at one time for 30s., and she came loaded every trip. That was when Huddart, Parker's first came into the trade.

4264. If you consider the traffic from here to Victoria such a profitable one, can you account for the present companies not putting on a better service? I suppose the "Wakatipu" has been in the Sydney service for 20 years. Either she was too good for the trade when she started, or is far behind it now, because there is no doubt things have gone ahead very much.

4265. You think, then, on the whole, that the present facilities afforded by private enterprise are entirely inadequate for Tasmania? They are not worked to develop Tasmania, but simply for the company. If the State had it she would take both sides into consideration.

4266. *By Mr. Valentine.*—You favour a State-owned line of steamers? Yes.

4267. I suppose you have considered that if the State went into the venture like this she would have strong opposition from the companies? Yes.

4268. Do you think that you, with other merchants, would give your trade to the State-owned service? I think so. That argument shows they are just trying to keep another company out of it.

4269. There would be a war of freights, but you think the merchants would support a State-owned line? Take, for instance, the freight to Launceston: you start at about 10s., and then the company come to 8s., and you have to come down to 8s. You would have to fight them, and would squeeze the Union Company out very soon; that is all other things being equal.

4270. You spoke of the companies catering better for Devonport than for Launceston? Yes; because the freight pays them better, as it is dead weight.

4271. Are the freights cheaper to Devonport than Launceston? It is a cheaper port to get in and out of. I do not think the dead freight is any different in price.

4272. The fact, then, is that you would have better facilities if this port were not so difficult to work? But this port has a decent trade. She has a rich country round. Those ports get no service at all after the season is over. They get no inward cargo like Launceston. The "Oonah," for instance,

will bring 150 tons from the other States, whilst the "Loongana" brings 400 tons to be distributed.

4273. *By Mr. Sheridan.*—Mr. Valentine spoke of a freight war being likely to occur in the event of the State becoming a competitor in the shipping trade? Yes.

4274. Do you think, seeing the finances of the State of Tasmania, she could stand that? I do not think the fight would last. If you come down to the other man you get the trade, and if you get it you will wipe them out.

4275. You think the majority of the tradespeople would do business with the State-owned line even at the same freight? I think there could be no question about it.

4276. With regard to the tourist traffic, do you think if the fares were reduced to 30s. it would increase largely? Of course it would.

4277. Would a weekly service between Launceston and Sydney pay, in your opinion? I do not know that it would straight off, but it would work up to a payable concern.

4278. Do you know whether the boat goes away now with the fortnightly service full of cargo? She can fill up every time with outward cargo. With a service like that at present—fortnightly—with an occasional trip skipped out, a man does not know what he is going to do.

4279. *By Mr. Valentine.*—Would you favour another company being encouraged to come in? They would get in, no doubt, but after they started they would combine, and we would be where we are.

4280. But there would be an extra boat running? Yes; but at the same time, an outside company would run its boats to suit itself, and not for the benefit of the State. Failing the State doing it, I would say get another company.

4281. *By the Chairman.*—You regard an improvement as imperative? Yes; absolutely.

4282. And you would favour any action on the part of the State that would bring it about? Yes; I certainly would.

The witness withdrew.

JOHN BLYTH HAYES *called and examined.*

Mr. Hayes made the Statutory Declaration.

4283. *By the Chairman.*—Your name is John Blyth Hayes? Yes.

4284. What is your occupation? I am a farmer, living in Scottsdale.

4285. I will read to you the Order of the House of Assembly appointing this Committee [read to witness]. Have you from time to time become personally aware that certain public bodies and representative people were making representations to the companies owning the lines of steamers trading between here and the mainland regarding the insufficiency of the service? Yes; I know it has been done.

4286. As a primary producer, residing in the northern eastern district of Scottsdale, have you any remarks to make in regard to the steamship services between Tasmania and the mainland States?—I have a recollection of your giving evidence in connection with the Anderson's Bay Select Committee inquiry, and if my memory serves me right you spoke of the infrequency of the steamer service between Launceston and Sydney operating to the disadvantage of producers like yourself? In some agricultural produce it is essential we should have frequent transport from Launceston, which at present we do not have. Sometimes during the year there is a month goes by and no steamer, and it very often results in bringing a much lower price for our produce. From Scottsdale

it is 47 miles to Launceston and 80 further to Devonport, and it is not unusual for us to have to send to Devonport to get our produce shipped.

4287. Because of the superior shipping facilities there? Yes.

4288. Have you sent any agricultural produce to Sydney? Yes.

4289. What items? I have sent potatoes and other things occasionally, but as a rule we find it better to sell to the merchants and let them take the risk of shipping.

4290. Has that course been forced upon you? Yes. I think it better for the farmer to keep the produce in as few hands as possible, consequently it would be better for him to ship, if frequent facilities were provided, such as they have on the North-West Coast.

4291. You have some knowledge of this projected scheme of harbour improvement for Launceston? Yes.

4292. In a general way, is that project viewed with favour by the people of the north-eastern districts of Tasmania? If you speak of the north-east of Tasmania, pure and simple, we are up against the fact that we are trying to get a harbour of our own, and consequently there would be a line, including us, in the Scottsdale area, and we would not care to pay for the two schemes; but looking at the Tamar scheme from a broad point of view, it is a large amount of money, but I think it is fully justified, and if the Board goes on with it the country is behind them.

4293. Your principal objective as an agriculturist in the Scottsdale area is, of course, the obtaining of shipping facilities at a port nearer to Scottsdale than Launceston? Yes; at Anderson's Bay; and we realise the fact that we will have to pay, and consequently are not pushing the Tamar scheme as we would if there were not a chance of getting our scheme. Although we regard the Launceston scheme favourably, we look upon that of Anderson's Bay as the most important for ourselves.

4294. You have a port at Anderson's Bay for interstate shipping; the establishment of a deep-sea port at Bell Bay would facilitate the development of your district, would it not? That is a very big question. Tasmania is a small State, and we have a splendid port at Hobart, and speaking of fruit I foresee great difficulties in having two lines for fruit running from Tasmania. I do not think Bell Bay would ever take our fruit away from the Hobart wharves. We can do better by sending our fruit to Sydney *via* Hobart than *via* Launceston. They cater for it in Hobart, and everything seems to be better, and the railway freights are no higher. This is only a small State, and our fruit only goes 140 miles or so, whilst in America fruit goes 3000 miles. I can foresee great difficulties in two fruit ships landing their fruit in London at the same time.

4295. As this inquiry is principally concerned with the shipping facilities and the interstate service we will confine ourselves, of course, to the interstate trade as much as possible? I was really speaking previously about the big bottoms.

4296. You regard the establishment of a port at Anderson's Bay as vital? It is vital to our living.

4297. It would operate in the development of your district as much as the establishment of a port at Burnie has operated for North-West Tasmania? I think so. I think we have room for another Devonport at Anderson's Bay. I have not an acre of land there myself, but I believe it would be to the advancement of the district. Chaff, timber, and potatoes, especially, will not stand the heavy rail freights and the lumping about for many miles.

4298. We have had it in evidence that the disabilities imposed upon the producers here are largely in that the produce is bulky, and they want satis-

factory shipping space, and so on. Have you ever sent chaff to Sydney? My chaff has gone there, but I have not sent it myself.

4299. Have you experimented in regard to the Queensland market with produce from your district? No; but I know from others that it goes to Queensland, and it would be much better if we could get it straight there instead of having it transhipped in Sydney.

4300. You think the transhipment in Sydney harbour is detrimental to the produce and the price? Yes.

4301. If a shipping service were established between Tasmania and Queensland, obviating that transhipment, do you think it would be availed of by the producers in your district? I am sure the fruitgrowers would avail themselves of it. I have heard over and over again from representative growers of fruit and potatoes how those products get knocked about in Sydney.

4302. These features of the matter I take it have your approval—the establishment of a service between Tasmania and Queensland? Yes.

4303. And that while you give a general support to the Bell Bay project, you believe the establishment of a harbour at Anderson's Bay is the first necessity? Yes; I do.

4304. Have you anything to say about the freight charges by the steamship companies on primary products? I think they are reasonable, considering that wages and expenses of ships are going up. Regarding the Anderson's Bay project, it is understood that the people of the district have signified their approval and their intention of paying for it. We have taken a vote on the subject, and will have to take another one. There are millions of feet of timber ready to be cut within a reasonable distance of the Scottsdale line at the present time, and that timber would have to be hauled 50 miles, while we could get it down in 14 miles.

4305. You consider that to develop the district through Anderson's Bay is taking the line of least resistance? Yes. There is another matter, too. The Forester Timber Company is running a tram into the virgin forest. They will have to build jetties at Bridport for themselves, and if we could only make a harbour we would get the revenue coming from that, and we would pay the interest on the harbour.

4306. You desire a harbour so that interstate shipping may call? Yes; as they have on the North-West Coast. We want you to look at the map and see the ports on the North-West Coast, and nothing on the north-east, whilst we maintain that the north-east is very little inferior to the north-west.

4307. *By Mr. Sheridan.*—Suppose the Anderson's Bay scheme is not carried out for some time, and that a State-owned line of steamers or another line were established between Tasmania and the mainland ports for the purpose of developing Tasmanian trade, how would that affect your interests round about Bridport and Scottsdale? If the Anderson's Bay scheme is not carried out and you can give us a more regular and more frequent service from Launceston, it might do good, but there would be difficulties in the way. It is the long rail freight that prevents us getting our produce away. We could keep a line of steamers going from Bridport, but we could not keep it going with the present railway. The distance prevents a large amount of produce being grown that otherwise would be grown.

4308. Have you considered the possibility of railway communication between Bell Bay and some point on the Scottsdale line? I have not been through the country, but I have heard it said that it would open up a lot of good land. It would go down by the

Piper, which is a good farming district. I do not know enough about the Bell Bay scheme to give you a straight-out answer.

4309. Suppose a line of steamers were established providing a proper and adequate service—suppose the State itself established a line of steamers calling at Bell Bay, would there be any reasonable chance of securing the Scottsdale trade from Bell Bay? No.

4310. Or from Launceston? The position is this—in producing stuff for the interstate market a railway from Karoola to Bell Bay would do no good, because it would simply be adding on to our freight. I would sooner have Launceston than Bell Bay for potatoes and oats. The latter would be longer.

4311. *By Mr. Valentine.*—If you look at it on the chart you will see that it will only add about 5 miles? I have not gone into it closely, but I should have thought it a lot more. If you put on an interstate boat it would come to Launceston and pick up something at Bell Bay as it passed, and it would not be worth our while to send stuff that extra 5 miles and make a new railway to do it. It would be only for big bottoms.

4312. *By Mr. Sheridan.*—With regard to fruit, can you tell us that as far as fruit is concerned it pays you better to send to Hobart than to Launceston? I could give you an instance where it has paid better. There is a good percentage goes to Hobart from Scottsdale for Sydney.

4313. If extra steamers were put on at Launceston for the purpose of working up the fruit trade, you think it would not have very much effect on the Scottsdale district in that direction? While the railway freights remain as they are for fruit—there is a kind of zone system, and the charge is 5d. a case—and it is 5d. to Launceston, so that we can pick out the best port, and Hobart pays as well as Launceston.

4314. What about potatoes? Devonport is the potato centre, as Hobart is the fruit centre. It pays us to send sometimes our potatoes to Devonport. If you want to make a line of steamers to benefit the fruitgrowers you should improve the Hobart service.

4315. *By the Chairman.*—That is a particularly cogent argument, but it would hardly apply in regard to other products? No.

4316. *By Mr. Sheridan.*—Is there much fruit grown in Scottsdale now? I think last year there were from 30,000 to 40,000 cases sent from Scottsdale. It is coming by leaps and bounds. I know the district, and I consider it is as good as Bagdad and other places like that. For the last four years one man has picked from 600 to 800 bushels of apples off 1 acre, and has got up to 10s. a case. They were Jonathans.

4317. *By Mr. Valentine.*—I suppose there is no trade from Anderson's Bay at present? There is a railway finishing there, and the object of that is to send timber to the mainland. There is wool going away, too, and people are talking of carting their own produce to Anderson's Bay with bullocks.

4318. Could not stuff be taken round to the Bell Bay port from Bridport? Bell Bay is more for the oversea business, and for fruit it may be that two lines coming, one to Hobart and one to Bell Bay, that two boats might land their fruit in England at the same time.

The witness withdrew.

ALEXANDER COPLESTONE *called and examined.*

Mr. Coplestone made the Statutory Declaration.

4319. *By the Chairman.*—What is your name? Alexander Coplestone.

4320. What is your occupation? I am a pastoralist, residing at Scottsdale.

4321. Are you aware that from time to time there has been a feeling of dissatisfaction on the part of Tasmanian mercantile men and primary producers with regard to the interstate shipping services? There is such a feeling among agriculturists.

4322. Do you go in for agriculture at all? Yes; but not so extensively as I did.

4323. Speaking in regard to agriculturists, what is the cause of their dissatisfaction? As far as I am concerned, I speak from a north-eastern point of view. I am a resident there, and more closely in touch with the requirements of that particular place. We have found that up to the present we have a very unsatisfactory service between Launceston and Sydney, inasmuch as when a call has been made upon the service here that the steamer would often go to the other ports on the North-West Coast, and miss a shipment here. When we did grow agricultural products the goods would often be put in the bottom of the steamer and go round the North-West Coast, finishing at those ports, and then go to New South Wales, and the produce put in last would come out first. Our goods would then come out at the tail end of the market in rather a bad condition, and in that respect I believe the Scottsdale produce has been classed as inferior to that of the North-West Coast, simply because it did not arrive in the same condition.

4324. That was owing to the fact of the conditions of transport? Yes; and, again, repeatedly goods have been shipped right through to Devonport instead of to Launceston, so that they might get to the market earlier. As far as we on the North-East Coast are concerned, there is a considerable area there that could cart to Anderson's Bay as easily as to the railway—from Jetsonville, for instance.

4325. Touching on this matter of harbour accommodation, as related to the shipping facilities, what is the attitude of the people of your district regarding the project of the improvement of the port of Launceston? I think everyone advocates it for all he is worth. We look upon it as a deep-water port, and we would be in the same position relatively to that as to Sydney and Melbourne and any other market. If we had a port in Anderson's Bay we could ship to the deep-water port at Bell Bay for the ocean liners. I have never heard anyone speaking against the proposed scheme.

4326. You believe it means putting you in touch with deep-sea shipping? Yes.

4327. Do you regard the establishment of a port at Anderson's Bay as very important in regard to the development of the north-eastern district? Yes. We are sending away on the other side of the Tunnel station nearest Scottsdale something like 12,000,000 feet of timber; that is without the Forester Settlement and other mills on the coast. With shipping facilities there are large areas of country lying idle through Branxholme and up towards the Star of Peace Mine, with plenty of timber. There is enough timber to keep the North-East Coast, at the present rate of output, going for another 50 years. The distance of transporting it to Bridport would be considerably less, and there would be, I anticipate, a good grade there, while at present it is very heavy to Launceston. I take it that an interstate port at Bridport would so much increase the prosperity of the district that any loss Launceston would make in heavy goods would be made up in passenger traffic and other things from that district.

4328. In regard to this harbour establishment business, I understand the people generally, although favouring the scheme, find a little conflict of interest regarding the definition of the ratable area. You want a certain area of country to be included in the

Anderson's Bay part of it? Yes; that is from the mouth of the Little Piper to run through about Wyena. Our area does not come quite so far as Lebrina. It would be north of Lebrina; Wyena would be about our boundary at present. I think the Launceston Marine Board is asking for the whole of the Lilydale municipality, and that runs up close to Granite Point.

4329. You are not at all hostile to the Launceston project, but want a certain area reserved for the Anderson's Bay project? Yes; as outlined by the Harbour Trust.

4330. Therefore the Anderson's Bay Harbour Trust would include a very sparsely settled section of the Lilydale municipality? Yes; that is so.

4331. Have you ever sent produce to Sydney? Not directly, but I have through agents.

4332. Have you ever sent any to Queensland? No; I have never shipped to Queensland.

4333. Do you think the establishment of a service between Tasmania and Queensland, which would obviate transhipment at Sydney, would cause the producers of your district to try the Queensland market? Yes; if the market warranted it. With better facilities offering we would know where we were. We do not think the present output is the capacity of our district. There are thousands of acres equal to producing anything required, which could be opened up with better facilities. I might say, so far as the Launceston scheme is concerned, I am pretty closely in touch with a large area of this country in the North and South Esk, and there is a large area capable of producing a great deal more than at present. In my estimation that country should contribute towards the cost of this harbour.

4334. Do you think the development of this Launceston scheme will stimulate production in the north-east and the country you have just referred to? I am confident it will.

4335. Your attitude, then, towards the Launceston scheme is not one of hostility, although you want a harbour in your own district? No; we want to see it go.

4336. Because it will ultimately lead to the establishment of better steamship services to the mainland markets? Yes; and also to the ocean liners.

The witness withdrew.

SATURDAY, DECEMBER 7, 1912.

CLYDE BURTON BLACK *recalled and further examined.*

Mr. Black made the Statutory Declaration.

4337. *By the Chairman.*—The evidence you will give, we understand, will be supplementary to that already given, and will still be under the declaration you previously made? Yes.

4338. I understand you are so enthusiastic in regard to this matter as to desire to supplement your evidence, and that you are ready to give additional information to the Committee, which you think may be of value? Shortly before giving evidence on the last occasion I obtained from the Statistician's Office the number of arrivals in Tasmania, as well as the departures from the State, for the year 1911. I was informed that 41,503 persons arrived in the State, and that 45,664 departed, making the total 87,167, of which number I knew some 3000 to be from places outside the Commonwealth. It subsequently occurred to me that the transit passengers for other ports who stayed no longer than their ships might be included in these figures, and could not, therefore, be rightly taken into consideration when computing the interstate traffic. On enquiry

I found this to be so. I have looked into the figures, and the following is the approximate position as regards the interstate traffic:—Arrivals—from New South Wales, 7095; Victoria, 29,909; Queensland, 22. These 22 would probably be direct passengers by the mail boats, and the actual number from that State would probably be more. That makes a total of 37,026. Departures—for New South Wales, 8864; Victoria, 27,576; South Australia, 22; Western Australia, 32; total 36,494. The total interstate traffic was, therefore, 73,520 persons, which included 556 passengers landed at Hobart by the apple boats, and the following passengers in transit for other ports by vessels calling at Hobart:—By the apple boats, 5898; by the Union Company and Huddart, Parker from New Zealand to Melbourne, 5000; by the Union Company and Huddart, Parker, Melbourne to New Zealand, 3900; or a total of transit passengers of 14,798. These have to be counted outwards as well as inwards, making the actual Tasmanian interstate traffic, with the deductions, say, 43,924, which is a very considerable volume. These figures are as complete as it is possible to get them. They were asked for last time for each of the different States, so I took them out. I believe that the figures which were published the other day showing the number of passengers carried between Launceston and Melbourne for the 12 months are approximately correct, the number being given as 39,474. The total between Sydney and Launceston since the 1st January last was 1802. I thought that perhaps you would like to have the return fares, compared between Hobart and the other capitals of the States, for instance:—

	Miles.	Fare. (First.)	Fare. (Second.)	Steerage.
		£ s. d.	£ s. d.	£ s. d.
Melbourne to Hobart	457	4 8 0	...	2 15 0
Sydney to Hobart	678	4 8 0	...	2 15 0
Sydney to Brisbane	510	5 5 0	2 12 6	...
Adelaide to Melbourne	508	4 4 0	2 12 6	1 1 0*
Melbourne to Sydney	564	4 4 0	2 12 6	1 1 0*
Adelaide to Sydney	1072	7 7 0	4 19 9	2 2 0*
Adelaide to Brisbane	1582	12 12 0	7 12 3	2 17 9*
Launceston to Melbourne ...	277	2 12 6	...	1 11 6

* Single.

There are three classes on several of the Australian coastal steamers, and I am informed that the second saloon accommodation of some of them is equal to, if not superior to, the first saloon in steamers exclusively employed in the Tasmanian trade. It will be noticed, too, that the saloon fares to Hobart from Melbourne and Sydney are higher than between Melbourne and Adelaide and Melbourne and Sydney. I know that on one occasion one of the boats now running to Western Australia was put on the New Zealand-Hobart-Melbourne service temporarily, and her second-class accommodation was so good that they would not issue any tickets for that class at this port, because if they had the probability is that there would have been no applications for first saloon accommodation at a higher fare.

4339. How long ago was that? It might be three or four years ago. I mentioned that just to show you how superior the second saloon accommodation is on the Australian coastal steamers with a return fare of £2 12s. 6d. between Brisbane and Sydney, Melbourne and Adelaide, and Melbourne and Sydney, as compared with the saloon fare of £4 8s. on an inferior class of steamer from, at any rate, Sydney to Hobart.

4340. Those are the return fares? Yes. In the Australian coastal trade they have very fine vessels, some of them 6000 tons and up to 7000 and 8000 tons, and there is a boat coming out of nearly 10,000 tons, so that in the tourist traffic we have very strong com-

petitors with that class of boat at the cheaper fare. They have spacious promenade decks and other comforts. As against these up-to-date boats we have to compete with the following vessels exclusively employed in the Tasmanian trade:—

“Loongana,” 2448 tons, Melbourne to Launceston, eight years old.

“Paloona,” 2771 tons, Sydney to Hobart, 13 years old.

“Westralia,” 2884 tons, Sydney to Hobart, 15 years old.

“Oonah,” 1757 tons, Melbourne to Burnie and Devonport, 24 years old.

“Wainui,” 684 tons, Melbourne to Hobart, *via* Strahan, 26 years old.

“Rotomahana,” 1777 tons, employed for a portion of the year between Melbourne and Launceston, and in the crush of the tourist traffic, 33 years old.

“Wakatipu,” 1945 tons, Sydney to Launceston, 36 years old.

4341. Those are the boats we have in our trade, as compared with those you have mentioned as being in the coastal trade of the other States? Yes. I have already said we have a good class of boat in the Melbourne direct service.

4342. Which is the 10,000-ton boat? That is the “Indarra,” for the A.U.S.N. Company. The “Loongana” is the only vessel specially built for the Tasmanian trade.

4343. *By Mr. Valentine.*—The “Pateena” was built for the Tasmanian trade? Yes; and so was the “Oonah,” but they belonged to the Tasmanian Steam Navigation Company. I am now speaking of the companies at present conducting the services. I remember when I first suggested, through the “Mercury,” the running of a turbine steamer between Melbourne and Launceston. The then manager of the Union Company said the proposal was ridiculous.

4344. *By the Chairman.*—Were you the first, publicly to propose that? Yes; and the manager said in the face of the “Pateena’s” earnings she could not possibly pay. He said the trade was not there to be developed. Two or three years after the “Loongana” was running, and after being in the service a few years, another manager of the Union Company told me that she had far exceeded their anticipations. It seems to me that they take too gloomy a view of Tasmanian affairs. There is no bold and enterprising effort to develop Tasmanian trade. A glance at the companies’ advertisements in the mainland papers is sufficient to show that. The fact that between 30,000 and 40,000 passengers have travelled between Launceston and Melbourne this year is one that speaks for itself. The “Loongana,” in my opinion, attracts the traffic very largely on account of her speed. As a matter of fact she is the fastest vessel in the Australian trade; that is a fact that is not advertised. In connection with the fares, I told you the saloon fare between Melbourne and Hobart and Sydney direct was £4 8s. return. If a man wanted to bring his wife and two children, one of the latter over 12 and the other, say, 12 years old, it would cost him £17 12s., a fare which, I think, is largely prohibitive, especially as regards passengers who have to travel from other States. If he wanted to take deck cabins he would have to pay 10s. extra for each person each way. That is between Melbourne and Hobart, but I do not think there are any deck cabins on the Sydney steamers. These high fares, in my opinion, divert traffic to the other States by better ships at cheaper rates.

4345. Have you any exact figures regarding the cost of the “Loongana,” or any of the other vessels you have mentioned? I believe it costs about £20 to £30 a ton to build a passenger ship. A great deal depends, of course, upon the style of the accommoda-

tion and the speed of the ship; but that is a rough approximate estimate.

4346. What is the tonnage of the “Loongana”? She is 2448 tons.

4347. I think it was stated it would cost about £80,000 to build her? That might be on account of the turbines.

4348. They were an innovation at the time of her being built? Yes. What they are going in for now as the most economical is the turbine and reciprocating engine combined.

4349. That is a combination of the old and the new systems? Yes.

4350. Is there any other information of particular value of which you have made notes? I have some figures in regard to the trade of Tasmania with the Commonwealth. The year 1909 is the last for which complete statistics are available, the Federal Customs authorities having ceased to collect them in September, 1910, and, unfortunately, our State Government has not yet taken any steps to collect this information, though such collection is continued by West Australia and New South Wales, the work in the latter State being undertaken by the New South Wales Harbour Trust. These figures show that the imports into Tasmania were—from New South Wales, £454,154 worth; Victoria, £1,827,302; Queensland, £12,730; South Australia, £92,394; Western Australia, £1274; and the exports—to New South Wales, £1,237,921; Victoria, £1,484,933; Queensland, £126,892; South Australia, £62,787; and Western Australia, £91,249. The total import trade was £2,387,854, and exports, £3,003,782; making a grand total of £5,391,636 worth of goods carried by the interstate shipping companies.

4351. That is really the value of Tasmania’s interstate trade? Yes.

4352. *By Mr. Valentine.*—Do those figures regarding Queensland represent the trade that filters through the other States? They represent the whole of the trade.

4353. But we are told that two-thirds of what goes to Sydney is distributed by agents? The amount I have given relates to the transshipments.

4354. So that the sum of £126,892 does not truly represent the value of the goods sent from here to Queensland? It represents, as far as can be ascertained, the whole of Tasmania’s dealings with Queensland. The goods must be transhipped, because there is no direct service. We hear a great deal about the New Zealand trade, while there seems to be a tendency to very much underrate the value of Tasmanian trade, but according to the New Zealand Year Book for 1909 the value of the New Zealand trade with the Commonwealth was £4,682,321, which shows that Tasmanian trade was greater by £709,325. You must bear in mind that the greatest distance that Tasmanian goods have to be carried in the direct service is 630 miles to Sydney, while from Wellington to Sydney the distance is 1239 miles, Auckland to Sydney 1281 miles, and from the Bluff to Melbourne, *via* Hobart, 1387 miles.

4355. *By the Chairman.*—So that our trade is fairly valuable? I suppose it is impossible to provide any analysis of the Tasmanian ports showing which are the ports of entry in regard to imports? It is not possible now to get at it, but under our own Customs system the Collector used to publish quarterly information showing the trade at the different ports of Tasmania.

4356. For instance, £126,000 worth of goods is consigned to Queensland? Yes.

4357. You have no knowledge which will give the information as to which of the Tasmanian ports this volume of trade was sent from? No.

4358. Was it from Burnie and Launceston, and so on? I could not give you that; the Union Company, of course, could do it.

4359. For the purposes of this inquiry it is very essential that we should be able to ascertain with which Tasmanian ports is the greatest volume of trade with any particular State? I am unable to give that.

4360. How have you collated your statistics? All from official sources.

4361. To which year do the figures regarding the interstate trade relate? To the year 1909, which is the latest available.

4362. Do you make the assertion that if we had the same exact figures for the subsequent years, for instance, that the volume would have increased considerably? I can give you the value for the previous years. The imports from the Australian States to Tasmania have increased in volume from £1,913,637 in 1905, to £2,387,854 in 1909, but the exports show a falling off. They were in 1905, £3,239,441, and 1909, £3,003,782; but in 1907 and 1908 the volume was greater.

4363. The volume of imports from the Commonwealth, as compared with 1905, shows a marked increase? Yes.

4364. But the volume of exports to the States of the Commonwealth does not show a corresponding increase? No; there is a decrease.

4365. What was the decrease? It amounted to £235,655.

4366. That may have been owing to some temporary trade fluctuation, or a falling-off in the harvest yield of some particular primary product? Yes. I have told you that the total interstate passenger traffic was 43,924 for 1911. The New Zealand traffic in 1908 was 58,237; 1909, 54,543; and 1910, 51,602; so they appear to be going back.

4367. That is including passengers to and fro? Yes; it would include some transit passengers, too. Of the £2,387,854 worth of goods which came from Australia, £965,442 worth were transshipments, and of the £3,003,782 worth exported to Australia £1,305,600 were transshipments; the total transshipments being worth £2,271,042. The question has been asked sometimes whether there was sufficient traffic for a direct service from Tasmania to the United Kingdom. The New Zealand Shipping Company and the Shaw, Savill Company, that maintain a fortnightly service from England to Tasmania on their way to New Zealand, in 1909 carried only £500,952 worth of goods out of a total of £2,271,000.

4368. And the inference is—? It would pay them to run boats from Tasmania to the Old Country all the year round if the traffic could be concentrated at Hobart, for instance.

4369. But might not those transshipments to which you refer be split up amongst many countries? I was about to remark on that. The imports from the United Kingdom, for instance, with which we have a fortnightly service (inward) totalled £907,462 worth altogether, and only £555,000 came direct.

4370. A very much larger volume of Tasmanian imports from the United Kingdom went to Australia and the mainland ports, and was transhipped from them to Tasmania? No; there was about £100,000 worth more came direct.

4370A. The direct service secured is as 5 is to 4 of the volume of exportation from the United Kingdom? Yes; that is so.

4371. But the smallest portion was transhipped from Australian ports? Yes.

4372. Still it is a considerable volume which might be shipped direct? Yes; considering that they came for £555,000 worth of £1,423,741 worth of goods exported from Tasmania to the United Kingdom in 1909 only, £291,111 worth were shipped direct. Though the Tasmanian trade with the Commonwealth in 1909 showed a falling off of something over £600,000 as compared with 1908, it showed an increase over 1905 of £238,000.

4373. *By Mr. Sheridan.*—What was the reason for the falling off? I do not know that. If it pays these large ships to call at Hobart fortnightly to land £555,000 worth of goods in the year, it ought to pay the interstate shipping companies to carry over £5,000,000 worth between Tasmania and Sydney and Melbourne, plus 43,000 passengers and a Commonwealth subsidy of £13,000 a year.

4374. *By the Chairman.*—You think the volume of interstate trade is highly profitable to the companies engaged in it; is that the inference you wish to draw? Yes; that is it.

4375. *By Mr. Sheridan.*—Is the whole of that carried by the two companies now engaged in the trade? The great bulk of it is. There are Holyman's small steamers, "Wareatea" and "Marrawah"; and the Melbourne Shipping Company runs a steamer to the North-West Coast; while the locally-owned sailing vessels carry timber to the other States, and bring back any general cargo that may be offering.

4376. *By the Chairman.*—The worth of that trade does not include the passenger fares? No; that is the value of commodities.

4377. And the passenger fares represent a sum of money not included in the value of commercial commodities? Yes.

4378. So that amount, in computing the volume of trade, might reasonably be added to the value of the trade? Yes. The figures I have quoted refer to cargo only, and in addition to that, 43,000 passengers have been carried.

4379. *By Mr. Sheridan.*—Which would represent £2 per passenger? I do not think, taking the whole of the Tasmanian passenger traffic, that the average would be much below £2 per head. Children 12 years of age and over are charged full fare, and there is a charge of 5s. extra each way for deck cabins in the "Loongana" and "Oonah," and 10s. extra each way in the Melbourne-Hobart boats.

4380. *By the Chairman.*—You have given us the volume of the trade. Have you any means of telling the tonnage of the commodities represented by that? I will take from the Commonwealth Year Book three items. For 1908 these three amounted to 219,963 tons—coal, 102,599 tons; potatoes, 103,000; hay and chaff, 14,364 tons.

4381. Potatoes would be outwards? Yes; and coal inwards. Of course, the potato crop has been less since then on account of the Irish blight. Those three items, out of a value of over £5,000,000, amounted to only £584,000.

4382. They represent only about 10 per cent. of the commodities which are the subject of our interstate trade? Yes.

4383. How many tons did they run into? Two hundred and nineteen thousand nine hundred and sixty-three tons.

4384. Assuming, then, a cargo rate of about 10s. a ton, it would represent a revenue of over £100,000? Yes; but I presume that a large quantity of the coal would be for consumption on the companies' own steamers. The value of the whole of the coal carried, however, was only £43,297, out of the total trade carried in that year, which was valued at £4,474,000. Then there is the timber trade. Last year about 20,000,000 feet of timber were exported from southern Tasmania to Australia and New Zealand, and I am told that the freight would work out at about £40,000.

4385. Have you any knowledge of the number of cases of apples sent to the mainland ports? There were 27,209 cases this season from Launceston, the majority being for Sydney and Brisbane. The freight to Sydney is 7½d., and to Melbourne 9d. I have not the exact figures for the south, but I believe, including New Zealand, there were somewhere about 800,000 cases. In 1908 the quantity of coal imported

into Tasmania was 102,599 tons, but for the first nine months of 1911 the total was 102,525 tons, and for the same period, 1912, 113,135 tons. Of course, in the absence of official statistics now we have to fall back on newspaper compilations. I have some figures taken from the North-West Coast papers showing the quantity of products exported for 1911 and 1912 up to about October to be as follows:—

	1911.	1912.
Potatoes	395,678	429,803
Oats	163,101	111,448
Turnips	54,229	33,092
Peas	17,832	23,565
Chaff	25,170	204,154
Wheat	730	3676
Barley	29	253
Tares	588	346
Grass seed	1086	370
Apples	1555	6819
Straw	55,198	35,242

I think that is practically all the information I can give you.

4386. Well, now, we must refer to what, after all, is the knotty point. You have given a great deal of consideration incidental to the whole matter. Have you formed any more definite idea regarding the means this State should employ to bring about better shipping services between Tasmania and the mainland? I feel convinced that the very best thing for Tasmania would be a strong Tasmanian company subsidised by the Government. A Tasmanian company should also, I think, receive the Commonwealth subsidy in preference to the New Zealand-owned company, recognising the tendency of the Federal policy. The problem would be easier of solution if the traffic was not split up amongst so many Tasmanian ports, and in that respect it seems to me that there should be coordination as between the railway authorities and the shipping companies, or company, if we are to have a Tasmanian concern.

4387. When you say "subsidised," would you consider the taking of a large amount of the capital stock of the company, or would you regard that as an alternative method? I think I would sooner see a straight-out subsidy, which should only be continued until the company was on its feet. We have here some six or seven sailing vessels, and they carry mostly timber. I do not see why there should not be an amalgamation of Tasmanian interests and one strong company formed that would lay itself out to specially cater for and develop Tasmanian trade.

4388. Would you think it advisable to subsidise the existing companies to give a better service? No: I think they have too good a thing on.

4389. Have you read a statement in the "Mercury" to-day emanating from Mr. Val. Johnson? No; I have not read that.

4390. He said the value of the Tasmanian trade with Queensland was altogether insufficient to permit of the establishment of a direct service? The traffic with the other States was insignificant, too, at one time. The trade usually follows the facilities provided for it.

4391. You will recognise one great difficulty facing us is this, as an illustration—it is elicited that there is an almost perfect unanimity on the part of Tasmanian exporters that we should have a direct service to Queensland? Yes.

4392. The unanimity in regard to that is wonderful. You will recognise that witnesses from Stanley, Burnie, Ulverstone, Devonport, Launceston, and the North-East Coast all desire to establish a service to Queensland, obviating the transshipment at Sydney? Yes.

4393. You are also aware—or I tell you it is so—that witnesses from the mercantile community here

desire just such another service. It is manifest that we cannot give all these people the service they require? No.

4394. What would be the remedy? To concentrate the traffic at one port.

4395. In order to establish a direct service from Tasmania to Queensland co-ordination on the part of the railway authorities is necessary? It is essential.

4396. That is your solution? Yes; it cannot be done any other way. In my opinion there is room for co-operation on the part of the railway people for a good deal of our traffic.

4397. You think the system at present would prevent the operation of the policy outlined? I should think so.

4398. The suggestion you offer, then, for the establishment of a service with Queensland is the formation of a Tasmanian company, which would be subsidised by the Government, and co-operation on the part of the railway authorities? I do not mean a local company, of course, for Queensland trade only; it would not pay at present; it requires to be developed.

4399. No; I follow you. You recognise that superior vessels on account of the tourist traffic are necessary? Yes.

4400. Would you suggest, then, that this company provide all the services necessary for Tasmanian trade with the mainland? I think I should be inclined not to launch out on a big scale right away, but to build up to the trade gradually.

4401. But such vessels as this company ordered would have to be of an advanced type? Yes; they must be superior to the present ones.

4402. Which would be the first point of attack that you would think it desirable to select—would you say that the company should first endeavour to better the service between Launceston and Melbourne in the tourist traffic interests, or between Hobart and Sydney, or to first provide a service obviating transshipment on the part of consignors to Queensland? I should go for the best trade first, which, I believe, is between Melbourne and Launceston.

4403. You would advise the company to put on an improved "Loongana" for a start? Yes; I think she could be improved upon; she is eight years old.

4404. That would be the most profitable start, you think? Yes.

4405. Do you think it would be desirable to cater for the trade from Hobart to Sydney? Yes; the trade between Melbourne and Hobart should always be profitable.

4406. Do you regard the provision of a shipping service to Queensland, obviating transshipment, as immediately desirable? It would be a very great advantage if the transshipment were obviated.

4407. Mr. Johnson this morning says that a service of that kind would have to go further north than Brisbane, as a lot of the goods sent to Queensland have to be sent further north, as far as Townsville, for instance. He makes a point that a service from Tasmania to Queensland would have to go up there? That would be a long distance, but I do not know where the main quantity of stuff goes to—whether it goes to Brisbane or other ports. I really could not offer an opinion on that point.

4408. By Mr. Sheridan. You favour subsidising another company? Yes; a Tasmanian company.

4409. What chance would a local company, even with a subsidy, have against such a company as the Union Company? It all depends upon the company's organisation, I think. My idea is to get as many of the large producers and importers interested in the company as possible, who would know the more they shipped the more they would be likely to get back in the shape of dividends; whereas if they

shipped by outside companies for the sake of temporary advantages there would be no prospect of permanent results.

4410. The A.U.S.N. Company is now in the trade between Melbourne and all ports right up to Cooktown. Seeing that they have the trade already in their hands, have you thought the matter over of subsidising that company already in the trade? It might perhaps be a good idea to do that for the present.

4411. Mr. Johnson says that if a service were established between here and Queensland, going no further north than Brisbane it would still necessitate transshipment. But the A.U.S.N. Company is already doing the trade. Would it not be better to subsidise that company? I think it would be.

4412. You spoke of the concentration of trade; what about the establishment of a service, say, calling at Burnie, Devonport, Launceston, and Hobart? The shipping companies would have to pay dues at all the ports, and there would be the delay at each. They could offer better freights by calling at only one port.

4413. You would have the difficulty of bringing potatoes, for instance, all the way from Burnie to Hobart to be shipped? There is not sufficient trade for a boat to call at all those ports. There might be sufficient volume of trade for a boat to call at Hobart, but not sufficient if it had to pick it up at all the ports.

The witness withdrew.

ERNEST ARTHUR EVA *called and examined.*

Mr. Eva made the Statutory Declaration.

4414. *By the Chairman.*—Your name is Ernest Arthur Eva? Yes.

4415. You are the Tasmanian representative of the Union S.S. Company? I am the Hobart manager of that company.

4416. Have you jurisdiction over the Launceston manager? No.

4417. The Committee has given consideration to your position, Mr. Eva, and I have now to make this statement to you, which will be helpful, perhaps, and put your mind at rest: the Committee, of course, wants to consider fairly that you are the representative of one of the companies engaged in the trade. The Committee has now taken much evidence from many witnesses regarding the matter of shipping transport to and from the other States. It has exhaustively inquired into the widely-expressed desire for improved services. The evidence of the representatives, of whom you are one, of the shipping companies trading between Tasmania and the mainland of Australia will now be taken. You will, of course, understand that whatever the state of public feeling may have been, or may be, the members of the Committee view the whole business of interstate shipping quite impartially, and that the representatives of the shipping companies, as witnesses, may be assured of a fair deal at the hands of the Committee. I invite you to be quite frank in your answers, and if a question put to you seems to necessitate your disclosing business secrets of value to your company, please say so, and your statement or protest will be carefully and fairly considered by the Committee. Of course, I do not disguise from you the fact that certain witnesses have given evidence favouring the establishment of State-owned services, and that, therefore, you must have in mind the possibility of this Committee reporting to the effect that the State should compete with your company, and others. On the other hand, the Committee report may result in greatly improved relations between the shipping companies and the Tasmanian

public. I put the position fairly before you, and I again invite you to furnish all the information it is in your power to give, and to rest assured that the Committee will treat you with consideration if you at any time conceive that questions put to you are such as to cause, through your answers, the disclosure of matters in connection with which reticence is of commercial value to your company. Are you aware of any expressed feeling of dissatisfaction on the part of the mercantile community with the service between Hobart and the mainland States? Only so far as occasional comments are made in the press.

4418. Have depositions waited upon you to make representations with regard to the desirableness of a better service? There was one, I think, during my time here; not as regards the general service, but more particularly in connection with the special tourist traffic about this time of the year.

4419. How long have you been in charge in Hobart? For 16 months.

4420. Do you in any way have anything to do with the traffic between Melbourne and Launceston? Not directly at all.

4421. So that as regards your management of the company's affairs here you are concerned only with the service between here and Melbourne direct, and Sydney, and New Zealand? That is so.

4422. The Committee has had evidence from numerous witnesses to the effect that an improvement in the vessels which cater for the tourist traffic between here and Sydney is eminently desirable. You are aware of the importance to Tasmania of the tourist traffic? Yes; it is important.

4423. And I presume it is an important asset in the trading operations of your company? Undoubtedly.

4424. What is the attitude of the company, or your personal attitude, to the representations of those people who desire material improvement in that direction? As briefly as possible, the attitude is this—that the trade as a whole is not a particularly remunerative one, and that we make the best possible provision for the conditions that obtain at the holiday season by running additional trips, and meet the demand as far as we possibly can by that means.

4425. I presume that as a trading concern you do not adopt the policy of catering very much in advance of the trade? Not very largely, until it shows itself to be a remunerative one. That is the bedrock of the whole thing.

4426. Has the company to your knowledge ever considered the possibility of improving the accommodation in such a way as to gradually stimulate the trade to increase its volume? I do not know whether they have or not.

4427. Do not you make representations at any time that would govern the policy of the company? I hope so.

4428. But representing a trading concern, you do not care to take undue risks by catering in advance of the trade, and endeavouring to develop it by providing a better service than that existing at present? I do not quite grasp that.

4429. The contention is that if better ships were provided the trade would greatly increase and compensate for the additional capital expenditure put into the business. Do you regard, from a trader's standpoint, that kind of action as too risky, or do you think it is well founded? Well, no; it is so very largely a leap in the dark. It is a matter simply of the opinion of one against another, and we can only judge by results. So far as we have seen yet the vessels trading between here and Sydney, for instance, fulfil requirements.

4430. They are stated to be pretty old vessels? I do not know the age of the "Paloona," but she is not a very old vessel.

4431. Do you think the vessels sufficient to cope with the volume of trade in regard to commodities exported to Sydney? I am sure they are.

4432. Are you more positive in regard to their being sufficient for the cargo trade than for passengers? Yes; I would say so, because the passenger traffic is one in which you cannot form such a reliable estimate.

4433. Would you be prepared to conceive that there are great possibilities of expansion in regard to passenger traffic? Do you want my personal opinion?—I do not know what the company's opinion is at all, but my personal opinion is there is not.

4434. Would you care to give the reasons upon which you base that opinion? I had rather not, if it is all the same to you.

4435. Several witnesses have stated that in connection with the building of the "Loongana" for the Launceston-Melbourne trade, the policy of the company for a long time was that of conservatism; that they did not believe a vessel of her type would pay; and that the result which followed altogether exceeded the expectations of the company's officers. Do you consider there is a possibility of such a result accruing from the putting of a better vessel on to the Hobart-Sydney service? It is very hard to say.

4436. Would you say it is a problem only to be solved by experience? I think so; personally I do not think there is much room for improvement.

4437. Goods consigned from Tasmania to Queensland have to undergo transshipment at Sydney? Yes; that is so.

4438. Many witnesses from various parts of Tasmania examined by this Committee have testified to that being a great disadvantage to them. Do you recognise that to be the case? Not unless it is more specifically stated as to where the disadvantage is.

4439. There is an increase in the cost? Yes; undoubtedly.

4440. That the perishable products are largely damaged by the extra handling? I am not aware of that.

4441. That sometimes cargoes miss the boats which are expected to take the consignments on to Queensland? All I can say is that I have never had one specific instance to which my attention has been drawn, and therefore I could not answer it. I have never had my attention drawn to cargo being missed or to any specific damage to any cargo, which might be traced to transshipment.

4442. Some witnesses have given evidence to the effect that they have been greatly disadvantaged; but, of course, if they have made no representations to you it is a different matter. Some have said there was delay? There was a letter within the last few days in the newspapers, when the writer said his cargo had laid in Sydney in the boiling heat for a week, and the only answer we could give is why not have called our attention to that at the time, and so let us investigate. We had never heard of that before.

4443. North-West Coast witnesses, I think, more particularly, have stated that transshipment involves the substitution of inferior goods or articles for their own. Have you had any representations to that effect? Never. I have had the other side of the picture.

4444. What do you mean by that? We have landed an exact number of cases of fruit in Sydney, shipped in the "Palooa." We have taken a shipment and landed it, and when we came to square up we have had 70 cases not bearing any marks at all, and very inferior apples, worth next to nothing, and the missing cases were very valuable apples. That happens frequently; there is hardly a trip that it does not. I have never heard that transshipment was responsible for inferior goods going on.

4445. Would it not be fair to infer that if inferior apples are substituted in Sydney for good ones, it is more than likely that inferior articles might be substituted in connection with the transshipment? I think the inferior articles were substituted in Hobart, not in Sydney. I cannot speak for the North-West Coast. The Queensland cargo is stowed, in 99 cases out of 100, in a separate hold, and is transhipped entirely by itself. In most instances it is transhipped by lighter, and never even goes on to the Sydney wharf, so that the possibility of mixing is practically nil.

4446. Do I understand you to say that the trade between here and Sydney is not particularly profitable to your company? Not remarkably so. I do not say it is unremunerative.

4447. It returns no more than a fair commercial profit to your company? No.

4448. Would there be any possibility of your company improving the service in return for a subsidy? That is a matter of policy that would be dealt with at Dunedin, but I should imagine so.

4449. Could your company, or would it, establish a service from Hobart to Brisbane, obviating transshipment at Sydney? I cannot answer that they would. I can only say that if it were shown to them as a sound commercial proposition there is nothing to prevent them.

4450. Will you say there is no commercial arrangement in existence that would prevent your company embarking in that trade if it thought fit—that is, by way of agreement? There is nothing to prevent the Union Company extending its trade to Queensland if it so desired.

4451. That is quite explicit. To the best of your knowledge there is nothing to prevent the Union Company going up to Queensland if it so desired? That is correct.

4452. You cannot give us any idea, I suppose, as to what subsidy your company would be likely to require? No; I could not.

4453. In regard to the freights and fares charged between Launceston and Melbourne, there is a curious identity between those charged by your company and those of Huddart, Parker; is that not so? Yes.

4454. Have you any explanation as to the reason of that—could you say it is a benevolent trade arrangement? As you are aware, the "Loongana" is run at the present time one day with Huddart, Parker as agents, and the next by the Union Company as agents, and it would be strange, of course, if they charged one fare one day and another the next.

4455. Would you say, in the ordinary trading sense, if there is any competition between the two companies? Do you mean generally?

4456. Do Huddart, Parker's trade to Hobart? Oh, yes.

4457. Well, there is an identity in the freights and fares charged in the Hobart-Sydney trade? Yes.

4458. Would you say, in the ordinary trading sense, there is competition? Yes; there is. Launceston is a different proposition. In our general business there is a business competition.

4459. Could you say, seeing there are the same fares and freights, there is competition? Yes; there is.

4460. *By Mr. Belton.*—Competition to secure the greatest volume of traffic? Yes; that expresses it nicely.

4461. *By the Chairman.*—It does not really amount to an amicable division of the trade? Not to my knowledge.

4462. The idea is that, as you both charge the same freights and fares, there is practically no competition, that you just enjoy the value of the trade

that naturally filters to each? That is not the case. In fact, each is very keen on securing business for itself.

4463. There is competition, then, to secure the trade on land? Yes; to secure the greatest volume of traffic.

4464. *By Mr. Sheridan.*—Does an agreement exist with regard to the fares and freights? I do not know.

4465. *By the Chairman.*—How do the freights and fares compare with those ruling, say, some 10 years back? I do not quite know. My time in Tasmania has been very short.

4466. There have been variations in past years? There have been periods when the fares have been abnormally low.

4467. Would you say unprofitably low? Undoubtedly.

4468. What is your opinion, then, of the fares charged at the present time? Do you think they are such as to establish a profitable trade, or such as might tend to check the tourist traffic? I think the fares are very reasonable.

4469. Could you tell us anything of recent negotiations in regard to the mail contract with the Commonwealth Government?—Did the company make any offer to put on a better vessel than the "Rotomahana"? Yes.

4470. Was the margin which prevented business being done between your company and the offers of the Commonwealth Government a narrow one? We thought so.

4471. What was it? Two thousand pounds.

4472. It may be that the Committee will entertain the idea that it is desirable to have practically a duplicate of the "Loongana" for the Melbourne-Launceston trade. Would the provision of that additional £2000 induce your company to make immediate provision for that? I could not say. The offer was to build a duplicate or an improved "Loongana" for a contract extending over seven years for an increased subsidy of £2000 per annum.

4473. Was not that a very narrow margin?—Do you not think the company might have ventured to take that leap in the dark, or into the twilight, because it could not be very dark? I would not like to answer that question.

4474. If the State of Tasmania offered your company £2000 per annum for five years, what do you think would be the result? I could not answer for what the directors might say. The offer was so extremely low in our estimation that they might consider that, having it once rejected, they would not renew it.

4475. I might put this to you as a general proposition. Seeing that Tasmania is an insular State, you will recognise the vital importance to her of having the best service possible with the mainland? From the point of view of Tasmania, naturally so.

4476. But your company, being a trading concern that has to return profits, has to regard the matter from a somewhat different point of view? We regard it from the commercial standpoint, of course.

4477. Could you, as an officer of the company, give us any indication of the attitude of the directors towards the proposal to provide what is asked for towards the building of another "Loongana"? I am afraid I could not.

4478. Do you think they would not be likely to take into consideration in that connection that there is a considerable volume of Tasmanian public opinion which expresses itself thus: The service between Launceston and Melbourne is practically a ferry service, and might reasonably be owned by the State. It is a service in which the best interests of Tasmania might reasonably enter. Do you not think your com-

pany would be likely to consider that as a feature? I think they would give it the very best possible consideration, without a doubt.

4479. Would the companies now operating between Launceston and Melbourne care to see the State entering into that business as competitors? No.

4480. You will admit the possibility of the people of Tasmania, if thinking they are too badly served, deciding to adopt something of the kind. Public opinion is so growing that it might cause the State or the Commonwealth to enter into the business? Quite so.

4481. That being so, do you not think it would be wise for the company to entertain carefully any offer or suggestion to them that would result in the immediate laying down of another "Loongana"? I have no doubt they would very earnestly consider it.

4482. What is the cost of a "Loongana"? It is, approximately, £120,000.

4483. How old is she? About six to seven years, or it might be eight years, old.

4484. What would be the cost of such a vessel somewhat improved and brought up to date? Approximately, £150,000.

4485. Shipbuilding has become more costly? Yes; a great deal.

4486. Would you say that the company considers itself as having been sufficiently enterprising up to the present as to constitute the State's entering into the trade a hardship? I think so, undoubtedly.

4487. I am speaking more particularly as between Launceston and Melbourne? Yes. I think the company has been sufficiently enterprising.

4488. Is that a trade highly profitable to you? I am afraid I cannot tell you. I do not get figures and do not know the profit of the trade.

4489. Would those figures be likely to be given us from the northern office? I do not think you could get them there. I do not think they are actually procurable in Tasmania at all.

4490. Would there be any objection, do you think, on the part of the company to furnish the figures? It is very hard to express an opinion as to that.

4491. At any rate, you have not the figures? No.

4492. And you do not think they could be obtained in Tasmania? I do not think so.

4493. The head office is in New Zealand? Yes.

4494. And the policy of the company is largely directed from there? Yes; almost entirely.

4495. Could you do this, or would you care to do it—could you furnish the Committee with an analysis of the trade from Hobart to the various mainland ports?—We have been able to get from other sources figures regarding the total value of Tasmanian imports and exports, but owing to a certain policy on the part of the Commonwealth Government, the figures which permit of an analysis of the aggregate value are not obtainable, but it is possible the shipping companies could provide such an analysis? I could give you a general idea of the cargo carried from and to Melbourne and Sydney, if that is what you are asking.

4496. And to Queensland? Yes.

4497. *By Mr. Belton.*—As far as your company is concerned? Quite so. I could best put it this way: The "Paloona's" cargo capacity is about 2500 tons, and the average cargo from Hobart to New South Wales, including Queensland, is considerably less than half the whole of the cargo capacity.

4498. There is then very rarely a full ship? About once a year; that is about the average. Of the cargo going to New South Wales, approximately 150 tons per trip is the average for Queensland. The average cargo from New South Wales, including all that might come from Queensland, is, roughly, about one-

eighth of the carrying capacity of the ship, and it is less to-day than it was in 1904; that is, excluding coal.

4499. How do you bring that down? By the same boat; but the coal is not a very highly-paid freight. The whole trade into Hobart is, roughly, about 300 tons. The average export to Melbourne, including West Australia, would be about one twelfth of the carrying capacity, and the average cargo inward from Melbourne would be about one-fifth to one-sixth.

4500. That is by large New Zealand going boats? Yes. The position is not quite the same. That from Victoria would average about 500 tons.

4501. How many trips? One a week to Melbourne.

4502. And to Sydney? One a week, or more, as the trade warrants.

4503. Which of the vessels here is the property of your company? The "Paloona."

4504. You have only one in the trade? Yes.

4505. And Huddart, Parker's have one? Yes; the "Westralia."

4506. The "Loongana" is the property of your company? Yes.

4507. The vessel in the trade at present could handle double the amount of cargo exported? Well, that is hardly a fair way to put it.

4508. In the season, do you have a full ship? About once a year.

4509. It is approximately full in the apple season? Yes; within a few hundred tons.

4510. And in the other months I suppose it is practically an empty ship? Yes.

4511. It is correct that sometimes accommodation is so limited in comparison with the volume of tourist traffic that you have to rig up tarpaulins and make tents on the deck, and that you charge passengers first-class fare for that? That is absolutely incorrect.

4512. Have you heard that statement made before? No.

4513. Or is it that the accommodation is so limited that the people have to take steerage berths in order to get across? No passenger is ever given a saloon ticket and then has to take a steerage berth. When the rush becomes a little abnormal we occasionally take a few cabins from the steerage and make them saloon by means of additional linen and the necessary accessories which are placed in saloon cabins; but no passenger is compelled to travel in one of those cabins, which are five-berth, compared with four in the saloon, without first being warned that there is no saloon accommodation left, but if they like to make a trip in a steerage cabin it is at their disposal.

4514. *By Mr. Belton.*—At the saloon fare? Yes.

4515. *By the Chairman.*—Does that obtain annually? The necessity for it arises once or twice a year probably.

4516. Would you say the passengers suffer no serious inconvenience from that, and that they accept the improvised accommodation with their eyes open? I can cite you a case which came under my notice last season. Two ladies complained that they had been put in a steerage berth, and felt very sore about it. I agreed with them, it was most unfair that anyone should be made to travel in a steerage cabin without their consent. Upon going into the matter in the Sydney office, we found that the individual who booked the passages for the ladies was shown a plan, and accepted what was available, as he said the ladies had to be at Hobart on a certain day.

4517. The statement that you frequently have to improvise tent accommodation on deck is then a misstatement? I have never heard of such a thing in my life before. This steerage accommodation is a subject which is continually cropping up, and I have some information bearing on the subject. The "Paloona" has accommodation for 151 passengers saloon, which

includes the dining saloon and social hall, leaving 127 actual berths. We never use the dining saloon, and seldom the social hall, because we consider it an inconvenience to people travelling. We have accommodation on her certificate for 151 saloon passengers. In 1909-10 we never once exceeded the saloon accommodation; in 1910-11 three times we had to exceed the 151 saloon accommodation coming in from Sydney, but no times going to Sydney. In 1911-12 we exceeded the certificated number from Sydney once, and not at all going to Sydney.

4518. Would the company be likely to provide better vessels if it were subsidised—I am referring to the Hobart-Sydney service? That again is, of course, a matter of policy for the company.

4519. You know the navigation measure which was recently before the Federal Parliament contains provisions which would practically prohibit the overseas mail steamers from engaging in the Australian coastal trade. Would that be likely to increase the volume of passenger traffic of your company's boats between here and Sydney? I assume it must.

4520. If the volume of traffic is increased, would there be any immediate prospect of your company putting a better class of boat on?—Do you think the increase would be likely to bring about a betterment of the service? I cannot, of course, answer for the company, but my own personal idea is that the passengers who travel by the mail boats arrive at a time when we have ample accommodation on the steamers at present running. I think, without having any knowledge of the figures, we could easily accommodate all the people coming in the mail boats.

4521. If they transferred their travelling affections, so to speak, you could provide for them without putting on larger boats? That is so; and we could, I think, bring them all without the slightest difficulty.

4522. The passenger fares between Hobart and Sydney, compared with those charged between other Australian capitals, seem rather high, do they not? I have never compared them; and, as a matter of fact, I do not know from memory the fares on the Australian coast.

4523. It has been stated by a witness that the volume of interstate trade—that is, the trade between Tasmania and the mainland and *vice versa*—amounts in value to over £5,000,000, and that 43,000 passengers are carried. That represents a very large volume of trade. Three items of the trade alone give a tonnage of over 230,000. Those figures would seem to indicate that the shipping companies at present in the trade enjoy a very large revenue? Possibly so.

4524. Would you say, whatever the figures may be, the trade revenues are not such as to immediately justify any improvement in the service? It all depends upon the outlay.

4525. You will not oppose the contention that whatever the value, the revenues derived from it are enjoyed by the companies? The bulk of it, of course; there can be no doubt about that.

4526. Would you challenge the statement that about 43,000 passengers are carried? No, I would not challenge it; I have no general statistics at all.

4527. I suppose your general statistics would not be more accurate than those compiled by the statistical authorities of the Commonwealth and the State? Our statistics, wherever they are available, are absolutely correct.

4528. I suppose you really furnish these statistics to the authorities? Undoubtedly, the Commonwealth Statistician compiles his figures from those supplied by us.

4529. And there is every reason to assume those of the Statistician are correct? I think so.

4530. And the same applies to trade statistics, but they are based upon customs returns? I do not think we are called upon to supply cargo statistics.

4531. In regard to the tonnage, the witness who compiles the figures said three items alone came to over 200,000 tons. Could you give us the average freight charges?—Would they be different to Melbourne and Sydney? They are exactly the same. I think the average would be from 10s. to 12s. a ton.

4532. A tonnage of 230,000 then would mean a revenue of, say, £115,000 per annum in three items alone? Yes.

4533. That would be distributed, of course, between the services touching at all Australian ports? Yes. I have compiled a return within the last week of the overall increase since 1904, which is about 20 per cent.; that is, in cargo.

4534. That is in about eight years? Yes.

4535. Do you think it would be possible to assist the Committee by any compilation of that description that you may have? I do not think it would be of material benefit to you.

4536. You think the statement you have made would be just as useful as any compilation you have made? I think so.

4537. You will understand the Committee has a very knotty problem to face. We find a unanimity on the part of Tasmania to have a direct service to Queensland. I have already told you there is a possibility of the Committee recommending the State to enter into the trade as a competitor. Do you really believe that if the State of Tasmania, as a consequence of this Committee's report, approached your company and expressed itself as desirous of doing something to better the service, that such overtures would be received in a friendly spirit? I say so without the slightest hesitation. I feel sure my company will be very pleased indeed to consider any proposition that may be put forward by the Government, or as the result of the deliberations of this Committee. And if it can be shown to be a payable commercial proposition, my opinion is they are quite sufficiently enterprising to give it the fullest consideration. With regard to the Queensland business, may I point out that the total cargo to Queensland is about 150 tons per trip. The distance from Sydney to Brisbane is almost the same as from Hobart to Sydney, or very little less, and it seems to us you are not doing much good, even if you extend your business to Brisbane, unless you go right up the entire Queensland coast, because you will have transshipment in Brisbane again. The distance from Sydney to Townsville is nearly double that from Sydney to Brisbane.

4538. You mean the distribution of 150 tons of cargo would not justify any extension of the service? It would involve such a lot of time. It would be an absolute loss, and could not be entertained.

4539. You will understand that Tasmanian producers, in regard to transshipment, are at a disadvantage compared with Victoria? I will admit that transshipment is always a disadvantage.

4540. And anything this State can reasonably do to cause that to be avoided would be desirable? Yes, that, I think, is a fair proposition.

4541. You think the commercial aspect of the proposition at the present time is impossible? From our point of view it is, quite.

4542. But you can see that the State might do something that a commercial company would not care to undertake. I do not mean that the State would be justified in putting on a service to do that, but that the State might do something to bring about a better service? Yes.

4543. And such action, provided it did not involve too great financial demands, might be taken? I think so; but I may say this, that we must not lose sight of the fact that the prices pertaining in

Queensland for our commodities appear to be largely due to the difficulty of getting the stuff there. So it does not follow if you increase your deliveries that the same high prices will still obtain.

4544. You think the market is not such an absorbent one as to take large volumes at the same price? I think it follows, as a matter of course.

4145. But the demand might follow the supply? Of course, it might. Then there is another thing to be considered and that is that the amount of cargo brought back is very, very small.

4546. We have had evidence on that. If there is nothing further with regard to which you think you can enlighten us, we will release you? There is nothing further.

The witness withdrew.

JOHN WILLIAM EVANS, C.M.G., M.H.A.,
called and examined.

Mr. Evans made the Statutory Declaration.

4547. *By the Chairman.*—Your name is John William Evans? Yes.

4548. You are Hobart manager for Messrs. Huddart, Parker, and Co. Ltd.? Yes.

4549. You are also a member of the House of Assembly? Yes.

The Chairman: Before we proceed to take your evidence I desire, in fairness to you, to state the position of the Committee. We know, of course, that you will give truthful and accurate evidence, but we recognise the position you are in. This Committee has been appointed in consequence of the Legislature taking cognizance of certain feelings of dissatisfaction on the part of the public with the existing steamship services between here and the mainland. The Committee has taken the evidence of a number of witnesses, and is now taking the evidence of the representatives of the shipping companies. I invite you to be as frank as possible, the Committee naturally being anxious to obtain as much information as possible bearing upon the subject of the inquiry; but we want to be scrupulously fair to you and the company, and if there is any question to which an answer on your part might necessitate a disclosure of business secrets, make a statement to that effect, and your protest will receive consideration. But we invite you to be of assistance to the Committee in giving all the information in your power, and we want you to understand that this Committee, no matter what public opinion may be, has taken up an absolutely impartial attitude in the matter. We want you to recognise that a large number of witnesses have recommended that the State should take up the business, and the Committee may, of course, report in favour of the State taking action in such a manner as to conduce to better relations between the companies and the public of Tasmania. We want you to remember at the same time that we desire to give you an absolutely fair deal, and you may protest, if you think fit, before giving an answer that may place you in an invidious position.

Mr. Evans: Before you start, Mr. Chairman, I want to put myself clear. I am here simply as a branch manager, representing the firm in Hobart. I have control, of course, of the trade between Hobart and Sydney, with transshipment to Queensland ports; and between Hobart and Melbourne direct; and a certain control between Launceston and Melbourne in the passenger trade, and some small transshipments of cargo that we might send by rail; and also between Hobart and New Zealand. But I have nothing whatever to do with the general policy of the company, and am not made acquainted with anything that would be of very great value to the Committee, as

far as the financial position of the company is concerned. Any information I can give you will be simply such as comes under my control as branch manager in Hobart.

The Chairman: I see.

4550. *By the Chairman.*—Well, are you cognizant of the fact that various members of the mercantile community here have from time to time interviewed the shipping companies and made complaints regarding the inadequacy of the service between Hobart and Sydney? There have been occasions on which we have had deputations, and meetings of the Chamber of Commerce have been held, but they have not been numerous.

4551. The object such deputations had in view was to represent the necessity, in the interests of Tasmania, of the companies providing better services and better boats? Yes; from a public standpoint.

4552. Were the representations more particularly in regard to the insufficiency of accommodation for tourists or more particularly in regard to the insufficiency of cargo accommodation? Their main contention was that during the tourist season they wanted larger ships, and they also desired to have direct communication as between Tasmania and Queensland.

4553. To obviate transshipment? Yes.

4554. There has been a feeling of that kind expressed for some years past, has there not? Not for a very long time. It has only been within the last two or three years, to any extent. With regard to the question of direct trade with Queensland, that has only been brought into prominence during the last year.

4555. You are well acquainted, as a navigator, with the shipping services? I have been in the trade as officer, master, manager, and so on, for 35 years.

4556. The vessels engaged between Hobart and Sydney are fairly old, are they not? No; they are not.

4557. You would not call them old? No; certainly not.

4558. What would you call an old vessel? One that has been in the trade for the last 30 years.

4559. Which vessel is now doing your company's trade between here and Sydney? The "Westralia."

4560. Is she an improvement on any boat hitherto in the service? Yes. When Huddart, Parker first came into the business there was keen competition, and there were vessels like the "Flora," and later the "Oonah," which were running. We came into the trade with vessels not quite equal to those boats, such as the "Anglian" and the "Burrumbett," which were partly colliers.

4561. You say the vessel now in the trade is a much superior boat to those of your company when first entering the trade? Yes. We, for years, ran the "Tambo," which was under 1000 tons, and gave very good satisfaction; but as the trade developed so the company put on a better class of boat.

4562. How often does your steamer make the trip? Once a fortnight in winter and once a week in the summer. The two companies between them make seven or eight trips a month.

4563. In the summer there are more passengers and cargo? No; it is mostly passenger trade. The cargo trade is practically nil outside of coal. The bulk of the cargo trade is in the winter, when the fruit is being handled.

4564. How does the tonnage of the vessels now in the trade compare with the old ones? The "Westralia," for instance, is about three times the size of the "Tambo," and the others are some 50 per cent. bigger; and as to passenger accommodation, it is miles ahead.

4565. You were in the employ of the old Tasmanian Steam Navigation Company, were you not? Yes.

4566. In regard to the point that the fares might be reduced—how do these compare with those obtaining 15 to 20 years ago? When I was a master in the T.S.N. Co. we got £8 8s. return to Sydney, and that obtained for many years. We then got 1s. to 1s. 3d. a case for fruit, and 25s. per ton for general cargo. To-day the return fare is £4 8s., which is an increase of 5 per cent. put on during the last 12 months on account of increased cost for wages, coal, and so on. The fares I have quoted are for saloon passages.

4567. The reduction is about 50 per cent.? Yes. Of course, the fares did not come right down to £4 8s. straight away. During the period of strong competition they were even as low as 10s., but thousands of pounds were lost during the fight. The companies eventually came to some arrangement whereby the fares and freights were made the same, but the competition is just as keen to obtain the freight and passengers as ever it was.

4568. The last increase you have spoken of is quite a recent affair? Yes; the 5 per cent. one.

4569. And before that there was a continuous reduction from the £8 8s. to £4 4s.? Yes; except for the period when the fight was on, when the fares were ridiculously low.

4570. They were at an unremunerative rate? Yes. The freights, too, were 25s. a ton, and 1s. to 1s. 3d. a case for fruit, as compared with the present rates of 13s. 6d. between here and Sydney and between here and Melbourne, and 11s. between Launceston and Melbourne; whilst the fruit is 7½d. a case.

4571. Have you any recollection of the fares between Launceston and Melbourne? They were £4 10s. return for a long time.

4572. Did not the same war occur in regard to the Strait's traffic? Yes; it was down to 5s. at one time, and we actually chartered one of the finest vessels going at that time—the "Newcastle," a paddle-wheel steamer—to run in opposition to the "Rotomahana," when competition was rampant.

4573. The great reduction at the time of the strong competition resulted in serious loss? Yes; very serious.

4574. Does your company regard the trade between here and Sydney as a profitable one? The year before last when I was in Melbourne, the managing director unlocked his ledger in my presence and showed me the result of the "Westralia" since coming into the trade. Up to that time she was only just beginning to clear working expenses, and they had not allowed one penny for depreciation. During the last two years the carriage of fruit has increased very considerably.

4575. They were paying interest on the capital without any allowance for depreciation? Yes; that was the position.

4576. That was a little over two years ago? Yes.

4577. Do you often get a full ship in regard to cargo? No. During the last year in only two instances we were not able to carry the cargo, and that was owing to abnormal conditions in New South Wales during the drought, and heavy consignments of light cargo were going forward; and if there is any quantity of that it soon fills a ship. That class of cargo is charged a higher rate for that reason, and it would not pay to be filled up every time with that kind of goods. I have some information here which I gave to the Chamber of Commerce, which is a return that shows that last year the "Westralia" carried inward cargo from Sydney amounting to 318 tons per trip, whilst she has a capacity of 2200 tons dead weight. That was the average she carried, which is about one-sixth of what she could bring. That is, of course, exclusive of coal and general cargo. We have always a certain percentage of coal, although we carry a small quantity in comparison with other companies. Our outward cargo for the whole year, including fruit and everything, averaged 815 tons.

Now, for nearly six months in the year the average cargo outward was only 302 tons. That shows that during the fruit season we get a fairly good cargo.

4578. As a practical commercial man, do not you think the primary producers are placed at a disadvantage in regard to sending their products to Queensland by having to tranship? If I were dealing with is as a primary producer I should say yes, it certainly would be an advantage to them to place their produce on the market without transshipment. But I want to be allowed to qualify that a little. Queensland has only a limited demand for the kind of produce we send—fruit, and so on. It is distributed from Brisbane to a large number of northern ports, such as Rockhampton, Maryborough, and others. The prices have been very fair, but nothing extraordinary on the whole, because there has only been a limited quantity sent, and the supply has not been beyond the demand, and therefore it has paid very well. But I think, in giving the matter careful attention, that if there were a direct service and better conditions and cheaper freights the question to be considered by the shippers would have to be as to the likelihood of the prices being interfered with. They grow their own tropical fruits, and there will not be such a demand for apples as in some of the other States. There may, of course, be a chance of developing the trade, but not to the extent possible in the other States.

4579. Has your company ever taken into consideration, to your knowledge, the question of extending its service up the Queensland coast? Not to my knowledge.

4580. We have had the representative of the U.S.S. Company here, and he has given evidence that so far as he knows there is no obstacle to his company entering into that trade if it so desired. Other witnesses have stated their opinion that there is an obstacle? As far as I know, I have no knowledge of any obstacle, but, of course, as I have said, the company may not think it necessary to give me the information which would give a true indication of its policy in this direction.

4581. Have you any knowledge of your company ever having been requested to go further up the coast than Sydney? Not to any great extent until recently; then it has been through the Chamber of Commerce.

4582. We have had a great deal of evidence about this phase of the matter, and it is wonderful how unanimous the witnesses have been from all quarters regarding the transshipment? From the shippers' and producers' point of view it is quite feasible.

4583. The Victorian producer has an advantage of direct shipment right up the east coast of Australia, and therefore Tasmanian shippers must suffer a considerable handicap in comparison? That cannot be gainsaid, of course.

4584. In regard to the companies here charging freights and fares on the same basis, it is complained that this practically eliminates all competition. Would you say it is only a necessary trade arrangement, and that real competition exists as keenly as ever between the two companies? As I have just explained, the reason was that the companies found they were making such a loss that unless they could come to some arrangement one company or the other would have to go to the wall.

4585. Is it a somewhat similar arrangement to that existing in the brewing trade in regard to the sale of beers, where each still strives to get as much custom as possible? That is exactly the position.

4586. Speaking as a practical commercial man, do you think the freights and fares, although comparing favourably with those obtaining years ago, are high in the interests of Tasmania, and that they tend to divert the tourist trade or limit primary production? No. I think after giving the matter full considera-

tion that the freights are very fair in comparison with other freights throughout the whole of the Commonwealth and New Zealand. You will understand that the companies have been compelled to increase their freights owing to expenditure required in other directions. Everything has gone up, and the requirements necessary for running a steamer have all gone up from 40 to 50 per cent. Lately, when endeavours were made to induce them to increase their dividend they said it was impossible, and that they had just found it necessary to cut down their advertising matter. For the last six months in labour alone there had been an increase in cost of £15,000, quite apart from other expenditure; that was just for handling cargo. The company I represent has, as you know, just emerged from a proprietary company to a limited one, and the association, after its first six months, has shown it is only in a position to offer a 6 per cent. dividend.

4587. The operations of the company since its formation into a company of a comprehensive character has only permitted the declaration of a dividend of 6 per cent.? That is right.

4588. Was there any great issue of shares? Yes; it was abnormal.

4589. They were quickly absorbed? Yes. I think it forms a record for any company in Australia.

4590. The inference, then, is that it was a safe and sound investment? Yes.

4591. As a reasonable man—of course, the Committee knows the company has to make its profits—you do not think the freights and fares charged are such as to unfairly handicap the public of Tasmania? Taking them all round, I think they are very fair. The freight question has been exercising the minds of the directors for some time past, with the idea of increasing them even higher in the future.

4592. You think they think it a commercial necessity? It has been exercising their minds for some time. They have no desire to do it as long as there is a fair margin of profit between revenue and expenditure. We are, of course, hopeful that there will be no necessity for the rise, but that is the inclination.

4593. Statements have been made to the effect that the tourist traffic is so great during the height of the season that the present vessels are so inadequate to deal with it that tents have been put on the decks for some passengers? There is not much in that. There have been occasions when people would far prefer it to going down into crowded cabins if the weather were fine. But we have never been called upon to put a tent on the deck for the purpose you mention.

4594. Because of insufficient accommodation below? No.

4595. Has your company, to your knowledge, ever given second-class accommodation to tourists who have paid first-class fare? On two occasions, I think, last year from Sydney, and two from Hobart—I think that is the maximum—we found ourselves in the position of not having sufficient saloon accommodation, but directly that takes place the passengers are informed before they take out their tickets that there is no more room in the saloon, but if they are anxious to or must travel we can give them steerage accommodation for sleeping purposes only. But a passenger is never booked in that way without being first informed.

4596. There is no tinge of misrepresentation about the matter? None whatever.

4597. You take some interest in the tourist traffic? I am a member of the Tourist Association.

4598. You believe it a valuable feature in the prosperity of Tasmania? Yes.

4599. Do you think it likely to increase? Yes; I think so; although the indications this year from the bookings are not quite so good as heretofore.

4600. Do the greatest number of Australian tourists come from Sydney or from Melbourne? I think the larger number would be from Melbourne. They like the shorter water journey, and come by rail from Sydney to Melbourne and from Adelaide, and then come across in the faster vessel with a short passage.

4601. Is there any prospect in the immediate future of the companies providing better boats from a passenger standpoint? I hardly think so at the present time. In the Hobart-Melbourne trade the boats are all that can be desired anywhere; they are 7000 to 9000 tons, and they are running every week.

4602. Do any of those boats belong to Huddart, Parker? Oh, yes. We have one of the finest vessels in the trade—the "Ulimaroa." If there were a better class of boat travelling between Hobart and Sydney it would, of course, follow that more people would travel. There have been instances, too, where people hang back for the mail steamers, as if they cannot travel just when they want to they arrange to go somewhere else. From the companies' standpoint, they cannot keep that class of vessel lying idle for some 9 or 10 months. They are very expensive boats. Just at the one time in every part of the trade there is a call for more accommodation, because that is the time the tourists are travelling, and there is not sufficient traffic in the Hobart-Sydney trade to warrant that class of boat all the year round.

4603. You think they would not earn interest on the cost? No.

4604. What is the cost of a vessel like the "Ulimaroa"? It is anything up to £200,000.

4605. She is of recent construction, is she not? Yes; quite.

4606. With regard to the Melbourne-Launceston trade, you are aware of the negotiations that have taken place between the companies and the Commonwealth Government. A suggestion has been made that another "Loongana," or an improved one even, should be put on. You have some knowledge of that? Yes.

4607. As far as we can glean there was not a very wide difference in what was asked and what was offered for the construction of such a new boat and to put her into the trade? I was informed by the managing director they had offered to put another on, and it would take a couple of years to build her, if the subsidy had been increased by £2000.

4608. You will recognise, of course, that first-class communication with the other States—the very best we can obtain—is necessary in the interests of Tasmania? It must be advantageous, there is no question about that; the more up-to-date service you can get the better.

4609. The Hon. Geo. Collins has said that if Tasmania had the narrowest land communication with Victoria that would serve for a railway there would have been a line through with a train leaving every day; that being so, it follows that it would be very advantageous to Tasmania to have a service each way every day? There can be no question about that.

4610. But you do not think it would be profitable? I am certain it would not, from the company's standpoint.

4611. What would you think of the suggestion that either the Commonwealth or the State should enter into competition with regard to the service from Launceston to Melbourne—would you regard it as unfair competition, or likely to be disadvantageous to both parties? I think there would be a difficulty if there were competition. It is a matter that would want very careful consideration. I do not think there is room for the two with any chance of making a financial success of it.

4612. For instance, assuming that the companies want two "Loonganas" to give Tasmania an ideal service, then the State would want the same number? They could not compete with the others unless they did.

4613. Seeing the margin of difference is so small, do you think the companies, if officially approached by this State, would entertain the idea of giving what the people evidently desire if the State subsidised them to the extent of the little difference? I am of opinion my company is progressive enough to entertain any proposal from which there is a possibility of obtaining a fair interest on its outlay. I am certain if the State or the Commonwealth is prepared to go into the matter my company will listen to any scheme whereby there is a prospect of a fair return. The company has never hesitated to launch out in any direction in regard to trade where there has been a prospect of fair interest being obtained.

4614. It would seem that to a company like yours and to the U.S.S. Company a matter of £2000 is very small to prevent them giving what is desired? I was surprised, knowing the cost of the ships and other expenses, that they were able to suggest building such an increased service on such a small increase in the subsidy they were receiving.

4615. You thought they would ask more? I did.

4616. Do you think they would be risking very much if they agreed to provide the vessel—£2000 extra for seven years is only £14,000? There would have been the risk, but from my knowledge of the number of people travelling backward and forward in the winter, of course, the trade falls off to such an extent that I certainly think they have taken a very low margin to recoup them for the extra expenditure.

4617. It would not be of any advantage to the Tasmanian people if the State entered into the trade and charged the same freights and fares, I should think, so if the State charged lower fares the companies would have to do the same? Yes; certainly.

4618. Do you think the result of a substantial reduction would be rather calamitous to both parties than beneficial to any one? That is a matter that could only be decided after trial. I am of opinion it is not always a good thing to reduce fares and run too many steamers. From past experience, with one company fighting against the other and the low rates of freight, it is known that producers were not doing nearly so well as now, with a regular service and higher freights, because the market is limited, and there is a better return to producers than there was before.

4619. It has been urged by certain witnesses that the company only built the "Loongana" after very strong representations had been made; that they did it reluctantly, and did not anticipate the favourable results that have accrued? I could not answer that question.

4620. You think, though, there is every prospect of there being a sound basis for negotiation if this State approached your company? I think consideration would be bound to be given to it. I think the companies would be prepared to entertain any proposal whereby they would be certain they were not throwing their money away.

4621. With regard to the Launceston-Sydney trade, have you been in that? Not-very much. I have not given very much thought to it. I know that it is not a remunerative trade at all. It is an uncertain and fluctuating trade. I have heard that little or no money has been made out of it.

4622. Do you regard the mail service as pretty satisfactory, as a commercial man? I have very little to complain of in that respect. If I may be allowed I should just like to give you a comparison I took out and sent to the head office, showing the volumes of trade. For instance—general cargo

trade—Hobart-Melbourne: the cargo carried from Melbourne to Hobart during 1911 was 4600 tons, as compared with 5300 for 1910. To New Zealand we shipped, in 1910, 970 tons, and in 1911, 930 tons. That vessel only runs about every four weeks.

4623. What vessel is that? The "Ulimaroa." There are other vessels every week, but we have only the one. In the passenger traffic we had a slight falling off last year. In the Hobart-Sydney service we had a falling off of something like 4000 tons. For 1910, from Sydney to Hobart we carried 9809 tons, and in 1911 it was 9600 tons. From Hobart to Sydney, in 1910 there were carried 30,453 tons, and for 1911, 26,572 tons.

4624. Is there any particular cause for the decreases? It is a falling off in freights. The passenger traffic in those two years was slightly better. There were a few more saloon and steerage passengers in 1911 than in 1910. Coal, of course, is a very fluctuating trade. We do not do so much in the coal trade as the other company. There, again, we are at the mercy of the agents of the various companies. They order coal, and we go to a great deal of trouble to get it, and then the ships will go away again without taking it. On one occasion there were several hundred tons ordered, and our company helped the other company to get it down, and, in fact, we had to carry it backwards and forwards once or twice, as the hulks would not hold it. Ships' agents order coal, and then when they arrive we are told they do not want it. If that kind of thing is done against the public they call out loudly enough about it.

4625. We have had a witness who has given us a great deal of information, and has furnished a statement showing the volume of Tasmanian trade—that is, the value of the commodities imported and exported into and from Tasmania for the last year for which statistics are available. Its aggregate value was over £5,000,000. To this has to be added the fares from 40,000 passengers; whilst three items of trade alone showed a tonnage of 230,000. He drew from that that the trade was extremely valuable and remunerative to the companies engaged in it, and therefore he thought the companies should give a better service; what do you say to that? I have given you facts and figures with regard to the passengers and cargo we have carried. I am not in a position, of course, to argue against statistics in a general way, but I am confident, as far as my company is concerned, that there is not much in it.

4626. Is there anything you could tell us in the way of a suggestion that might result in the bettering of the existing condition of things? I would rather not answer that question, because I think it might conflict with my position as manager.

4627. But you think there is a field for negotiation between this State or the Commonwealth and the company? Yes.

4628. *By Mr. Belton.*—What are the fares from Melbourne to Hobart? Saloon £2 15s. and £4 8s., and steerage £1 18s. and £2 15s.; exactly the same between Hobart and Sydney.

4629. It is said that the issue of shares in the reconstructed company was a sound and profitable investment? People were of that opinion, but I think a good number of them applied thinking they would be at a premium, and could be sold afterwards at a good profit.

4630. *By the Chairman.*—They did go to a premium? Yes. The company would not issue more than 500 to any one person. The shares have somewhat depreciated since then.

4631. *By Mr. Hays.*—Do you carry cargo for transshipment to Brisbane? Yes; but not very large quantities. It is put into lighters alongside and taken to the transshipping vessel and put on board there.

4632. Your company takes every care but no responsibility? We issue through bills of lading, and to a certain extent we are responsible. It, of course, ceases when we place the goods on the vessel in Sydney.

4633. Have complaints been made to your company with regard to pillage? Yes.

4634. Frequently? Not very frequently. It is a difficult matter to find out where it takes place. We have proved sometimes it has taken place actually before we have received the fruit on the Hobart wharf, and sometimes it has been on the wharf. Then, again, where you have 80 to 100 men in the hold it is only human nature if a case breaks open they will pick up a few apples, and you cannot prevent it. There always will be a certain amount of pillage. Every care is exercised, and we always ask if there are any complaints to let us know. It is, of course, to our interest to do our best for everyone. Independent of the extra freight there is a transshipping charge at Sydney for the extra service rendered to the shipper of produce, therefore it must be an advantage if he can get his stuff direct. No one can argue against that, but I think the consumption is so small, even with the possibility of increased consignments, that there would be no possible chance, I am confident, if the State or any other company undertook a direct service to Queensland, of it paying simply on the freights charged. There is no back service except a small quantity of fruit in the summer season, but if you take Tasmania altogether, the fruit she consumes, apart from her own, is very small. Then, again, there would be a certain number of passengers travelling, but very few, and there is no other class of cargo, with the exception of a little manure and a few sheep and cattle occasionally coming back to Hobart; and therefore there would be no chance of developing the trade from Queensland as compared with the other States. The bulk of the cargo is fruit from Hobart. It goes from the hard fruit—apples and pears—to the summer fruits—raspberries, a few strawberries, blackcurrants, and so on. Then there is a little pulp and a certain quantity of peas.

4635. *By the Chairman.*—In connection with the trade of your company between here and Sydney, which is the more remunerative item—cargo or passengers? Cargo usually.

4636. The bulk of the revenue is derived from fruit? Yes.

4637. But in the summer the passenger traffic is more important? Certainly. In 1910 the quantity of fruit carried was 460,673 cases and 89,000 half-cases, and 55,000 cases of jam. The firm doing the greatest trade as between Hobart and Queensland is Jones & Co., who have offered to give a subsidy.

4638. Mr. Jones has given evidence to that effect before this Committee? It would be a great advantage to him to have direct shipment. In 1911 we carried 315, 151 full cases and 91,350 half-cases of fruit, and 54,000 cases of jam. That shows a falling off of nearly 150,000 cases of fruit.

4639. Do you think it possible a large portion of our fruit, &c., sent to Sydney really finds its ultimate destination in Queensland? A small proportion of it does.

4640. So that even if you added that proportion to the value sent direct the aggregate trade would be still small? Yes. It would not justify a steamer from a paying standpoint. It would, of course, from the point of view of the primary producer; you must understand me clearly there.

4641. With regard to agricultural produce, does your company carry much of that for transshipment to Queensland? Very little; the bulk comes from the North-West Coast. We carry a little hops and a fair quantity of beer; the Cascade Brewery Company is increasing its trade in that line.

4642. You are aware that by reason of a direct service on the Australian coast—say, between Melbourne and Brisbane—there is a very serious handicap against the Tasmanian merchants in regard to produce sent north of Brisbane? No doubt the others have an advantage.

4643. And if there were a direct service from Tasmania up the Queensland coast we would share largely in that trade? It would, of course, be advantageous to them; no one can gainsay that fact.

4644. *By Mr. Belton.*—You have said there would be no difficulty in an arrangement being made

between the Commonwealth or the State and your company? No; I did not say there would be no difficulty in an arrangement being made. What I said was, there would be no difficulty in negotiations being opened up.

4645. *By the Chairman.*—You mean the company would regard any advances made in a fair way? Yes; there is nothing to prevent my company from entertaining any proposal coming either from Hobart or the Commonwealth.

The witness withdrew.

APPENDICES.

APPENDIX A.

Hobart, 2nd October, 1912.

Sir,—At the request of the Chairman of the Association, I have the honour to furnish the following information regarding the work done by the Bureau for the past three years:—

The number of visitors signing the book has been upwards of 7000 each year, and from a careful estimate of those visiting the Bureau, it appears that at least 20,000 tourists have had their wants attended to. It is found that in the busy part of the season only a small proportion of the visitors actually register their names in the visitors'-book, hence the discrepancy between the 7000 and the 20,000.

	1909-10.	1910-11.	1911-12.
Passengers by brake trips...	7421	7983	8901
Motor trips	45	66	240
Money passed through books of the Association ...	£7977	£9031	£10,063

I have the honour to be, Sir,

Your obedient Servant,

J. J. BREEN, Secretary.

J. K. REID, Esquire,

Clerk of the House of Assembly, Hobart.

1. The Japanese Government subsidises the following navigation services between Japan proper and the mainland of Asia in the amounts set opposite their respective names:—

Service.	Annual Grant. Yen.
Yangtsekiang	354,943
Shanghai-Suchow	36,813
Far Eastern	530,000
Tairen	140,000
Korea and Northern China... ..	50,000

(Note.—in the last edition of the "Japan Year Book," from which this information is taken, the Australian service is set down as receiving an annual grant of 473,092 yen. I have seen cables in the Sydney press to the effect that this amount has been transferred to the Calcutta service; but I have had no official notification of such transfer.)

The following explanation of the details of subsidies and bounties to navigation is taken from the same publication:—

"According to the Navigation Encouragement Law now in force, a Japanese steamer of not less than 1000 tons displacement, of at least 10 knots in speed, and engaged in open sea service, is entitled to receive the prescribed rate of bounty according to the distance covered and the tonnage of such vessels. The bounty for a steamer of 1000 tons is at the rate of 25 sen per 10 knots covered per ton, the rate to be increased by 10 per cent. for every addition of 500 tons, and 20 per cent. for every addition in maximum speed of 1 knot per hour."

It would appear, however, that 6000 tons is the maximum limit of displacement, and 17 knots the maximum limit of speed upon which bounty is given.

A foreign-built steamer registered after 1st October, 1899, is granted half the rates mentioned.

(Note.—One yen is about 2s. 0½d., and 1 sen is the 100th part of 1 yen.)

2. The Japanese Government does not own outright any steamships trading to the countries mentioned.

3. The Japanese Government does not adopt the system of holding shares in any steamship companies trading between Japanese ports and those of the Asiatic mainland.

I have the honour to be, Sir,

Your obedient Servant.

M. SAITO, Consul-General.

The Honourable the Premier of Tasmania, Hobart.

APPENDIX B.

His Imperial Japanese Majesty's Consulate-General,
164 Pitt-street, Sydney,
October 14, 1912.

Sir,—I have the honour to acknowledge receipt of your letter of the 1st instant, asking me for particulars respecting Japanese shipping for the information of a Select Committee of your State House of Assembly, which is enquiring into the question of interstate shipping.

In reply, I have the honour to inform you that—





1912.

PARLIAMENT OF TASMANIA.

AGRICULTURAL AND STOCK DEPARTMENT: REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£17 13s. 8d.]

AGRICULTURAL AND STOCK DEPARTMENT: REPORT FOR 1911-12.

Agricultural and Stock Department,
Hobart, 1st July, 1912.

SIR,

IN submitting this, the annual report of the Agricultural and Stock Department for the year ending June 30, 1912, I desire to point out that, although much of the matter dealt with herein has already been made public, it is in my opinion desirable that it should also be included in this report, which will thus be a record of the year's work of the Department, and of value for future reference. At the same time I do not consider it advisable to make an elaborate or very lengthy report, but rather to show in as concise a manner as possible the work that has been done by the Department, as well as to make such suggestions regarding the future working thereof that will in my opinion tend to enhance its usefulness to the State.

In the first place I am glad to be able to say that the scheme of the reorganisation of the Department, as outlined by myself shortly after my arrival in this State, has been made public and given effect to during the year, and that as a result thereof the work of the Department is being carried out in a more expeditious and satisfactory manner. Every officer of the Department has had his duties clearly defined, with the result that there is no overlapping of work, as each one is held responsible for the success of his particular branch of work.

The staff of the Department, though not numerically strong, is a really good one, and the individual experts compare favourably with those employed in similar capacities by the Departments of Agriculture on the mainland. Every officer not only takes a keen interest in his own particular duties, but does his best to increase the usefulness of the Department in every way that he can, and as a result a larger number of applications for the services of our experts have been received than it has been possible to comply with. The work of the experts necessarily entails a large amount of travelling, and in order to prevent any unnecessary waste of time in this respect these officers, except in unavoidable cases, visit a number

of centres in a district before returning to headquarters, thus covering more ground in a given time and doing better work.

I beg respectfully to bring under your notice the comparatively small salaries that are being paid to the officers of the expert staff, salaries that are very much lower than those paid for similar work in the mainland States; and I trust that as soon as the finances of the State warrant it the claims of these officers will receive favourable consideration, as they are certainly underpaid for the work they are performing.

The two branches into which the Department was formerly divided—viz., agriculture and stock—have been merged into one, under my control, and although an opinion was expressed in some quarters that such an amalgamation was undesirable, experience has shown that this opinion was not justified, as the whole of the officers are now working together amicably, and doing their best to assist the agricultural, pastoral, and horticultural industries of the State. No preference is shown to any one of these industries, the same courtesy being extended to the smallest farmer as the largest squatter; and advice and instruction is given to all of those who apply for it, irrespective of the social status of the applicant. The administration of the various Acts of Parliament controlled by the Department is carried out in an absolutely impartial manner, and an earnest attempt is made to safeguard the interests of everyone connected in any way with the land.

The work of the clerical staff has increased considerably during the year. Despite this, all correspondence has been dealt with promptly, practically every letter being acknowledged on the same day as it was received, except in the case of letters requiring my personal attention that had reached the office during my absence therefrom, and these have always been dealt with on my return. I am strongly in favour of conducting the work of the Department on business lines, and again beg to draw attention to the fact that although I have on several occasions pointed out the desirability of installing a more

up-to-date method of keeping records than that now in use, I have not been able to obtain the necessary authority to enable me to do so. It is essential that accurate records be kept of the entire work of the Department, and that the records so kept are available for reference at a minute's notice; hence the necessity for keeping such records in as systematic and simple manner as is possible. Although much of the work is necessarily of a routine nature, a very wide range of subjects, necessitating special knowledge and care, are also dealt with, and of all these subjects a careful record must be kept.

An improvement in the method of bookkeeping in vogue is also desirable, as in my opinion a Department which both receives and pays out money should keep a more complete record of such receipts and expenditure than is at present considered necessary; in other words, a Department such as that of agriculture and stock, should have its own qualified accountant, and manage its own financial business, subject, of course, to audit at given intervals. This is a matter I have dealt with more in detail in a report I have recently submitted to you on the working of the State Farm, where I trust that my suggestions may be given effect to; as if the farm is to become a success its working and management must be carried out on business lines, and not be strangled by "red tape."

Before leaving the clerical work of the Department there is one other point I wish to bring under your notice, and that is the undesirability of employing temporary clerical assistance in the case of work that should be performed by a permanent officer. I am glad to say that the position of the Department in this respect has been greatly improved during the year, as the places of three temporary officers and one permanent officer who resigned have been filled by two permanent officers and one junior officer on probation. The two former are giving every satisfaction, but the latter unfortunately was not sufficiently experienced to carry out the duties of the position to which he was appointed, hence temporary assistance has been required till such time as the services of a suitable permanent officer can be secured. When this appointment takes place the clerical staff will have little difficulty in keeping the records, accounts, &c., in an efficient manner.

As I have already submitted general reports on the agricultural, pastoral, and horticultural industries for the year under review, I do not consider it necessary for me to reiterate what I have already stated, but will confine myself to a general review of our more important farm crops and the products of stock.

POTATOES.

The potato has for many years played a very important part in the agriculture of this State, and despite Irish blight, moth, eel-worm, and other troubles, I see no reason why it should not play an equally important part in the future, provided that our farmers will profit by the experience of the two past seasons. The two seasons of 1910-11 and 1911-12 represent the two extremes in our climatic conditions; the first having a heavy rainfall, accompanied by a saturated atmosphere, which, combined with humidity, created ideal conditions for the rapid development of all kinds of fungus growths, with the result that Irish blight was prevalent more or less throughout the whole of the State; while that of last year, with a paucity of rainfall, a dry atmosphere, and in the case of the more porous soils of basaltic origin, an insufficiency of moisture to produce a vigorous growth, resulted in an almost total absence of Irish blight in the tubers, and only a little on the shaws, as the climatic conditions were not favourable to its development. It has been pointed

out over and over again to our farmers that the prevalence or otherwise of Irish blight is dependent on weather conditions; this has been the experience of all the potato-growing countries of the world, and now that it has been shown that Tasmania is no exception to the rule, our potato-growers should be convinced that as the industry has not been destroyed in other countries owing to the blight, neither will it be here. The advent of Irish blight, which will always be with us to a greater or lesser extent, necessitates the taking of greater care in the growing of the crop, such as the selection of the seed, the preparation and manuring of the ground, and the careful selection and grading of the tubers when grown; and will also, I believe, to a very great extent, do away with purely speculative planting; in other words, gambling with potatoes. The successful potato-grower of the future will be one who plants a given area each year, rather than a large area one season and little or none the next. He will not merely plant the seed and trust largely to Providence for the result, but he will only use selected seed properly stored, which will be planted on well-tilled land that is kept in good heart by judicious cropping and manuring. He will treat his seed before planting, and regularly spray the crop while it is being grown. The farmer who grows potatoes in the manner I have described will obtain yields very much in excess of the average, and will in a given number of years come out on the right side of the ledger; whereas the speculative grower, who plants a large area on the chance of getting a good season, a good crop, and a good market, is bound sooner or later to lose money, as Irish blight or other pests will eventually ruin him.

The cost of successfully fighting pests of all kinds so increases the expense of growing a particular crop, whether of farm, garden, or orchard, that it is necessary to obtain an increased return to pay for the increased expenditure, and this increased return can only be obtained either by a rise in price of the product to be sold or by an increased yield. The question of price is largely a matter of supply and demand, and is outside of the control of the individual producer, but that of yield is one of good farming, and is therefore in the producer's own hands. As the presence of obstacles to be overcome bring out the strong points of an individual, so the introduction of a pest tends to improve cultural methods. The introduction of Irish blight to this State may thus be after all a blessing in disguise, as it will undoubtedly have the effect of improving the working and cultivation of the land, as well as of compelling producers to instal a system of crop rotation in the place of growing potatoes year after year till the land would yield no more, and of growing white crop after white crop till the land is run out and is full of sorrel and other weeds. These slovenly methods of farming have been too common here in the past, and large areas of really good farming land have become so impoverished by injudicious cropping, combined with an entire absence of any systematic manuring, liming, or drainage, that they will take some considerable time and very careful management to regain their lost fertility. Recognising the importance of the potato industry to the State, experiments in the treatment of seed and in the spraying of the growing crop were carried out by the Department in the Sheffield and Wynyard districts, but owing to the absence of Irish blight on account of the climatic conditions being unfavourable for its development little results were obtained. In one respect, however, we gained valuable experience, and that was in the treatment of the seed by dipping it in a solution of formalin of a given strength. We found, as did others, that the immersion of the seed, even

Potatoes have been at a high price all through the year due to the shortage of the crop both here and on the mainland, and owing to the high price of seed it is probable that good prices will be obtained for the coming season's crop; still, extreme prices such as those prevailing cannot be expected to continue. Tasmania has undoubtedly the most suitable climate for the production of high-class potatoes of any of the Australian States, and what is of even more importance, our potatoes are the best carriers and best keepers of any grown in the Commonwealth. I therefore again state that I see no reason why the potato should not play as important a part in the agriculture of the State in the future as it has done in the past.

The quality of the wheat, oats, and barley grown was distinctly above the average, as the dryness of the season was favourable to the development of the grain, and enabled the crops to be harvested in good order, with the result that a large proportion of the total yields was plump and bright, the southern grown wheat particularly being of unusually good milling quality. As regards wheat, it is doubtful if this grain can be produced in Tasmania at a cost that will enable it to hold its own on the world's markets, as the comparatively small area in which it is grown, together with the extreme cost of harvesting that

the climate entails, militate against cheap production, which can only be secured by the use of special machinery for the preparation of the land, sowing the seed, and the harvesting of the crop when grown. Further, in average seasons much of the wheat is soft in texture and lacking in strength, hence it is not suitable for producing a good baker's flour unless it is blended with stronger wheats grown elsewhere.

In the case of oats, however, we can more than hold our own, both in quality and yield, with the rest of the Commonwealth. The bulk of the grain produced has been bright and plump, though in some cases the crop ripened unevenly, with the result that a number of immature grains were mixed through the sample. An improvement could well be made in the grading of the grain, both for market and planting, as many of the samples as they leave the threshing-machine would be greatly improved by the opening up of the screens slightly, so as to remove more of the pinched and immature grain. Better grading will ensure higher prices, and the screenings can be profitably utilised on the farm to fatten pigs during the winter and spring months, when porkers and baconers, are worth considerably more than they are in the autumn.

As in the case of the potato crop more care should be taken in the selection of the seed. Much of that on the market is more or less mixed, which results in the uneven ripening of the crop grown from such seed, and much again contains weed seeds of sorts, which should be removed by screening or felting, or by means of a combination of both these operations, before it is sown. Extra care taken in the grading of seed pays every time, despite the fact that there are still farmers who say that it pays best to sow the screenings. The law of nature is for like to produce like, and the result of numerous experiments has proved the soundness of this law: hence, selected grain from selected plants will always produce the best return, and further, this breeding by selection tends to improve the general quality of the crop. Experiments will be carried out at the State Farm to determine the varieties of grain that are most suitable to the State; and further, an endeavour will be made to so improve our present varieties by careful selection, cultivation, and cross fertilisation, that the average yield throughout the State will be increased.

There is the same necessity for a systematic rotation of cropping in the case of our grain crops as there is in that of our potatoes, as much of the land under crop has become infected with weeds and depleted of available plant food. The growth of cereal crops year after year on the same land is the surest way to get a dirty and impoverished farm, the first because there is an absence of the fallowing crop needed for the killing of weeds, and the second because one or more of the essential plant foods become exhausted.

The climate of this State is well adapted for the growth of all kinds of field peas and beans, and the quality of the yield during the year has been good. The growing of pulse crops is one of the best means of maintaining the fertility of the soil, especially if the crop is judiciously manured, and further, there is a good market on the mainland and Europe for the seed. Many of the samples as marketed are more or less mixed, and more care should be taken in obtaining clean seed. When the pulse is to be consumed on the farm this is not of so much importance; where it is grown for market, the cleaner and truer the type and colour the better price it will bring.

Pulse crops are difficult to harvest in a bad season, as the seed sprouts, and consequently deteriorates in value. Where mixed farming (including dairying) is

carried on, the loss can to a very great extent be prevented by harvesting the crop when only partially matured, chaffing and converting it into ensilage. Pulse crops do well in heavy land, especially if it is given a good liming and is manured with fertilisers rich in potash and phosphoric acid; further, they tend to improve the mechanical condition of such soils.

The leguminous plants of the vetch and clover families are closely related to the pulse crops in that they tend to improve the quality of the soil on which they are grown, and many varieties are suitable for growing in this State. During the year the question of fixing standards for our grain, pulse, and hay crops was carefully considered by a committee of produce merchants representative of the different districts of the State, with the result that in April last standards were fixed for the season 1912-13 for the following:—

Oats.

Giant, A and B grades.
Tartarian, A and B grades.
Stout White, A and B grades.
Algerian, A and B grades.

Peas.

Blue, hand-threshed, A and B grades.
Grey, hand-threshed, A grade.
Grey, machine-threshed, A grade.

The object of fixing these standards is to prevent disputes between buyers and sellers. The grain is sold as being of a certain grade, and if on receipt of same the buyer considers that it is not up to the standard of such grade he can compare a fair sample taken from the bulk as sold to him with a standard sample kept for reference purposes. Should the bulk be not equal to the standard sample of the grade then the buyer can refuse to take delivery or submit the matter to arbitration. Standard samples for reference purposes have been supplied to all local merchants, to the Departments of Agriculture on the mainland, and to Chambers of Commerce on the mainland and in England.

On the application of a seller an officer of this Department inspects the sample to be sold, and if he is satisfied that it is equal or superior to the grade under which it is sold he issues a certificate to this effect. A small charge to meet the expense of such examination is made.

In the case of chaff a certificate is issued to the effect that it is good and sound at time of shipment, provided that, in the opinion of the inspector, it is as stated.

The selling by standard is appreciated by our dealers, and so far there have been no complaints respecting the grade certificates issued.

It was not considered necessary to fix standards for wheat, barley, or rye, as little, if any, of these grains are exported from this State.

SEED-GROWING.

The above heading open up a branch of farming to which this State has hitherto given very little attention, yet it is one of the most profitable. I see no reason why, instead of having to import grass, turnip, clover, onion, rape, mangold, carrot, cabbage, cauliflower, peas, and many other varieties of farm and garden seeds, from Europe, New Zealand, America, and elsewhere, we should not only grow enough to supply our own requirements, but also those of the mainland States as well. Our climate is well adapted for the production of seed of the principal farm and garden crops of the temperate regions, and the evenly-distributed rainfall of some of our

farming districts reduces the risk of failure to grow a seed crop to a minimum. Seed-growing is not, however, a matter to be taken up lightly, as despite the fact that it is one of the most profitable farming operations, it is not an undertaking that I would care to recommend to the ordinary farmer, for the following reasons:—

To be carried out successfully seed-growing demands much more intensive cultivation and care than the average farmer is accustomed to bestow on his crops. In the next place, it demands the constant care and attention of the farmer during the growth of the crop, as all weeds, impurities, and faulty seed plants must be removed whenever they make their appearance. The harvesting, threshing, and cleaning of the seed also require special attention, but this latter, thanks to the great improvement that has taken place during recent years in seed-harvesting and cleaning machinery, is not a very difficult matter to get over once the farmer has grown and harvested a clean crop of seed.

In addition to the growing of stock seed with which to supply farmers and the trade generally, the man who takes up seed-growing as a business must grow his stud seed—that is specially selected seed from selected plants—from which to grow his stock seed, as if this special selection is not maintained the variety propagated will deteriorate. To the farmer, however, who is prepared to go to the trouble that I have indicated, seed-growing will undoubtedly prove profitable. It is not to be expected that every kind of seed can be grown to advantage on any one farm, as some seeds require special soil and climatic conditions to be produced to perfection, but from what I have seen of the State I have no doubt that practically all the commercial farm and garden seeds of the temperate regions can be successfully grown in one part or another thereof. Tasmania has amply proved its suitability for the breeding of high-class stock, and I see no reason why it should not be equally suitable for seed-production. At any rate, the matter is one that in my opinion is well worth the serious attention of our farmers, as if it can be shown that this State can not only grow enough seed to supply its own requirements, but also those of the other States on the mainland, it will be a good thing for our farmers, and for the Commonwealth generally. As I mentioned in last year's report, the market for our farm products is dependent to a very large extent on the weather conditions of the mainland, hence the growing of any crop that is not so dependent should be encouraged, firstly because it would not be so subject to market fluctuations, and secondly because it is providing another outlet for our produce, thus minimising the danger caused by all our eggs being carried in the one or two baskets—a frequent source of loss to the farmers of this State in the past.

I hope to take this matter up commercially at the State Farm when it is in full swing, and believe that it will not only prove profitable to the farm, but highly instructive to the students.

THE IMPROVEMENT OF OUR PASTURE LANDS.

In view of the interest that is now being taken in dairying the question of getting two blades of grass to grow in the place of one is a matter that is worth very much more consideration than it has received either at the hands of the squatter, dairyman, or farmer. In the case of this State it is a most important matter, as owing to the absence of good natural pasture and to the very few good native grasses that we possess we are largely dependent on the use of exotic grasses that are natives of the temperate regions of the old world. These grasses are peren-

nial, and when sown in the right proportion eventually form a dense sod or turf, from which a maximum yield of feed is returned.

Unlike the native grasses of this State and of the mainland, these exotic grasses require special attention in order that they may produce the best returns, as the feeding-value of a pasture properly laid down and properly worked should improve, rather than deteriorate with age. Very few farmers pay any special attention to their grass land, despite the fact that grass is the natural food of all kinds of farm stock, and that a good supply on the farm keeps the young stock growing, fattens the mature stock, and fills the cream can. Fewer farmers still have considered it worth their while to farm their grass land, and yet there is no part of the farm that pays better for attention. I do not purpose going into this matter at all fully, but wish to point out to our dairymen particularly that if they want to increase the yield of cream and to extend the period of milking, then the first thing to be done is to systematically improve the existing pastures, whether of native, exotic, or a mixture of both grasses. The principal faults of our pastures are:—

- (1) Sourness due to want of drainage.
- (2) Thinness—the ground not well covered.
- (3) Absence of sod—no bottom to the feed.
- (4) The presence of weeds, moss, or inferior grasses.

As regards the first, a good system of drainage is imperative, and this should be followed with a good top-dressing of lime, with or without finely-ground mineral phosphates or Thomas' phosphate, well harrowed into the soil. In the second and third case harrow well to remove weeds, sow a little more seed, top-dress with finely-powdered mineral or Thomas' phosphate, and roll. The absence of sod is due to the absence of the finer grasses common to the permanent pastures of England, such as the fescues and poas, which fill up the spaces between the more rigorous-growing grasses, and these grasses must be sown here; even though their roots may be found objectionable in arable land, they are of the greatest use in forming permanent pastures. They are of high feeding value, and tend to thicken up the bottom, and will eventually produce sod; and in the last instance it is a question of harrowing with both chain and zigzag harrows, top-dressing, manuring, and liming where the land is heavy and sour.

The money spent in the improvement of pasture pays, as no one can afford to let land that has cost from £10 to £30 an acre grow rubbish. To pay rent and make a working profit it must be made to grow grass, and it cannot grow grass to advantage in its present condition.

This question has opened up two other very important ones, viz., liming and drainage, both of which are of such magnitude that they should be dealt with as matters of policy. Large areas of agricultural lands adjacent to railway-lines—some freehold and some let under short lease to tenants—require to be systematically drained; a comprehensive system of drainage that would benefit a whole district being more effective, cheaper than, and preferable to individual action. Large areas of third-class land at present practically valueless can also be made available for fruit-growing or grazing, but in order to obtain the best results from such land liming should follow drainage. The cost of improving such land need not be excessive, provided up-to-date machinery is used; and further, large areas of this class of land are either adjacent to railway-lines or good metal roads, so that once drained they will be little further expense to the State. The question of reducing the cost of the carriage of lime by rail was discussed by associations of farmers during the year, and since

the close thereof has been given effect to, so that now a farmer can get lime carried, in not less than truck-load lots, at a cost of $\frac{1}{2}$ d. per ton per mile, with a minimum charge of 7s. 6d. per truck.

As the result of a large number of analyses carried out by the Agricultural Chemist during the year, it is seen that many of the soils of this State are actually deficient in lime, and that in other soils where there is not an actual deficiency of this material, it is not present in sufficient quantity to render the unavailable nitrogen present in the soil available for plant growth, hence such soils are greatly benefited by liming.

Liming therefore is destined to become a very important factor in maintaining the fertility of our soils, as its value is not merely confined to the fact that the addition of lime to the soil in sufficient quantities greatly improves its mechanical condition, but that it has also the power of sweetening the land and rendering unavailable plant-food available.

I have already stated elsewhere that the year under review has proved somewhat erratic in the matter of climate, but it is not only in this respect that it has been out of the common. The stock market has passed through a long period of glut, and consequently low prices, to a bare market with extreme rates, so that beef and mutton are now retailing at a price that places these necessities of life outside the reach of a number of people. Pork has also had a very wide range, from prices so low that the feeder could not have produced the meat at the sum it sold for, to prices that were highly satisfactory. The drought on the mainland during the last summer and autumn was to a certain extent responsible for the great fluctuations in the market; still, it was not entirely responsible, and several valuable lessons can be learned by a careful study of the year's markets.

The price obtained for fruit on the mainland markets has been very uneven, though on the whole it has been satisfactory. The great lesson that the past year should have taught us is the urgent necessity for better organisation in the handling, marketing, and distribution of our products. Glutted and bare markets within a few weeks of one another—in other words, a feast and a famine side by side—are not conducive to the welfare of a State, and could not exist under a good system of distribution that would enable a surplus to be carried over from a time of glut to a time of scarcity, thus steadying the markets, so that a fair price can be paid to the producer, and the consumer can obtain the produce at a reasonable rate. Such a system of distribution can only be brought about by combined action on the part of the producers. This brings up the question of agricultural co-operation, a subject often talked and written about, but of the working of which the average producer has not the remotest idea. So-called co-operation has no doubt been brought under the notice of producers time and again, but the results so far have not been satisfactory, nor are they likely to become so until producers know what true co-operation actually entails, and are prepared to accept the responsibilities arising therefrom. The subject is one to which I have devoted a considerable amount of thought for a long time, as it is now nearly 20 years since I first wrote on the subject. I was then an officer of the New South Wales Department of Agriculture, and as the direct result of my writing I obtained the credit of being a keen advocate for co-operation; in fact, I was somewhat surprised to see myself quoted as an authority on the subject by more than one leading English paper. The remarks that I am about to make are based partly on my own experience and partly on the experience of others, and are given to the producers of this State, so that should they decide on forming

themselves into a co-operative association for their mutual protection and benefit they will know on what lines they will have to work.

There is only one way in which agricultural co-operation can be made a success, and that is by securing the absolute loyalty of every member. This can only be obtained by means of cast-iron regulations, which must be rigidly enforced and carried into effect by every member. In other words, individuality must be absolutely obliterated, and the individual member become simply a unit in an organisation to which he is firmly bound, and whose rules and regulations he must carry out.

I doubt whether many of our producers are prepared at present to take these extreme measures, and if my surmise is correct, then they are not yet ready for co-operation, and are not likely to be so until they are driven to it by adversity.

So far the Australian farmer and fruitgrower has not had to fight for his existence, consequently he is not yet prepared to sink his individuality; but no one can say how long it will be before the struggle comes, as come it must, sooner or later. The unsatisfactory condition of our markets points to this, so that if our producers are wise they will take advantage of the warning now and organise on strong lines, rather than wait until such a time as they are forced to do so whether they like it or not. As a chain is composed of a number of individual links, and as the strength of such a chain is that of its weakest link, so a co-operative organisation is composed of a number of individual units, and its strength depends upon the coherence of these units.

The experience of agricultural co-operation throughout the world shows conclusively that such cohesion is absolutely essential to ensure success, and further, that such cohesion has rarely been achieved until the producers have been brought to the brink of ruin, from which their only chance of escape lay in the entire surrender of individualism and their agreeing to bind themselves together into a solid body, to fight as one man, for one end, and to stand or fall together. It almost seems as if keen opposition, hard times, and even personal hardships are necessary to bring about successful co-operation, and that the links of the chain of co-operation must be welded by the hammer of adversity before it will stand the strain of outside pressure and opposition. As experience has shown that there is only one way by which co-operation can be made a success, it has also shown that when it is a success there is no power on earth strong enough to stop its progress. The question therefore arises, "Is it not advisable for our producers to seriously consider their position whilst there is yet time to do so?" The subject is a very important one, and requires very careful handling, as unless our producers are prepared to subscribe to the rigid conditions I have outlined and become working units in one big machine, of which they form the integral parts, a machine controlled by one central agency, and of which every individual unit is working for the good of the whole, then they had better leave it alone. There is only one true co-operation, and in that self is obliterated.

RESERVE AT MACQUARIE HEADS.

A reserve of some 3000 acres, situated to the north of Macquarie Heads, having been vested in the Strahan Marine Board, the Board submitted a scheme to the Government whereby a portion of this reserve could be utilised for experimental purposes to test the suitability of the land for the growing of grass, vegetables, and farm crops adapted to the climate. The matter was referred to me, and as a result I, in company with the Fruit and Forestry Expert, paid two visits to Strahan during the latter

part of the year, and submitted a report on the suggestions of the Board, which received the approval of the Government. We made a careful inspection of the reserve, and selected a plot of land to be cleared for experiment work, as well as a site for a caretaker's cottage.

The land selected is of a sandy, loamy nature, easy to work, that retains moisture well during a dry time, and is covered with a dense undergrowth interspersed with blackwood, brown peppermint, gum, and other trees of medium size. The surface soil is rich in organic matter, and although it is probable that there is a fair supply of available plant-food sufficient to grow two or three crops, manuring with phosphates, potash, and lime will be required eventually. The soil is admirably adapted for the growth of vegetables, and I feel sure will produce excellent crops of potatoes, carrots, parsnips, onions, cabbages, cauliflowers, turnips, artichokes, asparagus, &c., as well as peas and beans, though the soil is somewhat light to grow these crops to perfection. It is also probable that tomatoes will ripen in sheltered positions. Oats can be grown for hay, and I have no doubt that several kinds of grass and clover will be found to thrive.

The site selected is adjacent to Swan Basin, and is provided with a suitable jetty, from which it is easy to get to Strahan by means of a motor, sailing, or pulling boat. A cottage has been erected, and some 7 acres of land surrounding it has been brushed, and when burnt off next autumn will be sown down in grass and used for grazing. The experiment is an interesting one, as if it can be shown that country similar to that being operated upon can be made to produce crops that will pay, then there is no reason why large areas of similar land now lying idle on the West Coast should not be cultivated. There is a good market for produce of all kinds right at hand in the mining centres, which are at present mainly supplied from Victoria, so that if produce is grown there will be no difficulty in disposing of it. With regard to the West Coast, I am glad to be able to say that there is a very much larger area of good Crown land than I was led to expect, land that is well adapted for dairying, as it will grow excellent grass and fodder crops. There are many thousands of acres of this land at present unexplored, despite the fact that a large portion thereof is adjacent to the deep water of Macquarie Harbour, and is therefore easily accessible. The land in question is of a rolling nature, and is covered with a dense undergrowth, which would not be very expensive to clear if fallen at a face and burnt off in the early autumn, as it could then be sown down with grass and clover seed, which would produce a good bite during the following winter and spring, thus enabling dairying to be started right away, and bring in a return from the land to pay for the cost of clearing.

This land only wants to be known in order to be taken up, should it be thrown open to selection, as I feel certain that if properly handled it will become one of the best dairying districts in the State.

The establishment of dairying on the West Coast would tend to send the district ahead rapidly, as it would provide regular employment for a number of persons, and there is a steady sale locally for all the butter and cheese that can be produced for some time to come.

In addition to making arrangements for the establishment of an experiment plot we inspected the portion of the reserve on which the sand is shifting badly, and gave advice with regard to the planting of marram grass to bind the sand and prevent it from being carried from the ocean beach right into the mouth of the harbour. This work has since been commenced, and some 36 tons of grass have already been planted.

"THE CODLIN MOTH ACT."

Owing to the great extension of the area planted in orchards in the Tamar Valley it was deemed advisable to take stringent measures under the above Act to prevent any further spread of the San José scale in the district. This insect has been present in the Launceston Fruit District for some years, and although it has never become a serious pest, it has nevertheless continued to spread from garden to garden, despite all efforts to prevent it, so that it was felt that the only chance of preventing its spreading further was to systematically spray every affected orchard or garden, and all trees within 100 feet of same. Regulations were framed giving the Board power to deal with trees of large size, as well as to permit them to carry out the work of eradication in an efficient manner. As Parliament voted a special sum for this purpose the work was carried out by the Board, under my superintendence. A thoroughly up-to-date motor spray-pump and a plant for preparing the spraying mixture was obtained, and the work has been carried out by the Board's inspector in a very thorough manner, so that it is hoped that by the exercise of especial care to stamp out any fresh outbreak that may occur as soon as ever it makes its appearance—that the pest will be practically eradicated. It is a very difficult matter indeed to deal with a pest of this nature, as its presence is by no means easy to determine in its early stages; and, further, it attacks quite a number of different trees and plants, including thorn hedges and wattle trees, according to the inspector's report, so that he never knows when or where it may make its appearance. Fortunately it is by no means as deadly a pest in this State as it has proved to be in America and on the mainland, being evidently kept in check here by natural enemies; at the same time it is not wise to run any risk by allowing it to spread unchecked, as our fruit industry is of such importance to the State that the cost of keeping this pest in check is a trifle as compared to the damage it would cause were it ever to become firmly established in our orchards. The question of amending "The Codlin Moth Act" so as to provide the necessary power to enable fruit boards or municipalities to impose a smaller tax in the case of non-bearing orchards will be submitted for the consideration of Parliament, and a Bill to give effect thereto has been prepared.

BOARDS OF AGRICULTURE.

During the year many boards have been visited, either by myself or by one or more of the members of the expert staff of the Department. A number of lectures and practical demonstrations have been given, and have been well attended. The practice of submitting matters of general interest to farmers for the consideration of the various boards of agriculture throughout the State has been continued, and much valuable information obtained and disseminated thereby. Experiments to determine the value of spraying in the case of Irish blight, the manuring of potatoes, and the destruction of noxious weeds have been conducted conjointly by the Department and various boards. Small quantities of seed of different kinds of root and fodder crops were distributed for testing, with the result that some of the varieties have done so well that their cultivation on a more extensive scale is worth considering. Amongst the plants that promise well, strawberry clover, *Lotus major*, Sulla, Peruvian lucerne, and *Phalaris commutata* may be instanced, and it is probable that one or more of them will eventually be cultivated extensively in one part or another of the State. A number of questions respecting bitter pit were also submitted to the vari-

ous boards, and the answers received were forwarded to Mr. McAlpine for his information in connection with the inquiry that is being conducted by him into the cause of this serious affection of many of our best varieties of apples.

I find that the boards of agriculture provide a good means of getting into touch with farmers, and further that they tend to bring the farmers of one district more closely into touch with those of another. This is especially noticeable on the occasion of the annual conference, when the meeting together of a large number of farmers from different parts of the State to discuss matters of importance to their industry tends to broaden their views and to cause them to take a keener interest in the welfare of their brother farmers. I am glad to say that some of the boards are "real live bodies," but I could wish that some others would put a little more energy into their meetings. I am a great believer in farmers meeting together from time to time to discuss matters affecting their industry, as I feel that the time so occupied is well spent; farmers to be successful now must keep abreast of the times, and to do this they cannot afford to miss any opportunity of gaining information.

ACTS RELATING TO STOCK.

Owing to the decision of Parliament to permit the introduction of approved female dairy cattle into the State free of quarantine charges, and to provide food for same free of cost whilst in quarantine for the period of 90 days, it is necessary to make a slight alteration in "The Contagious Diseases Cattle Act," to permit of the establishment of more quarantine-stations. A short Act to deal with this matter has been prepared.

"The Stock Act of 1905," which has been found unworkable, has also been revised, and will be submitted to Parliament this session. A Branding Act has also been prepared, and I am of the opinion that this Act and "The Stock Act," and "The Contagious Diseases Cattle Act" should be combined and worked as one Act. This will be a step in the right direction, as I believe that one comprehensive Stock and Branding Act should take the place of all the different Acts now dealing with stock, as these Acts have become so involved that they are now extremely difficult to work. The Chief Inspector of Stock has given very careful attention to this matter, and recognises the desirability of having one consolidated Act. I therefore trust that the matter will receive the careful consideration of Parliament at an early date.

"THE FERTILISERS ACT."

An Act to regulate the sale of fertilisers was introduced during the session of 1910, but was not dealt with. Time did not permit of its reintroduction in 1911, but it is to be hoped that it will be dealt with during the coming session. The Bill is not a contentious one, and it has already received the endorsement of a number of the largest manufacturers of artificial fertilisers in the Commonwealth, who have suggested the addition of a few minor alterations, which are now embodied in the Bill. Farmers are anxious for the Bill to become law, and resolutions to this effect have been passed at the two last annual conferences of boards of agriculture held in Launceston and Hobart respectively.

"ADVANCES TO SETTLERS ACT."

Although this Act is not administered by the Agricultural and Stock Department, the question of so amending the present Act that it will be of more assistance to farmers has been discussed at our annual

conferences, and resolutions were unanimously passed affirming the desirability of amending the Act. I trust, therefore, as this is a matter of importance to many agriculturists throughout the State, that it will receive the careful consideration of the Government.

CHEMICAL LABORATORY.

I am glad to be able to state that during the year the Agricultural Chemist has been provided with more suitable accommodation and more up-to-date appliances for the carrying out of his work. The result has been a great increase in the work accomplished, as will be seen by referring to this officer's report. The Chemist has been supplied with an assistant, which enables him to devote more time to actual analytical work, and has relieved him to a considerable extent of the merely mechanical work of the laboratory.

A start has been made to systematically analyse the soils of our principal fruitgrowing districts, a work which will necessarily take time, but which, when completed, will be of the greatest value to all fruitgrowers, as it will show definitely how to treat and manure the various fruit soils in order to obtain the best results therefrom.

A large number of analyses of lime and limestones have been made, as well as of materials used for the destruction of insect and fungus pests, but only a few analyses of manures have been undertaken.

THE FRUIT INDUSTRY.

I do not propose dealing with the work of any of the experts at any length, but will leave their reports to speak for themselves. At the same time there are a few remarks I wish to make. As regards fruit, despite all the instruction and advice that has been given, we do not yet handle, grade, or pack our fruit to the best advantage. There are many careful growers, but there are still a number also who do not put up their fruit in a creditable manner, with the result that we still get complaints both from the Australian and oversea markets respecting the quality of a certain proportion of our pack.

Personally I do not think that the present method of handling our fruit will ever produce the best results, as there are far too many individual packers and far too many brands. In no industry has co-operation done more to improve the get-up of the products than in that of fruit-growing, as instanced by the orange and apple growers of America, and what they have accomplished our growers can accomplish also, provided that they will take the same steps to do so that the American growers have taken. I have shown what those steps are, and how co-operation, to be effective, must be carried out. During the year the services of Mr. Samson, an American fruit-packing expert, were obtained by the Department, and a number of demonstrations and instruction classes were given by him in different fruitgrowing centres. The demonstrations were well attended, and Mr. Samson's system of packing with broken joints, which necessitates very accurate grading, was very clearly and carefully described. The great advantage in the method taught by Mr. Samson over that commonly adopted by Tasmanian packers is its uniformity, and that the same number of fruits of a given size are always packed in the case, the buyer thus knowing exactly what he is buying. The process is by no means a new one, but has stood the test of time, hence it is well worth the serious attention of our growers, as an even pack will always realise more money than an uneven one.

During the year Mr. McAlpine commenced his inquiry into the cause of bitter pit. He twice visited this State, and the Department has given him every

assistance to carry out his investigations. So far the Department has received no report from Mr. McAlpine, other than what has appeared from time to time in the public press.

During the year serious damage followed the application of certain spraying materials used for the destruction of codlin moth, and as the result of this damage the question of fixing a standard of purity for all materials used for the destruction of insect and fungus pests on animals or plants was discussed by the last annual conference of Ministers of Agriculture, and it was decided to call a conference of the chemists of the various Departments of Agriculture to discuss this matter and decide on standards which will be adopted by all the States, and be given effect to by Acts of Parliament.

THE DAIRY INDUSTRY.

It is gratifying to note the interest that is now being taken in dairying, and the steady progress that the industry is making. I will only just touch on this matter, as the Dairy Expert deals with it in detail, but there is one feature of the industry that is particularly encouraging, and that is the interest that dairymen are beginning to take in the actual performances of their individual cows, and their appreciation of the value of breeding from sires of proved dairy strains.

There is a great improvement in the herds of stud dairy cattle, a very noticeable feature at the principal agricultural shows being the numbers exhibited and the excellence of the exhibits.

Sales of dairy cattle have been held from time to time during the year, the results of which have been decidedly satisfactory, as there has been keen competition, and good prices have been obtained. This is very encouraging to our stud breeders. They have not had any too good a time in the past as there has been very little demand for their stock; but now the tide has turned, and dairymen are improving their herds by the introduction of better sires and of heifers of good milking strains. So much interest is now being taken in this matter that a well-known firm of stock agents is making a speciality of high-class dairy stock, and is I understand meeting with good encouragement. The general use of approved dairy bulls will soon lead to a marked improvement in our dairy herds, and I trust that it will not be long ere all mongrel bulls will be altered, and that every bull used for a sire has been subjected to and passed the tuberculin tests. I am glad to say that a dairy supervisor has been appointed, and I trust that the work of this officer will be instrumental in so improving the quality of the cream forwarded by those dairymen who, either through lack of knowledge or carelessness, have been sending a decidedly second-class article to our factories, that there will be no more complaints *re* inferior cream, and that as a result the quality of our butter will be improved, and the percentage of second-class butter reduced to a minimum. The climate of Tasmania is such that we can, and should, produce the best butter in the Commonwealth; but we will never attain this desirable position as long as individual dairymen are allowed to send inferior cream to the factories; hence the energies of the supervisor will be devoted to bringing about an improvement in the quality of this inferior cream.

In my last annual report I went very fully into the value of the dairy industry to this State, and pointed out the reasons for the opinions then expressed. I see no cause to alter what I then stated, but will go even further and submit for your favourable consideration the desirability of the Government further assisting dairying. Many of our dairymen are still in need of instruction, and

there are many districts in the State to which dairying could well be introduced, both to the benefit of those living in those districts and to the State generally. Dairymen not only want instruction in the handling of their cream, but in the testing of their herds. Every dairymen should know what each individual cow in his herd is producing, so that he can weed out the duffers and improve his average yield. This will require the appointment of more than the one supervisor, in addition to the Dairy Expert, to deal with the whole State, as instruction will have to be given at dairy schools, to senior scholars in our public schools, and to the dairymen themselves.

Assistance should also be given to dairymen to enable them to construct silos to conserve fodder for the use of their dairy cattle during the winter months, and to enable them to erect suitable dairy buildings, such assistance to be a charge on the farm, and to be repaid in easy instalments. Assistance is also needed in the case of the disposal of our butter and cheese, as at present our dairymen are handicapped by having to send their produce to Victoria to be graded, instead of having it graded at a Tasmanian cold store, from which it would be taken either direct into the cold chamber of a vessel going to Great Britain or placed in the cold chamber of an interstate steamer, from which it could be transferred direct to that of the oversea steamer. This will necessitate suitable cold storage accommodation, which could also be used for meat or other perishable products.

THE PIG AND POULTRY INDUSTRIES.

These industries have received a large amount of attention during the year, and have been freely discussed at conferences and by the press. The pig market has been very erratic, and prices have been in sympathy accordingly. Mr. Terry, in his report, has gone fully into the question, so that it is not necessary for me to go over the ground covered by him; but there is one point that is well worth the attention of farmers, and that is not to bring all their pigs in at the one time, thus causing a glut at one period and a scarcity at another. Winter and spring feeding should be encouraged in the place of autumn feeding, and the supply of food should be held over till such time as it can be converted into meat that will realise the highest price. There is no doubt that much better returns will be obtained if the supply of bacon pigs is more evenly distributed throughout the year.

As regards poultry, it is interesting to note that the utility bird is steadily displacing the prize show bird. Breeders are also combining to prevent the markets from being glutted at one time and being badly supplied at another, and the result of this combination will, in my opinion, tend materially to the improvement of the industry and to the mutual benefit of the co-operating members.

STATE FOREST NURSERY.

In order to facilitate the transfer of the plants from the land at the Botanical Gardens to the State Farm, many thousands of seedlings have been grown in boxes, so that they can be shifted *en bloc*. The trees in the nursery beds made fair progress; a number have been distributed to public bodies, and the balance have been removed to the farm.

This branch of the Department's work will now be carried out at the State Farm under much more favourable conditions, and will disappear as a separate item on the estimates.

The cost of raising the trees will be materially reduced, and the number available for distribution very largely increased.

GOVERNMENT VETERINARY SURGEON.

Owing to the retirement of Dr. Willmot, through ill-health, Mr. G. S. Bruce, F.R.C.V.S., was appointed Government Veterinary Surgeon in March last, when he took up his residence at the Government Laboratory at Campbell Town. Since Mr. Bruce's advent in the State he has been kept busy, and has already made a number of reports and written a number of articles of great value.

Shortly after his arrival there was an outbreak of anthrax, which was promptly dealt with by him, with the result that the outbreak was confined to the one farm, and no deaths or further cases occurred after the disease was diagnosed, as inoculation was carried out, and proved effective. The property was quarantined, and has since been released. The outbreak was promptly dealt with, and the State is again free from any contagious stock diseases.

Mr. Bruce has gone fully into the question of registration and examination for soundness for stallions, and at the request of the Council of the Agricultural Associations he will attend a number of shows during the coming season and examine the stallions submitted for competition. I have not asked Mr. Bruce to submit a report for the four months of the year he has been with us, as I consider that such a report would be premature, and that it is far better to wait for a fuller report from Mr. Bruce when he has obtained the necessary local knowledge to render his report of the most value.

GOVERNMENT ENTOMOLOGIST.

Since Mr. Lea's retirement last year this position has not been filled. Comparatively few enquiries have been received respecting this branch of work, and in no case has there been any difficulty in supplying the information requested. I, however, feel the want of an economic entomologist and pathologist, as the Department requires a competent officer to carry out work in the field. The Public Service Board advertised for applications for the position, but were unsuccessful in obtaining a suitable person. I am in hopes that we shall shortly obtain a competent man, as there are several matters that require special investigation, such as the life histories of the underground grass grub, the barley grub, the pea mite, and other little-known insect and fungus pests. Experiments are also needed to determine the best means of combating these destructive pests. This work can only be successfully carried out in the field, and it demands the services of the economic entomologist who has had special training in this class of work rather than those of the purely academic scientist.

PUBLICATIONS.

During the year there has been a steady increase in the monthly issue of "The Agricultural Gazette," which has now reached 2000. The "Gazette," which is published in royal octavo form, is appreciated by agriculturists, and the extra cost of production is therefore warranted. A number of special bulletins have also been issued during the year, with the result that the item for printing has been considerably increased; but it is as well to point out that many of these bulletins, being reprints from the pages of "The Agricultural Gazette," this journal has borne the major portion of their cost. It is, however, money well spent, as the whole of the publications are of an educational nature.

BOARD OF IMMIGRATION.

The Board has held a number of meetings during the year, but owing to the fact that the only policy dealt with was that of granting assisted passages to

nominated immigrants the scope of the work was restricted to such an extent that it was largely of a formal nature. The report of the Secretary to the Board is attached hereto.

CONCLUSION.

In conclusion, I have to tender my thanks to every officer of the Department, both of the permanent and temporary staff, for the willing assistance they have at all times given me, and I beg to attach hereto the reports of the following officers:—The

Chief Inspector of Stock, the Agricultural Chemist, the Dairy Expert, the Fruit and Forestry Expert, the Pig and Poultry Expert, the Senior Inspector, the Editor of the "Agricultural Gazette," and the Secretary of the Board of Immigration.

Respectfully submitted,

ALBERT H. BENSON, Director of Agriculture.

To the Hon. the Minister for Agriculture.

ANNUAL REPORT OF THE CHIEF INSPECTOR OF STOCK.

Agricultural and Stock Department,
Hobart, 30th June, 1912.

SIR,

I HAVE the honour to furnish my annual report upon the working of the Stock, Contagious Diseases (Cattle), Rabbit Destruction, and Codlin Moth Acts.

"The Stock Act" (5 Edw. VII. No. 37) is an amendment to the "Scab Act, 1887" (39 Vict. No. 20), which was placed upon the statutes for a specific purpose, viz., to eradicate scab in sheep, a disease which, as I have previously reported, was eradicated from the flocks in Tasmania; and the State was declared clean, and proclaimed so, in 1881. The success of the old Stock Department, under the Honourable James Whyte, was due to a stringent Act and regulations, and the appointment of practical and efficient officers, maintained by funds raised by a levy per head upon the sheep depastured in the then Colony. The working of the Act was never a burden upon the general taxpayer, as is the last amended Stock Act of 1905. On the occasion when the balance was absorbed into the Consolidated Revenue by Act of Parliament (60 Vict. No. 47) in 1896, the fund was in credit to the extent of £749 15s. 6d. The present Act for the eradication of ticks is most unsatisfactory and unique in its incidence, as only taxpayers' moneys can be utilised for the remuneration of inspectors. The staff certainly is not large, as it only consists of the Chief Inspector of Stock, one permanent inspector, the temporary port inspectors (who deal with the shipping), and unpaid police officers (who are gazetted stock inspectors at the consent of the Commissioner of Police, no matter whether competent or otherwise to perform inspection duties). Some are efficient, who have graduated in the sheep yards, and know their work; nevertheless, all are in sympathy, and show an earnest endeavour to do what they can to assist.

I hold very strong opinions as to the cleansing of the State from the tick parasite, which is easy of accomplishment if the Department had a free hand and sheep-owners would work with it—

- 1st: To enforce thorough dipping of sheep from off the shearing board in an effective tick-destroying preparation. These are upon the market, and within the reach of any owner who elects to depasture sheep.
- 2nd: Shorn sheep must be kept in a securely-fenced paddock, "the area defined."
- 3rd: The immersion must be perfect by soaking the sheep so that the liquor in the dip will penetrate to the skin of the sheep.
- 4th: The collection of every sheep, known as "stragglers" from off every run, to prevent them if ticky becoming intermixed with shorn-dipped sheep.

It is absolutely incomprehensible why owners will not carry out the law, but prefer to appear before a bench of justices and submit to being fined, as my experience has proved this season. Two cases in particular are worthy of recording for general information:—

(1) An owner dipped his ewes and left his lambs unshorn and undipped, although he was not the holder of a clean certificate, because he was told the lambs would lose condition. This owner was prosecuted and fined £2 and costs, when the minimum penalty was £1 and the maximum penalty £20, which, in my opinion, should have been inflicted.

(2) I found ewes and lambs undipped, it being six weeks since they had been shorn, carrying ticks; and adjoining an owner who had dipped his sheep twice prior to the 17th February. The Bench in its wisdom fined this owner £2 and costs, where the penalties are similar to those in the previous case. This owner applied to the Bench for a day's expenses, because I wired to him and asked him to meet me and inspect his sheep.

As showing the neglect of some owners, I have seen ewes and lambs that have been credited with being dipped, but upon inspection have found them to be carrying ticks; in such cases I have served notices to re-dip.

It is patent to me that if ticks are to be eradicated the adjudicating justices should, when stock cases come before them, assist the Department to carry out the law, and not inflict such nominal penalties as will induce and encourage a careless owner's non-compliance with the Act, and make such a one feel that it is easier and cheaper to shirk the proper dipping of sheep and encourage the continuance of tick. In my opinion a fine should be inflicted that will compel such owners to dip effectively in good material. I was taken to task by the Warden of the Oatlands Municipality for having expressed dissatisfaction with the infliction of nominal fines, where the Bench had a discretionary power over travelling and marketing of sheep carrying ticks. I claim I rightly had the power to do so, and the Warden must have felt the justice of my remark, otherwise he would not have referred to the matter.

The continuance of the abuse of careless dipping, with, in some cases, its judicial apparent encouragement, augurs loss to the careful stock-owner who fairly and squarely tries his best to rid his flock from tick. This class of owner is numerous, and should be protected; therefore, the infliction of such nominal penalties as 1s. and costs awarded by certain benches of justices does not redound to the credit of the particular municipality where such sympathetic judgment is administered, which relieves the careless owner from the expense of dipping and keeping his flock free from ticks at the expense of 1s. and costs, when the operation of dipping might aggregate £1 to £5 or over.

I have always been impressed with the necessity of Pest Acts carrying a minimum penalty. From past experience I am more than ever averse to favour a discretionary power under such Acts, where local sympathy and local interest are paramount. It is palpably apparent that with local justices who are owners of stock it must appeal to their sense of right that what is the defendant's case to-day might be their own to-morrow, and the minimum penalty to one might be the minimum to the other.

I notice in an extract from the report of Dr. Norris, the Director of Quarantine for the Commonwealth, after his tour round the world upon quarantine matters, that his recommendations contemplate a vastly increased expenditure in quarantine matter—at least up to £100,000. In this connection we have before us two significant facts—(1) That for the week ending 17th February, 1912, there were 16 outbreaks of scab in sheep in England; (2) the dispersal of the stock inspectorial staff in South Africa, and the work to be handed over to the field cornets.

Therefore it behoves the clean States of Australia and the Dominion of New Zealand to be additionally

alert to prevent the introduction of sheep scab and other quarantinable stock diseases by a rigorous enforcement of our State quarantine laws.

The non-suspension of "The Stock Act, 1905," came as a thunderbolt upon owners who were reserving ticky sheep for late season's sales; it caused many to shear and dip early, but many were prevented by weather conditions. As heralding the good that was attained from the non-suspension of the provisions of the 1905 Stock Act, I inspected 24,000 sheep at Bothwell, and found only one little lot of hoggett lambs carrying ticks; these were ordered to be dipped. The owners were proceeded against and fined, with costs, £1 14s. 6d. "The Rabbits Destruction Act" and "The Codlin Moth Act" are both being controlled by the municipal councils under the authority of "The Local Government Act." I have no hesitation in saying that all Pest Acts, particularly the abovenamed, should undoubtedly be administered from a central head, otherwise there will be no material diminution or solid depreciation in injury accruing to pastoralists, agriculturists, or orchardists from the ravages caused by rabbits or codlin moth. The chief and first reason I assign for the alteration suggested is that all war waged, and methods of destruction, against pests are unlikely to be uniform in character. This is exemplified by the work performed since municipal control has been in existence. The second objectionable feature of the present legislation is that when any breach of the law is committed under these Acts (which is seldom in evidence, according to police court records) the hearing of the charges is absolutely in the hands of local justices, who possibly, and most probably, own or occupy rabbit-infested country or infected orchards, and are thus to a certain degree prejudiced against the infliction of the penal clauses of these Acts. I think I am correct in saying that only once has a stipendiary magistrate adjudicated upon a rabbit case, when the case failed owing to notice to destroy rabbits being given by registered letter, instead of being posted in the usual manner with a penny stamp, when the defendant took advantage of the technicality of the law. I strongly favour an amendment of these Acts and placing the control with the Director of Agriculture.

If the Noxious Weeds, the Contagious Diseases (Cattle), and the Stock and kindred Acts were consolidated, and the administration given to the Director of Agriculture, with ample power to levy rates upon stock (also upon land for the purpose of dealing with rabbits, orchard pests, noxious weeds, &c.), much good would be the outcome. The rates collectively should be funded and ear-marked for their special purposes, as was the rate per head upon sheep under the 1875 Scab Act, and as is at present done with the contributions upon cattle for the purposes of "The Contagious Diseases (Cattle) Act." This would establish a fund for the appointment of practical and efficient inspectors, only responsible to one head, over the whole State, and not as at present under the sailing order of seven councillors, who select their inspector, and who is amenable to such a body, many of whom are not conversant with the methods of dealing practically with pests; and it may occur that the minority of councillors' influence the majority in issuing instructions to the inspector for carrying out the inspector's working methods. The fund so raised would be for the remuneration of inspectors and other purposes set out by the consolidated Acts. This would relieve the general taxpayer, and would only fall upon the owner, whose interest is identical with the progress of pastoral, agricultural, and horticultural industries, who rightly and properly should support these recommendations for keeping diseases of stock and pests in subjection. With this proposed reform must be considered the propriety of the appointment of stipendiary magistrates to adjudicate

upon all cases when necessity arises to take legal proceedings for any breaches of any of these consolidated Acts, and be the means of relieving interested councillors placing themselves in the unenviable position of sitting in judgment and inflicting a penalty either upon their neighbours or personal friends. In substantiation of my remarks I will instance the maladministration of of "The Rabbit Destruction Act" and "The Codlin Moth Act" under present control. I have this past season, as Chief Inspector, been instructed by the Director of Agriculture to compel action to be taken by three municipal councils for not having thoroughly and satisfactorily administered their functions. In one municipality no less than nine defendants appeared before the Bench, including the Warden of the municipality, and were all convicted and fined under "The Codlin Moth Act." In the second municipality the case was dismissed through a faulty notice; and in the third the case was dismissed, notwithstanding the evidence of the inspector's reports was against the defendant, as also was my own evidence, from personal inspection of the property. In this last case the particulars were submitted to the Honourable the Attorney-General for his perusal.

"The Contagious Diseases (Cattle) Act."

Upon this Act there is little to report, but that the services of the veterinary officer have been only moderately availed of during the past year. I must record my great satisfaction and appreciation of the excellent and scientific work performed by Dr. Willmot, M.R.C.V.S., who has until within the past six months been attached to the Stock Department. I consider his resignation from the position he held in the State Service, and his commendable research work in the investigation of new disease, will be felt individually by stock-owners and by the Department, as some of the work is in an unfinished state, caused by Dr. Willmot's inability through ill-health to stand the strain of the bacteriological research work. The resignation is, I regret to record, entirely due to ill-health, by which the country and the Stock Department have lost the sound advice of a capable and intelligent officer, who retires with the hearty good wishes of the stock-owning community whom he has served so well.

There have been very few outbreaks of the cattle disease which troubled the owners in some parts of the State during the past year; and the several cases that have occurred are of the braxy group, which require further investigation, and will be taken up where Dr. Willmot left off by Mr. G. S. Bruce, F.R.C.V.S., who has lately been appointed, and will reside at Campbell Town, and I feel sure will be generously assisted by Dr. Willmot if needed, and his advice sought after in consultation, if his health permits him to give attention to bacteriological research work.

Parliament during the last session determined not to interfere with the State quarantine laws, which remain at 90 days upon cattle from Australia. In my opinion the wisdom and determination of Parliament has been amply justified, from a perusal of the past six months' reports, furnished weekly, from New South Wales, Victoria, South Australia, and West Australia. Queensland does not supply information, the authorities there stating that their State is free from contagious diseases, notwithstanding other States of Australia affirm that pleuro-pneumonia contagion has been introduced into herds by contact with travelling cattle from Queensland.

I have, &c.,

T. A. TABART, Chief Inspector.

The Director of Agriculture, Hobart.

ANNUAL REPORT OF THE DAIRY INSTRUCTOR.

July, 1912.

SIR,
I HAVE the honour to submit my report for the year ending June 30, 1912.

I have much pleasure in again recording a substantial advance in the position of dairying in Tasmania, in spite of the somewhat adverse climatic conditions which prevailed during the early part of summer. A severe check to the growth of feed was experienced before Christmas,

but timely rains prevented further disaster, although the months of January and February were much below the normal rainfall throughout the dairying districts of the north. Notwithstanding this, a substantial increase in the production of butter and cheese is recorded, and Tasmania holds the unique position of being the only State in the Commonwealth which shows an increased output for the season 1911-12, all the other States recording a decrease.

Production and Exports.

I am indebted to the State Statistician for the following figures, representing the production and value of butter and cheese for the calendar year, viz., January 1 to December 31:—

Butter produced: 1910, 1,780,982 lb.; value £78,254. 1911, 3,317,455 lb.; value £147,329. Increase in production for the year, 1,536,473 lb.; value £69,075.

Cheese produced: 1910, 464,771 lb.; value £9378. 1911, 480,130 lb.; value £11,733. Increase in production for the year, 15,359 lb.; value, £2355.

Total value butter and cheese for the year 1910, £87,632. 1911, £159,062. Increase in value for the year 1911, £71,430.

Estimated gross value of milk, butter, and cheese for the year 1911-12, £426,525.

The returns from the registered factories are for the season, viz., July 1 to June 30, instead of the calendar year as above. It was intended to give a complete analysis of the factory returns, but this has been prevented by many of the returns sent in being incomplete, and not in the form scheduled under the Act.

Some of the factories returned the amount of butter-fat purchased instead of the pounds of cream, as required; others omitted the number of suppliers, &c. Although an allowance may be made by the fact of the work being new, I respectfully call the attention of directors and proprietors of factories to the necessity of making accurate returns in the form demanded by "The Dairy Produce Act, 1910."

There are now 30 dairy factories registered under the Act; but I am of opinion that this number does not cover the whole of the factories as defined by the Act. Attention is called to the interpretation of the term "Factory" under Clause 2. "Factory" means any building or place where butter, cheese, or condensed milk is prepared or manufactured wholly or partially from purchased milk or cream. It is therefore desired that all purchasing milk or cream for manufacture into butter or cheese will at once comply with the regulations, otherwise an accurate return cannot be compiled.

The total output of the registered factories, taken from the statutory returns, as provided for under "The Dairy Produce Act" for the last two "seasons" is as follows:—

Butter produced, season 1910-11, 2,815,680 lb.; equal to 1257 tons; value £125,700.

Butter produced, season 1911-12, 3,590,519.40 lb.; equal to 1602.91 tons; value £160,291.

Increase for season 1911-12, 345.91 tons; value £34,591.

Cheese produced, season 1910-11, 423,920 lb.; equal to 189.24 tons; value £10,580.

Cheese produced, season 1911-12, 571,133 lbs.; equal to 254.97 tons; value £14,278.

Increase for season 1911-12, 65.73 tons; value £3698.

Total value butter and cheese for the season 1910-11, £136,280. 1911-12, £174,569. Increase in value for season 1911-12, £38,289.

The above values are worked out in the customary manner by taking butter at £100 per ton (10 $\frac{3}{4}$ d. per lb. nearly), and cheese at £56 per ton (6d. per lb.); but it must be understood that these prices are too low, values having ranged considerably higher during the period under review.

The amount of Tasmanian butter forwarded to the Government Cool Stores, Melbourne, and exported from Victoria, was:—

For the season 1910-11, 25,710 boxes (642 $\frac{3}{4}$ tons).

For the season 1911-12, 32,230 boxes (805 $\frac{3}{4}$ tons).

Increase, 1911-12, 6520 boxes (163 tons); over 25 per cent.

The Superintendent of Exports, Victoria, has again kindly supplied this Department with full particulars as to quality and grade of all export butter shipped at Melbourne.

Export Regulations.

Tasmanian butter shipped to the United Kingdom is still severely handicapped by having to be forwarded to Melbourne under very adverse conditions, and a very general expression of opinion has been given by the factories and dairymen that better arrangements should be made for the carriage of butter intended for export on the Tasmanian railways and interstate boats. The question of the possibility of having the butter chilled and graded locally is to be brought forward at the conference of farmers and dairymen shortly to be held, when the attention of the Government will be called to the coming necessity of cold storage facilities

and direct shipments of Tasmanian export butter. The quality of the butter exported has again been excellent, and top market prices frequently realised. Analysis of the grading shows an increase in superfine butter of 0.8 per cent., and an increase in first-grade butter of 7.6 per cent., and naturally a corresponding decrease in second and lower grades.

Percentages Scored by Tasmanian Butter.

	1910-11.	1911-12.
	Per cent.	Per cent.
Superfine	00.31	1.03
First grade	62.76	70.38
Second grade	34.44	26.84
Third grade	2.37	1.40
Pastry	0.09	0.36

Under "The Commerce Act" seven Tasmanian factories were cautioned or penalised for short weight, or below standard butter, during the past season, as follows:—

- (1) Penalised five times.
- (2) Penalised once
- (3) Cautioned once.
- (4) Cautioned once; penalised twice.
- (5) Cautioned once; penalised once.
- (6) Cautioned twice; penalised once.
- (7) Cautioned once; penalised once.

To avoid trouble in weights it is very necessary to give close attention to the accuracy of the scales used, and to have a set of standard weights for the purpose of periodically testing the same, as the unavoidable presence of brine in all butter factories has a very detrimental effect on the bearings and metal work of all weighing machines.

During November a serious position arose owing to a considerable quantity of Tasmanian butter intended for export being held up by the Federal authorities on the assumption that it contained sulphurous acid (presumably as a preservative), in contravention of "The Commerce Act," which allows only boric acid to be used. Instructed by you, and accredited by the Honourable the Premier, I at once left for Melbourne for the purpose of investigating the trouble. I received every assistance from the Federal authorities, and was promptly able to report the release of the butter in question.

Factories.

In order to cope with the increased supplies of cream, nearly all the factories are adding to their plant and equipment, and several have found it necessary to make additions to their buildings.

A new and well-equipped factory was opened at Scottsdale on September 27, and owing to the rapid growth of dairying in the district the company has had a very successful season. New factories have also been erected at New River, St. Patrick's River, Riana, and Marrawah. Assistance was given in the formation of a co-operative dairy company for the Midlands, and it is anticipated that a new factory will be erected in time for the coming season.

The co-operative movement has been considerably strengthened by the conversion of the Tasmanian Produce and Cool Storage Company and the Pembroke Dairy Company into co-operative concerns.

General.

In addition to the advice and assistance rendered in the formation of new companies, and the erection of factories, my services have been freely requisitioned throughout the year for the purpose of giving practical instructions in all branches of dairying. Milking competitions have been carried out for the various agricultural show societies, and Government certificates are now issued to the winners of these events.

The appointment of a Dairy Supervisor is expected at an early date (since appointed). The third annual school of practical dairying was held at Burnie from August 10 to 18, when, in addition to the lectures and demonstrations given by your own officers, the Department is indebted for additional demonstrations by Dr. Purdy, the Chief Health Officer; Mr. A. E. Wadsworth, A.R.S.I.; Mr. Geo. Hull, Overseer to the Burnie Council; Mr. W. P. Hales, Resident Engineer Tasmanian Railways; and Mr. W. Powell, manager Table Cape Factory. The syllabus covered a wide range of practical subjects, the evening lectures being open to the public, as well as the out-door demonstrations of veterinary surgery, cement-laying, &c.; this gave an added interest to an otherwise successful session of a week's practical dairying.

Butter realised somewhat exceptionally high prices during the last year, and may be said to have reached an average of approximately 15s. per cwt. above those of the previous season, and indications point to good prices being again obtainable next year. The growing of green crops and the conservation of fodder generally still leave much to be desired, but the erratic weather conditions of the past season, coupled with the high price of butter, will undoubtedly influence the farmer in paying more attention to this important feature.

The Commerce regulations have undergone slight modifications, and export butter must now only contain a maximum of 15 per cent. of moisture. All superfine and first-grade butter is now stamped as such, so that closer attention will have to be paid by the factories to the classification of both cream and butter.

The compulsory grading of cream at the factories is occupying the attention of legislators, and it is probable that next season will see its introduction in at least one of the States of the Commonwealth.

The Commissioner of Railways has been approached with a view of improving the conditions under which cream and butter are carried on the railways, with the result that a scheme is under consideration whereby it is hoped that cool trucks will shortly be available on all lines in the dairying districts; this will, however, require the active co-operation of both the dairymen and factories in arranging suitable days and times for delivery to the railways and factories.

Concerted action is desirable in order to bring about about an improvement on the present system of carrying Tasmanian butter intended for export on the interstate boats, and in pushing ahead with the very necessary work of installing cold storage at a Tasmanian deep-water port, where the butter may be cooled, graded, and shipped.

I have, &c.,

A. CONLON, Dairy Instructor.

The Director of Agriculture.

ANNUAL REPORT OF THE FRUIT AND FORESTRY EXPERT.

Hobart, 20th September, 1912.

SIR,

HEREWITH please find a brief report of my work for the year ending June 30, 1912.

Where possible, fruit-growing districts have been visited, instruction in the various operations connected with the industry being given in all cases; lectures, assisted by means of lantern slides, being added from time to time.

I am pleased to be able to inform you that these lectures are being attended more frequently by the general public, who are showing a deal more appreciation of the work done in this direction.

During October, 1911, acting on instruction from the Director, I attended the National Fruit-growers' Conference, held in Brisbane. The conference was opened by the Governor of Queensland (Sir William McGregor), and was well attended by delegates from all the States except Western Australia; New Zealand being represented also. Many important questions were discussed, and the conclusions reached were, on the whole, very satisfactory to fruit-growers generally.

A resolution to the effect that the Tasmanian bushel or "dump" case should be the recognised case for overseas markets was passed, thus settling what has been a very vexed question for some years past.

During November, in connection with the investigation being made by Mr. McAlpine (Federal Pathologist), a series of manurial experiments was inaugurated at the Craighburn orchard, East Tamar. Owing, however, to a dry season following, no appreciable result was seen. The experiments will be continued during the ensuing season.

The fruit crop showed a slight increase on the return for 1911.

There were shipped beyond the Commonwealth 876,813 cases, the interstate markets absorbing 639,723 cases, of green fruit. During the season canned fruits to the extent of 16,700 cases, evaporated fruit 12,560 cases, and pulped fruit 30,069 cases, were exported; making a grand total of 1,576,065 cases of fruit exported. It is estimated (September 3) that there are still something like 100,000 cases of fruit available for interstate markets, thus raising the output to 1,676,065 cases; as against 1,400,000 cases shipped during season 1911.

I regret to say that in some cases the quality of the fruit shipped was very inferior, due no doubt to want of intelligent management in the orchard. It is very difficult to persuade the grower that he must, if the fruit produced is to reach the standard of quality that is required in the world's markets, prune more liberally; give the orchard the maximum of cultivation, and manure liberally; and that careful attention to these operations will not only give him a better place in the markets, but will improve his financial position.

The loss from pests showed a slight decrease, if the woolly aphis is excepted. This insect holds its own in spite of the strenuous efforts of growers to dislodge it. In some districts much good followed the use of the red oil emulsion applied in July, especially where an application of tobacco water was put on in the early summer.

The acreage under trees of all varieties will be largely increased during the present planting season, new orchards being established in all the four corners of the State.

During April a visit was made to the far north-west, the large estate known as "Woolnorth" being included. A site was here chosen for an experimental orchard, which, if successful, will be followed by a much larger development.

It is the intention of the V.D.L. Company, on receipt of a written report from your officer on about 1000 acres of land situated a few miles south of Stanley, to plant the whole with fruit trees. A visit is to be made for the purpose late in September.

I would like to draw your attention to the unsatisfactory condition of the fruit industry in Australia as regards the nomenclature of fruit, and to suggest that you will, when time permits, take steps to call a committee of the Departmental officers of the Commonwealth together to correct the evil and to decide on standard names for the different fruits. I am sure such a step would meet with approval from growers generally.

During February a visit was made to the reserve at Macquarie Heads recently vested in the Strahan Marine Board, for the purpose of recommending certain operations to be carried out in a reclamation scheme to be followed, in order to check the encroachment of the sand-drifts from the sea coast.

A further visit was made in the month of May, and as a result a workable plan was adopted, to be carried out under your direction.

In connection with the above scheme I have set aside about 10,000 pines—*Maritima* (*Pinaster*), a variety of pine largely used in Europe—for planting near the sea-coast.

Much good work has been done in the forestry branch during the past year, many thousands of seedlings being raised; and the plants already in the "lines" were given every chance of development, with a result that there are now some 50,000 well-established trees fit for use. Of these, over 5000 were distributed among public bodies during the planting season.

June, July, and a portion of August were taken up in preparing for a removal from the unsatisfactory position at the end of the Botanical Gardens to the nursery at the State Farm, Deloraine. I am much pleased to be able to inform you that the removal was accomplished practically without loss, and that all the nursery stock is ready for planting in the splendidly-situated position you chose. There is no doubt that the coming season will see a vast improvement in the condition of the trees, as there is no more suitable soil to be found in the State for this purpose.

Considerable delay was caused in preparing the nursery beds by the presence of large stones. These have been removed at considerable expense, but it was well justified, as time will show.

A large section of the nursery lot has been reserved for seeding. This will be done during November, and should provide the Department with over one million seedlings.

to handle during next autumn. My assistants (Messrs. Scott and Inman) have done great service during a very trying time, and I here wish to thank them for services so ungrudgingly given. During the past season seed of the *Pinus insignis* (*Radiata*), well known as the Remarkable pine, has been largely collected. It is intended to grow this variety largely, in order to, in a measure, counteract the deforestation now going on apace in all portions of the State. It will be found most useful in the course of a few years for casemaking, and growers are again warned to make provision for the lean years that are surely coming when case material will be advanced very considerably in price. It is a fact that in some districts the cost of cases during season 1912 was advanced from 4½d. to 7d. per case, and should the increase be maintained, one shilling will soon be reached.

At the same time it may be stated that there is no certainty that the price of the fruit produced will be increased, and it behoves the grower to look ahead and do his best to provide case material by planting this truly remarkable tree in all suitable places.

Much of my time during the past five months has been occupied with the clearing and planting operations at the State Farm, Deloraine. I hope to have the work completed, as far as this season's operations are concerned, by the end of October.

I have, &c.,

JOHN OSBORNE, JUN.,
Fruit and Forestry Expert.

The Director of Agriculture.

ANNUAL REPORT OF THE PIG AND BACON EXPERT.

Agricultural and Stock Department,
Hobart, 1st July, 1912.

SIR,

In furnishing you with my annual report I am pleased to be able to state that during the last 12 months the industry took a decided and forward movement by the direct exportation of a quantity of eggs from Launceston to Melbourne. There had been in previous years despatched from the south (chiefly as ships' stores) some thousands of dozens of eggs, the bulk of which was drawn from the North and North-West Coast districts. The exports from Launceston had been very small, the combined consignments from various parts of the State, and including ships' stores, totalling in round numbers 100,000 dozen. Gratifying as this result is, I am far from satisfied. The price realised for eggs in this State is lower than in any other State of the Commonwealth; it is also considerably below the value ruling in New Zealand. Further, the price obtained by farmers and poultry-keepers generally, who are not adjacent to Hobart or Launceston, is considerably below true market rate. It might be said that if better prices are the rule on the mainland why do not the poultry-keepers ship their eggs to those markets; but it should be remembered that the poultry in this State is not produced on large poultry farms. There must be a middleman or collecting depot, who gathers several small lots until he has a parcel which pays for the trouble of shipping. At the present time some of the progressive storekeepers are taking up the matter and supplying the mainland markets with profit; but it is not the general rule, hence the export does not have much effect on the local market, and storekeepers cannot be blamed for purchasing at the local ruling price, and not basing the value at what is obtained for the eggs in the other markets. I am not over-stating the case when I say that if there were facilities for the collection of eggs from farmers the export of eggs from this State would be at least doubled during the next 12 months. The same position applies in a lesser degree to table poultry. It may be remembered that some years ago a poultry depot was opened, and some 3000 to 4000 birds were exported to England and Africa. The result, so far as the price obtained, was satisfactory; but the depot was worked in an unbusinesslike way, and was a farce. It would be opened for a few days and then closed without any advertisement proclaiming the fact; simply a notice posted outside the door stating that no poultry would be received that day. That was owing to my having to be absent attending to my duties in various parts of the State. At that time the Hobart butchers gave a price that successfully competed with a price that could be advanced for export, and with the growing tourist traffic and a greater local consumption, Tasmania was able to absorb all poultry meat. During the last 12 months there has at times been a glut, so that a few of the larger breeders have requested that an export trade be again started. I cannot again recommend the opening of the depot unless under the following conditions:—That the depot be opened continuously for a stated time; that somebody is always present to receive poultry daily, or on stated days in the week; that those who wish the depot to be open should give a written guarantee that they are prepared to supply suitable birds during the period the depot remains open.

As in the past few years a quantity of birds have left the State as ships' stores.

The usual duties as regards lecturing, dressing demonstrations, attending shows, has been carried out as in previous years. Possibly a rather larger number of farmers have been visited individually, owing in a measure to combining the duties of Pig and Bacon Expert with Poultry. Ordinary correspondence has been maintained, and that from foreign countries considerably increased.

Owing to the prominence given to my writings and ideas on artificial incubation by the press abroad, I have received a number of enquiries from persons who were desirous of gaining particulars as to the conditions appertaining in this State. Unfortunately, as regards training, the lack of any training school, also collecting depots, or facilities for shipping, have hampered some few large poultry-keepers—from Canada especially—taking up the industry here; but in many cases their knowledge of Tasmania was obtained through their interest in poultry, and they have taken to fruit-growing or general farming in this State. While on the subject of advertising Tasmania, as you are aware I received an invitation to become a member of the committee to form an association of instructors and investigators in poultry husbandry. The Honourable the Minister of Agriculture approved of my accepting the position, which was then followed by an invitation for me to meet the other members in London, when their deliberations would be presided over by the Right Honourable Lord Lucas, Parliamentary Secretary to the British Board of Agriculture. I was asked to furnish a report concerning the industry; what was being done by Departments; and what were the prospects in Australia, for intending settlers in the Commonwealth. It was pointed out that I would be brought in touch with representatives from all parts of the world, and that the committee would be in close relation to the best classes of settler. The late Ministry did not see its way clear to my attending the conference. I have, however, furnished the conference with a comprehensive report of the industry generally in the Commonwealth, and also with a shorter report on the various States.

Feeling that there was a want of organisation amongst the utility poultry-breeders, some few months back I called a meeting, and formed a utility poultry association, of which the Honourable G. T. Collins, M.L.C., kindly consented to act as patron, and Mr. G. T. Genders as president. I hope the result of the work of the association will be beneficial to all who take an interest in the industry.

The Third Egg-laying Competition has been carried to a successful issue at Springvale Gardens, New Town, a full report of which has been issued in pamphlet form through the Department. It was a great source of attraction, especially to country and interstate visitors. The figures show a general improvement of the laying qualities of the birds of this State. Although no phenomenally high returns were obtained there was an absence of a tailing off, as was the case in the first competition, and to a lesser degree in the second. In conjunction with the competition a number of experiments were carried out at my own cost (as was the competition). The question of labour in connection therewith is becoming a serious strain on my private purse, and I

shall have to regretfully discontinue a portion of this work, unless some assistance is forthcoming. It was thought that the fourth competition, which has now been running a month, would have been held at the State Farm, Deloraine, but as arrangements could not be completed in time I was again requested to hold the competition at Springvale Gardens. It was deemed advisable that the competition should start a month earlier than the previous one, so as to encourage winter egg-production. This necessitated the two competitions running concurrently for a portion of the time, therefore the entries for the fourth competition were confined to 30, for which there were 78 applicants, which shows the great interest taken therein; for if we take into consideration the population of Tasmania the proportion is far greater than in any of the mainland States.

The chief experimental and research work carried out during the past three months is as follows:—Artificial incubation, further experiments into the keeping qualities of infertile eggs. I have proved that unless the infertile egg comes into contact with some foreign decaying matter it is practically impossible for it to go bad; that when brown-shelled eggs are produced and kept under the same conditions as white-shelled ones the brown-shells have better keeping qualities. I am at present testing with a Babcock tester as to the different percentage of fats contained in the yolk of an egg laid by different breeds or individual hens. Further experiments have been made as to the value of skim-milk for egg-production, the surplus water in the form of whey, being got rid of by coagulating the milk. Poultry instructors in various parts of the world claimed that meat was absolutely essential to heavy egg-production. I have proved that this is not so if skim-milk is used.

The value of blood has been thoroughly enquired into; not only has it great feeding value for egg-production, but it is also a safe and certain cure for ordinary cases of diarrhoea or scour, and in the treating of sick birds.

Experiments are at present being conducted with a view to ascertaining which of the various lucerns are the most suitable for this State, and especially to ascertain which variety shows the most growth during winter months, and generally withstands the Tasmanian winter.

Very interesting experiments have been made as to the selecting of suitable roosters for mating with hens to improve egg-production. I find that in 94 per cent. of cases when cockerels are precocious and crow early, their full sisters will lay early. This experiment is of considerable importance, as in nearly all cases these birds did not grow into such fine and developed specimens as those less precocious; hence the best birds for improving egg-production have in past years in this State (and in most parts of the world) been discarded.

While on the subject of eggs, I might mention that I gave evidence before the Royal Commission on pure foods, and I raised for the first time the question of the superiority of the infertile egg. As in the previous year the poultry industry was illustrated in a practical manner in the Albert Hall, Launceston, during Show week, and for the first time a similar demonstration was given in the South under the auspices of the southern agricultural society. Both exhibitions were a source of great attraction.

The usual press and "Gazette" articles have been compiled.

In conclusion, I can only state that the industry is on a thoroughly sound footing, and I think we are now in a position to encourage an export trade; but that is a question of policy for the Department or Government. I can only express the hope that the industry will receive more sympathetic and generous treatment than has been the case in the past.

THE PIG AND BACON INDUSTRY.

As you are aware a large amount of work has been accomplished during the past 12 months; lectures have been given and articles written on the subject; but what in my opinion has been of the most practical benefit to the man on the land is the personal visits—viewing his stock, suggesting improvements, or if necessary inducing him to further improve by procuring a better-class boar. I am pleased to be able to state that in a number of instances I have persuaded farmers to procure better-class animals.

At the 1911 agricultural conference it was decided to hold a conference of pig-breeders, which was done. There was a representative gathering from all parts of the State, and matters appertaining to the industry were thoroughly discussed. Among other resolutions passed was that asking the Department to send a trial shipment of pork to the London market. Two shipments were subsequently made; the first reached London when Australian pork was under a cloud, several carcasses from the Mainland states having been condemned, and suspicion aroused, exceptions being taken to the fact that the glands in the neck of the pig were not incised. My Department wrote on more than one occasion to the Commonwealth authorities for instruction in this matter, but no instructions were received prior to the shipment as to the incising of glands, but we were advised unofficially that it was not the practice to incise glands of pork shipped to London; this was proved to be correct. Pork, arriving under a cloud as stated, only realised 4½d. and 5½d. A second shipment was made of a similar class of pig, and although arriving in London at the end of the season it realised 5½d. per lb. In normal years it is safe to say that this class of meat would average 6d. per lb. in London. I have gone carefully into the matter of putting the pigs on the London market, and find that it works out at 1½d. per lb, and is made up as follows:—Killing and inspection, freezing and bagging, freight, landing, storage, weighing, cartage and market dues, commission and guarantee, port rate, and marine insurance, so that I am satisfied that there would be a clear 4d. per lb. to the shipper. As a result of this shipment I received numerous enquiries from other parts of Great Britain, also a communication from New Zealand, which eventually resulted in an order for 1000 or more bacon pigs being placed with the Tasmanian Cool Storage Company. Unnecessary obstacles seemed to be placed in the way of shipping this pork, and eventually I received instructions to proceed to Melbourne, where I interviewed the Honourable the Minister for Customs, also the chief officials, who rendered me every courtesy, and were prepared to facilitate arrangements for shipping. Unfortunately the same courtesy and help has not been received from other officers, but the obstacles have been overcome. Shipments of pork have been made, and at the time of writing are being continued, to Melbourne. Owing to the glut and low prices ruling many farmers are discontented with the prospects of the pig industry. I am of the opinion that an export trade on a sound footing must be established before confidence will be restored. There was a splendid opportunity of accomplishing this if I had attended the conference in London, when I believe there would not have been much trouble in making arrangements with merchants, who would have guaranteed the minimum price for the class of pork that we had shipped them; at least, my private advices lead me to believe that this could have been done. Owing to the low prices ruling I deemed it advisable to compile a pamphlet giving full directions as to killing, curing, &c., of bacon and hams, although in normal years I much prefer the farmer curing his pigs through the factory.

At both the northern and southern agricultural shows the bacon industry was practically illustrated.

In conclusion, I beg to bring under your notice—or rather that of the Honourable the Minister, as you are well aware of it—that although we are exporting we are also importing bacon. There is one sure way to stop the import. We in this State must produce as good or higher class an article as that imported. The natural conditions of this State should enable us to do so. One opportunity to bring this about has not been taken advantage of, and I most respectfully express the hope that in the future this industry will receive consideration.

General.

Certain duties have been performed as stock inspector, &c., which you are fully conversant with.

I have, &c.,

ROBERT J. TERRY.

Pig and Poultry Expert

The Director of Agriculture Hobart.

ANNUAL REPORT OF THE SENIOR INSPECTOR OF IMPORTS AND EXPORTS.

Hobart, 1st July, 1912.

SIR,

I HAVE the honour to submit my annual report for the year ending 30th June, 1912.

During the period under review the work performed by Inspector S. H. Grueber and myself (excepting when temporary assistance was required) was as follows:—

"Vegetation Diseases Act."

The number of packages of fruit, potatoes, and vegetables imported into Hobart amounted to 56,668. Upon the goods being discharged from the interstate boats they were removed into the quarantine depot for examination, excepting when the consignments could be satisfactorily dealt with upon the wharves. Importers' notices specifying the number of bushels and variety of fruit, &c., are handed into my office and the fees paid prior to inspection being made. As you are aware, in the past there has been considerable friction with certain importers owing to my resenting their endeavours to over-ride the regulations and induce me to hurriedly inspect their consignments. It will be within your recollection that these persons have upon many occasions approached you with a view of having me instructed to comply with their wishes; but since it was pointed out by you that the regulations must be complied with for the protection of the State as a whole the hostile attitude previously assumed by some importers has almost disappeared.

"Potato Diseases Act"

Under this head I have little to report, owing to the regulations having been rescinded. As you are aware, during last season large quantities of badly-diseased potatoes were being sent to Hobart every day. These were ordered into quarantine, and there sorted at the producers' expense, the diseased tubers being destroyed. Although the regulations may have been somewhat harassing to merchants and dealers, the rigid inspection had the desired effect of deterring the growers from sending their consignments to market without carefully sorting the potatoes at time of digging and bagging on their respective holdings, which, in my opinion, is the proper place for such work.

Transfer Regulations.

The number of packages dealt with was 18,520, principally potatoes; some 16,009 sacks having been inspected and shipped to New South Wales covered by certificates, and in no case to my knowledge have any of such consignments been condemned at the receiving port. It is pleasing to note that the class of goods brought forward for shipment has much improved, due, in my opinion, to the inspection above referred to, coupled with the good advice given to producers at their respective holdings.

New Zealand Regulations.

The quantity of fruit exported to the Dominion was 41,919 cases. Of this quantity 27,544 cases were examined by inspectors specially appointed for that purpose, so that the certificates required by the New Zealand Government to accompany consignments could be issued by an officer of the Department here. It will be well within your recollection that the Commonwealth inspectors, while examining fruit for shipment under the Commerce Regulations, can pass same as being sound in

a trade sense, but were not prepared to make the stringent inspection necessary to enable certificates to be issued as required by the New Zealand authorities, without the authority of the Commonwealth Government, as it would take considerably longer, which, of course, meant extra expense. As the issuing of these certificates has nothing to do with "The Commerce Act" Regulations, the Department declined to allow their officers to do the work. As it was absolutely necessary that certificates should accompany each consignment of fruit, you directed me to employ inspectors to do this work at a cost of 2s. per hour, to be met by an inspection fee of 3d. per packet, payable by the shipper for such service, the result being that all difficulties have been got over, and the fees promptly paid. It is needless to say I have curtailed the expenditure as far as possible with efficiency, consequently the receipts have covered the cost of the work. I may here mention that when not otherwise engaged Inspector S. H. Grueber and myself make these examinations.

Fumigation.

The number of packages treated amounted to 54,035, the bulk of which is brought to the wharf by Channel boats for shipment to mainland markets. The marine fumigation is done by Inspector S. H. Grueber, at a cost to the Department of £39 a year, against a cost of £100 in former years, when the work was supervised by Messrs. Black and Evans.

Stock Inspections.

During the year I have examined and issued Public Health certificates for 200 head exported, and have examined and collected certificates for 77 head imported. This work necessitates my being on duty considerably after official hours when boats arrive late.

"Diseased Animals Importation Act."

The number of consignments dealt with amounted to 60 head, and fees collected were 13s. 10d.

In addition to the work above mentioned, the whole of the clerical work appertaining to my office has to be attended to, and £504 10s. 1d. in fees have been collected from all sources. This work has mainly fallen upon my assistant (Inspector S. H. Grueber), the fees so collected covering all salaries and expenses in connection with my office.

"Quarantine Act."

Although foreign to this report I may mention that during the period under review, 14,931 examinations were made of plants, animals and hides.

"The Commerce Act."

Eight hundred and ninety-eight thousand nine hundred and seventy cases of fruit and jams were inspected. During the busy season, while large shipments are being sent away, I have the assistance of six temporary inspectors, whose services are paid for by the Federal Government.

I have, &c.

CHARLES GRUEBER.
Senior Inspector.

The Director of Agriculture.

ANNUAL REPORT OF THE EDITOR OF THE "AGRICULTURAL GAZETTE" AND AGRICULTURAL ORGANISER.

Agricultural and Stock Department,
Hobart, 29th August, 1912.

SIR,

I HAVE the honour to report that the regular monthly issue of the "Agricultural Gazette" has been maintained during the period from July, 1911, to June, 1912, inclusive.

Owing to a marked development of interest on the part of members of the rural community taking place, the number printed has had to be increased from 1450 to 2000 each issue.

Judging from the activity of interest being displayed in some of the kindred societies, as well as the boards of agriculture, together with a wider affiliation of agricultural associations with the Department, a still further increase in the number printed will be required at no distant date.

No doubt if more funds were available for the purpose of illustrating the various articles appearing, the usefulness of the journal could be still further extended.

The alteration of the shape of the "Gazette" has raised its standard considerably, and the State can now feel satisfied that its literary method of diffusing agricultural knowledge takes a front rank with similar publications issued throughout the Commonwealth.

Judging from the encomiums received as to the matter appearing in the "Gazette," both inside the State and beyond the Commonwealth, there is every reason for the assurance that a valuable work in the interests of the farming community is being carried out.

The success of the conference of agriculturists called by this Department in July last is widely known, and needs no comment.

Respectfully submitted,

L. A. EVANS
Editor "Agricultural Gazette."

The Director of Agriculture.

ANNUAL REPORT OF THE SECRETARY FOR IMMIGRATION.

Immigration and Intelligence Branch,
Agricultural and Stock Department,
Hobart, 20th September, 1912.

SIR,

I HAVE the honour to forward herewith a general statement concerning the first year's work performed in connection with the above Branch of the Agricultural Department.—I have, &c.,

L. A. EVANS,
Secretary Board of Immigration.

The Chairman Immigration Board.

Immigration.

Tasmania has fallen into line with the rest of Australia, and possesses the machinery for advertising the resources of the State in England, and immigrants on arrival here are assisted to find employment or select land, as the case may be. The Agent-General in London interviews intending settlers, furnishes them with particulars as to the conditions prevailing here, and the immigration officers at Hobart and Launceston carry out this policy still further. During the past 12 months Sir John McCall has notified in dispatches to the Hon. the Premier the departure of, roundly, 150 persons, who have decided to come to this State and embark in fruit-growing, general agriculture, or who are seeking the advantages which Tasmania enjoys as regards its climate, &c. Several properties have been purchased, which means the introduction of fresh capital here. The system of "nominated immigration," by which the State contributes to the passage-money of friend or relatives of persons residing here, has been put in force, and already some 55 people have received its benefit, and further applications are to hand.

One of the disadvantages existing in Tasmania at present is the small number of rural employers of labour who could assimilate a large body of persons seeking employment, and also the recurrence of a slack season, which means that new arrivals in the late autumn would not find it an easy matter to secure engagement. Again, it must be borne in mind that the continent of Australia in some instances induces people coming to the Antipodes to try their fortunes in a bigger field.

A large area of this State is eminently adapted for fruit-growing, but, as is well known, there is a period of some years to wait before an orchard comes into profitable bearing. This means that third-class Crown land, which is not sufficiently fertile to provide a return in the shape of cereals or roots during the first year of occupation, can only be taken up and planted with fruit-trees by persons possessing capital.

First-class Crown land still available for selection is heavily timbered, and access from existing roads or rail-timbered country does not lend itself for settlement by ways is in many instances remote. Furthermore, heavily-people who have not had experience in similar country elsewhere. The sons of merchants or professional men in England or India or elsewhere would in most cases not make a success of farming in our back country. From the foregoing it will be seen, therefore, that the development of this State from an immigration point of view must necessarily be slower than on the mainland, until the State matures a policy of preparing areas of country so that the conditions will be found which will enable the newcomer to start operations with a fair prospect of success.

Of course, it is well understood that one man will prosper in an environment in which he finds himself when many others would fail; but, generally speaking, the conditions existing here at present, excepting the closer settlement areas, are such that the newcomer requires to be possessed of sufficient capital either to purchase a partly-improved area or to tide over such period as will elapse between clearing and planting fruit-land and its coming into profitable production.

The policy announced by the late Premier of taking in hand certain areas of this State adapted for fruit-growing and performing the necessary clearing and planting in order that intending settlers will find the conditions existing to allow them to make a home appeals to the Board as one worthy of deep consideration on the part of Ministers. This, together with the extended repurchase of areas suitable for closer settlement and the provision of roads into first-class land, will bring about increased settlement, and, concurrently, an opening for the assimilation of farm labourers from beyond the Commonwealth.

During the period under review some 341 inquiries from all over the world have been attended to, and literature concerning the State forwarded. On account of its climate, Tasmania appears to be specially regarded with favour by residents in India, Canada, Great Britain, and South Africa.

Samples of peas, hops, and dried fruit were obtained and sent to the High Commissioner for Australia in London; also 100 cases of apples for show purposes.

The "Handbook of Tasmania" has been revised, and further supplies of Parts 1 and 5 printed and forwarded to the Agent-General in London. In response to a request from the Agent-General, 20 pictorial cards depicting various farm and orchard scenes in this State were selected, and, at the request of the Board, mounted by the Government Printer. These handsome views will no doubt be much appreciated by whoever receives them, and besides proving an embellishment to any office, will provide a splendid channel for advertising the rural life of this State.

With the object of affording the means to advertise the resources of the State by means of lectures, slides selected by the Secretary have been supplied to Mr. C. T. Jones, of Auckland, who intended touring America.

Mr. C. C. Crone, of the Experimental Farm at Wagga Wagga in New South Wales, also asked for slides, two dozen of which were forwarded. The commander of the R.M.S. "Otranto" was furnished with a set of slides, which would enable useful lectures to be given to passengers on our various industries, as also the scenery of this island. The Rev. Vickers, representing the Bureau of Labour of New York, has also been furnished with slides.

Space was secured in the official publication of the "Nippon Yusen Kaisha Guide," and filled with views of industries of the State and reading matter calculated to advertise our resources, as well as furnishing information as to where to apply. A similar form of advertisement was inserted in the "Year-book of Australia." Views of Tasmanian industries were supplied to the "Sydney Mail," and photos. of a similar character were posted to Mr. J. R. Green, of Melbourne, and the Rev. E. Hanson, of Wisconsin, U.S.A. A photograph of the handsome apple trophy erected by the Huon Boards of Agriculture in Hobart a few years ago was reproduced in "The Christian Science Monitor," Boston, Mass., with explanatory notes. Mr. L. A. Bosken, a merchant from Buenos Aires, South America, called in February last, and was introduced to several merchants and fruit-growers of this State. Mr. Bosken secured samples of hops and photos. of orchards and fruit displays, but the impossibility of securing space militated against his securing a shipment of apples. He visited Glenorchy and Margate, and intends to again come here next year.

Mr. L. S. Bruce has been appointed Corresponding Secretary to the Board at Launceston from the 1st of April last for a period of 12 months, at a salary of £50 per annum. His duties are to meet immigrants arriving at Launceston when necessary, furnish information of all kinds relating to this State, and generally assist as far as possible.

A collection of samples of Tasmanian products, including cereals, fruit, timber, wool, woollen goods, &c., has been prepared for display in the new offices of the Agent-General in London.

ANNUAL REPORT OF THE AGRICULTURAL CHEMIST.

Agricultural Laboratory,
Hobart, 20th September, 1912.

SIR,

A distinguishing feature in connection with my Department during the past year has been the refitting of the laboratory, and, although something further remains to be done in providing electric motor power for running the apparatus connected with the more advanced analysis of soils, nevertheless we are now well equipped to deal with the particular line of work with which I am chiefly concerned. The provision of a lad to assist me has been a further step in the right direction. Although designed at first to put through the rougher work, he has shown an aptitude for such of the analytical work that I have been able to venture to trust him with under my supervision, which leads me to the opinion that he will, before very long, become a really efficient assistant for the higher branches of the work. The time required for refitting the laboratory by the carpenters and other workmen concerned naturally prevented my carrying on any work in it for some time; and this interval was mostly occupied in collecting some three hundred or more samples of soils from the Huon and Channel districts, and those of the Tamar River in the north of the island. Over one hundred of the soils and subsoils have been dealt with, but many remain yet to be analysed. Owing to the excess of other work, which is constantly coming in, and to the large number of these soils, it is not possible, generally speaking, to make returns to individual owners of the properties concerned, and I have been instructed to confine myself as far as possible to reporting upon the typical samples of a district, based on fair averages, which are arrived at by careful methods of procedure. The tabulations of the soils of such districts as have been dealt with will appear in another section. In addition to the abovementioned soils, some thirty other analyses of soils and subsoils have been made, about ten of which were collected at Bruni and South Arm by myself, the others being sent in by private individuals in the usual way.

Apart from soil analysis, about six manures, four limestones, two arsenates of lead, and two samples of water have been put through; also about four samples of ground limestone.

Ground Limestone.—This material has been found effective according to report by several of the orchardists who have used it. In a pot experiment carried out by myself, it was found very effective for mustard, about doubling the crop; also some very effective results were apparent from its use upon mustard and rape carried out at the Botanical Gardens under direction. Photos. and a report of this latter experiment appeared in the March number of the "Agricultural Gazette." The economical use of ground limestone depends upon the degree of fineness to which it is ground, only the finer particles being available for the use of the growing crop, the coarser part of the material probably doing very little good, at least for a very long time. It is only fair, therefore, to compare the percentage of fine material present with the same quality of burnt lime. It is, of course, possible for a crop to be very much improved at first from the effect produced by the fine material of the ground limestone, whilst the coarser part would contribute little, if anything, to its benefit, on which account a careful comparison should be made between the available fine material and that which burnt lime would furnish before deciding which form of lime to apply. Then, again, it should be held in view that ground limestone is better than burnt lime for soils deficient of organic matter and for those of light texture. But it must be remembered that surface-dressings of ground limestone, although beneficial both to light and heavy soils, affect the subsoil more slowly than burnt lime, a portion of which readily dissolves in rain-water and passes downwards, exerting its beneficial effects in ameliorating the stiff condition of the latter and in liberating some of its stored up potash. My experience of the analysis of the soils of Tasmania, which now includes those from practically all sections of the cultivated land of the country, is that nearly all of them are deficient in lime, especially carbonate of lime, which is by far the most useful form of this substance to promote the growth and well-being of crops. Burnt lime, in fact, quickly becomes carbonated in the soil, but is in such a fine state of subdivision owing to the slaking it has undergone that plants have no difficulty in dealing with it; moreover, in the carbonated state it is not likely to do injury when brought into contact with young and tender roots. Liming should be cautiously practised when the soil is poor and deficient in organic matter, which, however, can be restored by ploughing a green crop or two.

My lecturing appointments have not been numerous during the past 12 months. I gave a lecture at Nubeena

last January, which was fairly well attended; also one at North Bruni upon the occasion of my visit of inspection to that place.

My trip to the southern end of North Bruni was reported upon in the "Agricultural Gazette" at the time, and I need not go into particulars about it, but will content myself with observing that the mildness of the climate and its comparative nearness to Hobart make the place well worth attention. Convenience for the call of steamers is badly needed, and the construction of a jetty should be undertaken without further delay at a suitable point upon Great Bay. I understand that since my visit several settlers have been taking up land in the district, and doubtless many more would do so were it rendered more accessible by the abovementioned accommodation.

In my department during the past year there has been an increasing number of inquiries upon points of agricultural practice, bearing principally upon the use of fertilisers and the treatment of soils. I was also called upon to revise my section upon agriculture in the Lands and Works guide, which is being republished. I have also started to prepare tabulations of fertilisers suitable for the various orchard crops, to be followed later on by those for all classes of farm crops. These prescriptions are based upon the amount of plant-food abstracted annually from the soil by average yields, and it is hoped they may prove useful.

ANALYSIS OF TYPICAL FRUIT SOILS.

Acting on instructions, I, as already stated, obtained some three hundred samples of the typical fruit soils of the Huon and Channel districts in the south, and of the Tamar Valley in the north. These have been carefully classified, and analyses of the different types of soil of various parts of these districts is given, together with general remarks on the different types of soil which it is hoped will be of value to our fruit farms.

Soils of the Huon and Channel Districts.

Ranelagh.—

	Alluvial Soil		Upland Light Soil.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	8.012	6.545	3.090	1.330
Insoluble in acid ...	80.177	83.072	95.600	95.225
Oxide of iron and alumina ...	8.968	8.387	.737	3.025
Phosphoric oxide ...	.265	.107	.065	.040
Lime ...	1.031	.687	.162	.062
Potash ...	.162	.205	.215	.176
Not estimated ...	1.385	.997	.131	.142
	100.000	100.000	100.000	100.000
*Containing nitrogen	.490	...	.448	...
Mechanical analysis:				
Sand ...	67.635	69.845	81.250	75.820
Clay ...	32.365	30.155	18.750	24.180
	100.000	100.000	100.000	100.000

Report.—The tabulations exhibit soils and subsoils of two distinct types, viz., the alluvial soils from near the river, and a poorer class of upland soil, probably disintegrated mudstone.

Alluvial.—A good percentage of lime is present, and this seems a characteristic of the alluvial soil of the Huon River. Probably the water of the river contains a considerable amount of lime in solution, a circumstance it might be worth while to investigate. If this is the fact, the lime would have been deposited by access of this water to the soil. A fair degree of phosphoric acid is present in the surface, but considerably less in the subsoil. I was informed that phosphatic manures had been used there in the past. The contrary condition is indicated in respect of potash, applications of which had not, I understood, been made. Evidently, therefore, the available surface potash has been removed by repeated crops from the surface soil, and this substance should therefore be supplied, preferably in the form of sulphate of potash, as plenty of lime is present to effect its decomposition. The similarity between the surface and subsoil in physical condition, as shown by the mechanical analysis, is worth noting, as it rather

points to the large amount of lime present having flocculated the clay and rendered it less easily suspended in water, and hence not so likely to be carried from the surface to the subsoil, which has happened so frequently in the soils of this country, in which case a light, sandy surface soil overlies a stiff clay subsoil, the demarkation between the two states often being very sharply defined.

Nitrogen seems to be abundantly represented in the Ranelagh alluvial soils.

Upland Soils.—This class of soil is very poor in phosphoric acid and lime, but is not so badly off for potash, especially at the surface. Possibly frequent burning off may have caused an accumulation of this material, the orchard not having been planted long enough to have used up the supply. Nitrogen is well represented, but would probably be rendered more available by an application of lime to the soil. Thomas' phosphate would probably be found an effective phosphatic manure on this class of soils.

Franklin.—Average of typical samples:—

	Surface.	Subsoil.
*Organic matter and combined water	5.788	6.840
Insoluble in acid	87.480	78.921
Ferric oxide and alumina	5.773	12.932
Phosphoric acid ... ..	.167	.163
Lime ... ..	.372	.221
Potash ... ..	.033	.069
Non-essential ... ..	.387	.854
	100.000	100.000
*Containing nitrogen ... ..	.392	...
Mechanical analysis:		
Sand	56.470	44.850
Clay	43.530	55.150
	100.000	100.000

Report.—The above tabulation represents a soil of a loamy character making to a rather stiff clay forming the undersoil. The surface is strong in organic matter, carrying plenty of nitrogen, which requires lime to promote its availability.

Phosphoric acid is moderately represented, but applications of fertilisers containing a fair supply of phosphoric acid would be needed. Thomas' phosphate would probably be found an effective manure upon a soil of this kind.

With regard to the lime present, that comes out stronger in the surface soil owing probably to direct applications in the past of this substance; also probably the use of phosphatic manures for a long time would have left a higher residue in the surface owing to the fact that phosphate of lime does not sink to the subsoil like common lime.

The deficiency of potash is very obvious. The higher content in the subsoil would be due to the natural reserve potash of the clay. Applications, therefore, of potash are needed for the soils of this locality.

Georgetown.—

	Surface.	Subsoil.
*Organic matter and combined water	9.442	7.350
Insoluble in acid	69.895	80.557
Oxide of iron and alumina	19.689	11.137
Phosphoric oxide ... ..	.120	.057
Lime ... ..	.250	.200
Potash ... ..	.084	.080
Not estimated ... ..	.520	.619
	100.000	100.000
*Containing nitrogen ... ..	.210	...
Mechanical analysis:		
Sand	46.440	35.630
Clay	53.560	64.370
	100.000	100.000

Report.—The soils about here show considerable variations in their physical texture, but not so much in the essentials of plant-food, and the usual deficiency of soils upon the carboniferous formations in phosphoric acid, lime, and potash, is shown, except in the strong tenacious clays of the alluvial flats, which, however, are too limited in area to be taken into consideration with the general average.

Nitrogen is rather low, and the ploughing in of leguminous crops is desirable. Thomas' phosphate and Malden Island guano are desirable forms of phosphates to use, on account of the lime they contain, as lime would benefit the above soil.

Castle Forbes Bay.—

	Surface.	Subsoil.
*Organic matter and combined water	6.045	4.823
Insoluble in acid	86.685	86.390
Oxide of iron and alumina	6.562	7.702
Phosphoric acid ... ..	.088	.191
Lime ... ..	.300	.250
Potash ... ..	.120	.124
Not estimated ... ..	.200	.520
	100.000	100.000
*Containing nitrogen ... ..	.476	...
Mechanical analysis:		
Sand	80.690	57.865
Clay	19.310	42.135
	100.000	100.000

Report.—This soil is poor in phosphoric acid at the surface, but is better provided with this plant-food in the subsoil. Lime is needed to decompose the organic nitrogen, and render the latter available. Potash is not so deficient as it is in most of the soils of this district, but the application of a small quantity would probably prove beneficial.

Lovett.—

	Surface.	Subsoil.
*Organic matter and combined water	6.155	4.565
Insoluble in acid	89.025	89.737
Ferric acid and alumina	3.200	4.911
Phosphoric acid ... ..	.084	.083
Lime ... ..	.275	.187
Potash ... ..	.071	.056
Non-essential	1.190	.461
	100.000	100.000
*Containing nitrogen ... ..	.294	...
Mechanical analysis:		
Sand	58.260	46.470
Clay	41.740	53.530
	100.000	100.000

Report.—The soils of this district are mostly of a loamy nature, and could, where at all stiff, be made to work without much difficulty by the action of lime, which is much needed. There is a fair amount of nitrogen present, so applications of this substance directly are not so much needed as phosphoric acid and potash. Thomas' phosphate would probably prove beneficial, but as lime is not present in any great quantity, superphosphate should be used with due discretion, this manure sometimes proving disappointing where carbonate of lime is not present in the soil in sufficient quantity. On this account, too, probably muriate of potash should be used rather than sulphate, as the latter fertiliser needs a considerable amount of lime to be present in the soil to effect its decomposition.

Glen Huon.—

	(1.) Upland Soil.		(2.) Alluvial Flat.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	2 980	1 900	10 300	3 115
Insoluble in acid ...	94 445	93 845	79 600	92 080
Ferric oxide and alumina ...	1 650	3 225	8 200	3 462
Phosphoric acid ...	108	043	183	056
Lime ...	325	150	950	200
Potash ...	067	091	132	053
Non-essential ...	425	746	635	1 034
	100 000	100 000	100 000	100 000
*Containing nitrogen	127	...	300	...
Mechanical analysis:				
Sand ...	64 050	33 880	51 320	38 230
Clay ...	35 950	66 120	48 680	61 770
	100 000	100 000	100 000	100 000

Report.—(1) Appears to be a fairly typical soil of the upland sections. It was said not to be producing the crops it might be supposed to be capable of doing, which is perhaps mainly due to its deficiency in nitrogen and organic matter. Phosphoric acid and potash are also not too well represented, on which account the use of fertilisers containing these substances would be found to pay. It is evident that the ploughing in of a leguminous green crop would fatten out this soil and greatly help increase its productiveness.

(2) This soil exhibits an increase in productive power over the last. The large amount of lime shown in the surface analysis as compared with the subsoil is a curious circumstance, and would seem to indicate that the soil had been dressed with lime, though, of course, some of the increase would be due to phosphatic manuring in the past. This latter view would be borne out by the larger amount of phosphoric acid present in the surface soil. Potash is much better represented in this soil than in the preceding.

Special analysis of subsoil of orchard adjoining river, and in which trees had not been doing well:—

	Subsoil.
*Organic matter and combined water ...	4 415
Insoluble in acid ...	86 165
Ferric oxide and alumina ...	7 650
Phosphoric oxide ...	072
Lime ...	412
Potash ...	038
Non-essential ...	1 248
	100 000
*Containing nitrogen ...	400
Mechanical analysis:	
Sand ...	63 270
Clay ...	36 730
	100 000

Report.—The dying at the top of the trees on this section and their otherwise not doing well may be due to the deficiency of phosphoric acid and potash which the above analysis indicates. On the other hand, the large amount of nitrogen present would seem to point to the possibility of a fungus attacking the roots of the trees, and thus producing some of the symptoms, such as the dying at the tops. The considerable height of the land above the river-bed and the comparative friability of the soil seem to preclude the idea of defective drainage having anything to do with the matter. The amount of lime present in this subsoil is comparatively high, so that an application of lime would hardly seem warranted. Thomas' phosphate and sulphate of potash should be useful, but the destruction of a fungus, if it exists, might be better assured by the use of common salt,

which might be used in the kainit form, thus supplying potash as well. There is lime enough in the soil to help this manure through its requisite changes.

Woodbridge and Oyster Cove.—

	Surface.	Subsoil.
*Organic matter and combined water ...	8 827	4 485
Insoluble in acid ...	87 530	87 560
Ferric oxide and alumina ...	1 861	6 567
Phosphoric acid ...	071	067
Lime ...	175	137
Potash ...	030	099
Non-essential ...	1 506	1 085
	100 000	100 000
*Containing nitrogen ...	362	...

Report.—In the above class of soil, which largely consists of very fine silt material, the mechanical analysis is dispensed with, as so much of the silt passes over in the process of separating the clay from the sand that the result would be misleading from the point of view of the treatment of other soils.

In the above tabulation, which is an average of much of the sandstone soil of the district, phosphoric acid is shown to exist in only very moderate proportions, though, in a soil of this kind, what there is is made the most of. Potash is deficient in the surface, and only moderately represented in the subsoil, where, however, it comes out much better than in the surface. Lime is decidedly deficient, and should be applied, as there appears sufficient nitrogen and organic matter to apparently render the application of lime beneficial rather than harmful. Ploughing in green crops, liming, and the use of Thomas' phosphate and muriate of potash are advocated.

Gordon.—

	(1) Upland.		(2) Facing Sea Front.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	1 605	9 225	5 175	4 510
Insoluble in acid ...	93 205	81 630	93 395	93 760
Ferric oxide and alumina ...	2 083	8 000	775	262
Phosphoric acid ...	048	056	040	031
Lime ...	212	425	312	250
Potash ...	111	157	060	163
Non-essential ...	2 736	507	243	1 024
	100 000	100 000	100 000	100 000
*Containing nitrogen	308	...	294	...
Mechanical analysis:				
Sand ...	...	...	92 480	92 270
Clay ...	...	...	7 520	7 730
	100 000	100 000	100 000	100 000

Report.—(1) The surface soils of this locality appear to be mostly composed of wind-drifted sand, containing plenty of organic matter, and lying immediately over a very tenacious clay comparatively rich in potash, so that fruit trees should do well when once established. Phosphoric acid is low both in the surface and subsoil, consequently this substance is needed. Sufficient lime is present to warrant super. being successfully used, though, with the sandy nature of the surface, phosphates might be used with a more diminished tendency to wash out, such as Thomas' phosphate, bonedust, and the various guanos.

(2) Is really a deeper drift than the surface of the upland, and differs but little in its general composition.

The clay would be reached at a much greater depth. Potash on this account might later on be needed as well as phosphatic manures.

Margate.—

	(1) Upland Basaltic Soils.		(2) Flat Country, near Coast.	
	Surface.	Subsoil.	Surf. c.	Subsoil.
*Organic matter and combined water ...	3.575	4.030	2.250	7.370
Insoluble in acid ...	92.448	85.695	95.185	79.600
Ferric oxide and alumina ...	3.112	9.594	1.687	12.550
Phosphoric oxide ...	.096	.050	.071	.040
Lime ...	.294	.256	.187	.350
Potash ...	.054	.078	.011	.048
Non-essential ...	.421	.297	.609	.042
	100.000	100.000	100.000	100.000
*Containing nitrogen	.212	...	.200	...
Mechanical analysis:				
Sand ...	81.530	47.620	77.600	46.400
Clay ...	18.470	52.380	22.400	53.600
	100.000	100.000	100.000	100.000

Report.—(1) These soils are moderately supplied with lime, but could do with more, and should be replenished with organic matter by ploughing in green crops before the lime is applied. They should respond to applications of the phosphates and potash.

(2) This tabulation is probably a fair representation of the considerable area of flat country lying towards North-West Bay. Lime is deficient at the surface, but better in the subsoil. Considerable deficiency of potash is indicated, especially in the surface soil. Phosphates are better, but are required for sustained cropping. The ploughing in of green crops is desirable.

Middleton.—

	Surface.	Subsoil.
*Organic matter and combined water ...	4.683	3.485
Insoluble in acid ...	92.292	91.054
Ferric oxide and alumina ...	2.313	4.575
Phosphoric acid ...	.056	.076
Lime ...	.156	.100
Potash ...	.049	.063
Non-essential ...	.451	.647
	100.000	100.000
*Containing nitrogen	.200	...
Mechanical analysis:		
Sand ...	67.660	58.860
Clay ...	32.340	41.140
	100.000	100.000

Report.—A marked deficiency of lime characterises the soils here, but until more organic matter is brought in by ploughing in green crops, the lime had better be supplied in the form of ground limestone. Phosphoric acid is needed, but should not be supplied too much in the form of superphosphate, but rather as Thomas' phosphate or Malden Island guano. Potash is needed, but owing to scarcity of lime should be applied in the form of muriate. Keeping up the organic matter by the growth of cow-grass clover and other legumes, which should be ploughed in if possible, is a necessity for the increase of and the maintenance of fertility in soils of this kind. The fertilisers used should be complete.

*Soils of the Tamar Valley.**Blackwood Hills.*—

	(1) Orchard (Plum).		(2) Orchard.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	6.300	10.655	3.550	4.925
Insoluble in acid ...	85.870	77.390	93.165	89.160
Oxide of iron and alumina ...	5.550	9.900	2.290	5.250
Phosphoric oxide ...	.050	.064	.080	.056
Lime ...	.350	.487	.175	.150
Potash ...	.043	.030	.066	.060
Non-essential ...	1.837	1.474	.674	.399
	100.000	100.000	100.000	100.000
*Containing nitrogen	.364	...	.336	...
Mechanical analysis:				
Sand ...	45.570	32.710	84.990	55.900
Clay ...	54.430	67.290	15.010	44.100
	100.000	100.000	100.000	100.000

Report.—The above soils exhibit a deficiency of phosphoric acid and potash, and applications of these fertilisers are recommended. No. 2 is also deficient in lime to a more serious extent than No. 1, but both soils would derive benefit from applications of this substance, as a very fair amount of nitrogenous material is present.

Blackwood Hills.—

	Not yet cultivated.		Not yet cultivated.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	3.480	8.555	2.605	6.630
Insoluble in acid ...	93.595	79.460	95.898	82.810
Oxide of iron and alumina ...	1.925	10.962	.812	9.800
Phosphoric oxide ...	.033	.062	.036	.048
Lime ...	.112	.137	.200	.162
Potash ...	.031	.038	.040	.051
Not estimated ...	.824	.786	.409	.499
	100.000	100.000	100.000	100.000
*Containing nitrogen	.420	...	.330	...
Mechanical analysis:				
Sand ...	63.670	30.020	79.730	43.160
Clay ...	36.330	69.980	20.270	56.840
	100.000	100.000	100.000	100.000

Report.—Each of the above soils and subsoils is deficient in lime, phosphoric acid, and potash. They abound in organic nitrogen, and would no doubt be suitable for apple-growing, provided assistance in the way of fertilisers is given later on when the trees begin to bear. The soils being free, what mineral food is present would be made the most of; also, the soil being fairly deep would be a point in its favour.

Supply Bay (Mr. E. L. Bell).—

	(1) Scarlet Pearmain Apples.		(2) Cox's Pippin and Pearmain.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	5.790	4.190	9.350	11.150
Insoluble in acid ...	77.140	79.210	72.625	70.520
Oxide of iron and alumina ...	14.875	15.425	16.300	17.180
Phosphoric oxide ...	.160	.071	.069	.073
Lime ...	.262	.137	.312	.250
Potash ...	.048	.084	.043	.076
Non-essential ...	1.725	.883	1.301	.751
	100.000	100.000	100.000	100.000

Supply Bay (Mr. E. L. Bell)—continued.

	(1) Scarlet Pormain App es.		(2) Cox's Pippin and Pearmain.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Containing nitrogen	200	...	300	...
Mechanical analysis:				
Sand	53.490	43.490	55.420	46.640
Clay	46.510	56.510	44.580	53.360
	100.000	100.000	100.000	100.000

Report.—Complaint was made of "bitter pit" in connection with the above orchards. It will be seen that nitrogen is not over-well represented; also that potash is decidedly deficient. Lime and phosphoric acid are below what they should be. The ploughing in of leguminous green crops is recommended, to be accompanied by a good dressing of lime. Nitrate of soda might be used to supply nitrogen until convenient to use a green crop. A mixed fertiliser, such as recommended in the July number of the "Agricultural Gazette," should be tried on these orchards.

Windermere.—

	(1) Average of Samples.		(2) Samples which had been dressed with superphosphate.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	6.337	10.271	6.576	6.905
Insoluble in acid ...	85.502	74.901	86.420	77.150
Ferric oxide and alumina	6.828	13.671	5.812	15.250
Phosphoric acid ... ..	.065	.082	.255	.238
Lime ... ..	.162	.174	.262	.212
Potash ... ..	.043	.051	.020	.105
Non-essential	1.063	.850	.655	.140
	100.000	100.000	100.000	100.000
*Containing nitrogen	252	...	156	...
Mechanical analysis:				
Sand	73.870	42.423	64.510	40.700
Clay	26.130	57.577	35.490	59.300
	100.000	100.000	100.000	100.000

Report.—(1) Soils in this locality stand in need of green manuring; also, in conjunction with this, of liming. They require also phosphates and potash to obtain good crops. Thomas' phosphate would be useful, and is to be preferred to superphosphate on account of the lack of lime, as super. is not so effective in the absence of carbonate of lime in the soil.

(2) This soil, which is of the same type as (1), is placed in juxtaposition with it to show the larger amount of phosphoric acid in it, which was probably due to an application of superphosphate which the paddock had received. This had, too, evidently influenced the lime-content of the soil, which is also larger, the extra amount of this over the average being, roughly, proportionate to the phosphoric acid as it would be contained in super.

Little Swan Point.—

	Surface.	Subsoil.
*Organic matter and combined water	6.093	7.025
Insoluble	83.410	84.020
Oxide of iron and alumina	8.712	7.675
Phosphoric oxide ... ..	.040	.120
Lime ... ..	.200	.137
Potash ... ..	.060	.072
Not estimated	1.485	.951
	100.000	100.000
*Containing nitrogen	320	...
Mechanical analysis:		
Sand	70.020	68.810
Clay	29.980	31.190
	100.000	100.000

Report.—The above soil requires phosphates, potash, and lime to increase its fertility. The phosphates should be Thomas' phosphate and Malden Island guano; also an admixture of bonedust with whichever is chosen of these. Muriate of potash may be used, except for potatoes.

Deviot.—

	Surface.	Subsoil.
*Organic matter and combined water	4.515	3.412
Insoluble	92.797	89.472
Oxide of iron and alumina	1.762	6.550
Phosphoric oxide ... ..	.052	.083
Lime ... ..	.123	.130
Potash ... ..	.025	.065
Not estimated ... ..	.726	.288
	100.000	100.000
*Containing nitrogen	498	...
Mechanical analysis:		
Sand	69.775	62.275
Clay	30.225	37.725
	100.000	100.000

Report.—The above soil is weak in phosphoric acid and lime; also very much so in potash. Thomas' phosphate and Malden Island guano would be a useful form of phosphates to apply, as lime is deficient. Lime should be applied to this soil, which contains plenty of organic matter, including nitrogen. Muriate of potash should be applied rather than sulphate.

Newnham (Tamar).—

	Average.		Natural Wattle Country.	
	Surface.	Subsoil.	Surface.	Subsoil.
*Organic matter and combined water ...	4.170	7.037	6.865	7.420
Insoluble in acid ...	90.137	81.935	85.975	83.410
Oxide of iron and alumina	4.885	10.257	5.237	8.275
Phosphoric oxide ... ..	.080	.051	.151	.072
Lime ... ..	.244	.225	.312	.500
Potash ... ..	.060	.082	.043	.070
Non-essential ... ..	.424	.413	1.417	.253
	100.000	100.000	100.000	100.000
*Containing nitrogen	231	...	420	...
Mechanical analysis:				
Sand	71.477	31.320	52.070	44.990
Clay	28.523	68.680	47.930	55.010
	100.000	100.000	100.000	100.000

Report.—The average sample in the above tabulation exhibits a deficiency in phosphoric acid and potash. Lime also is only moderately represented. Nitrogen is below what it should be, which indicates a deficient supply of humus. Ploughing in a leguminous green crop, accompanied by a good dressing of lime, would effect a considerable improvement in the condition of the soils of this locality. The leguminous crop should have been manured with phosphates and potash. Malden Island guano and Thomas' phosphate would be useful on this land. The much higher percentage of nitrogen in the wattle soil will be noticed. These trees are of the leguminous order, hence the increased store of nitrogen in the soil.

Craigburn.—

	Average of Samples.	
	Surface.	Subsoil.
*Organic matter and combined water	3.328	3.995
Insoluble in acid	92.692	84.712
Ferric oxide and alumina	2.900	10.256
Phosphoric oxide ... ..	.057	.124
Lime ... ..	.167	.129
Potash ... ..	.059	.109
Not estimated ... ..	.797	.675
	100.000	100.000

Craigburn—continued.

	Average of Samples.	
	Surface.	Subsoil.
*Containing nitrogen	362	...
Mechanical analysis:		
Sand	79.983	60.603
Clay	20.017	39.397
	100.000	100.000

Report.—The above tabulation indicates a marked deficiency of lime, which requires to be furnished if good crops are to be obtained. As phosphoric acid and potash are also below what they should be, the use of superphosphate is not recommended with such a deficiency of lime, but preferably Thomas' phosphate and Malden Island guano should be used, as these contain much lime apart from phosphate of lime. Muriate of potash is recommended in preference to sulphate, owing to the shortage of carbonate of lime in the soil.

Danbury Park District.—

	Wattle-bearing Country.	
	Surface.	Subsoil.
*Organic matter and combined water	6.020	3.755
Insoluble in acid	87.470	84.265
Oxide of iron and alumina	5.575	10.860
Phosphoric oxide ... ..	.087	.120
Lime ... ..	.250	.150
Potash ... ..	.140	.095
Not estimated ... ..	.458	.755
	100.000	100.000
*Containing nitrogen	470	...
Mechanical analysis:		
Sand	59.780	48.190
Clay	40.220	51.810
	100.000	100.000

Report.—Phosphoric acid is deficient in the surface, and not too abundant in the subsoil. Liming this soil would improve it very considerably, and render the organic nitrogen which is present more available.

Rosevears.—

	Average of Samples.	
	Surface.	Subsoil.
*Organic matter and combined water	9.575	9.807
Insoluble in acid	80.905	72.402
Oxide of iron and alumina	7.975	16.269
Phosphoric oxide ... ..	.056	.068
Lime ... ..	.235	.220
Potash ... ..	.037	.039
Not estimated	1.218	1.192
	100.000	100.000
*Containing nitrogen	273	...
Mechanical analysis:		
Sand	36.490	34.565
Clay	63.510	65.435
	100.000	100.000

Report.—The soils here are basaltic in character, and stand in need of both phosphoric acid and potash. Lime is also below what it should be, but the deficiency in organic matter, including nitrogen, would make it undesirable to use burnt lime unless green crops are ploughed in, which they should be. Ground carbonate of lime would be a desirable form of lime to apply. Thomas' phosphate and Malden Island guano would be useful on these soils.

I have, &c.,

H. J. COLBOURN.

The Director of Agriculture.





1912

PARLIAMENT OF TASMANIA.

PROPOSED STANDING ORDERS OF THE HOUSE:

REPORT OF SELECT COMMITTEE.

Brought up by Sir Elliott Lewis, September 24, 1912, and ordered by the House of
Assembly to be printed.

*SELECT COMMITTEE appointed on the 3rd day of July, 1912, to revise the
Standing Orders of the House.*

MEMBERS OF THE COMMITTEE.

MR. SPEAKER.
MR. MINISTER OF LANDS AND WORKS.
MR. TREASURER.

MR. OGDEN.
SIR ELLIOTT LEWIS.

R E P O R T.

Your Committee has given long and careful consideration to the revision of the Standing Orders of the House. The Standing Orders of the British House of Commons and of the Commonwealth and State Parliaments have been examined with a view to securing any improvements that might be obtainable

Your Committee has now the honour to submit the accompanying Standing Orders to the favourable consideration of your Honourable House.

J. G. DAVIES, Chairman.

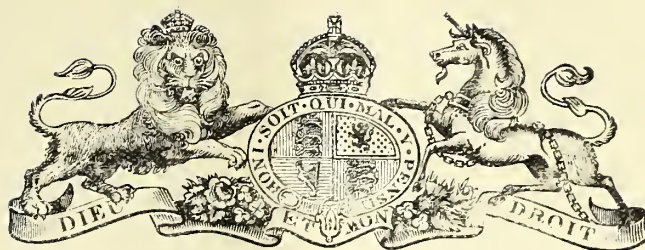
Speaker's Room, House of Assembly,
19th September, 1912.



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PROPOSED STANDING RULES AND ORDERS OF THE HOUSE OF ASSEMBLY.

I.—GENERAL RULE FOR CONDUCT OF BUSINESS.

Usages of
House of
Commons to
be observed,
unless other
provision is
made.

1. In all cases not provided for herein-after, or by Sessional or other Orders, resort shall be had to the rules, forms, and practice of the Commons House of the Imperial Parliament of Great Britain and Ireland in force when these Standing Orders receive the approval of the Governor, and they shall be followed as far as they can be applied to the proceedings of this House.

proceed to elect some other Member to be Speaker, and the Speaker so elected shall preside at all Meetings of the House.

4. No Member shall be proposed as Speaker unless he shall have given his consent to be nominated; and such consent shall be given in writing if the Member be not present.

Member must
give his con-
sent to be
nominated.

5. A Member addressing himself to the Clerk of the House (who, standing up, shall call upon the Member, and then sit down) shall propose another Member to the House for its Speaker, and shall move that such Member "do take the Chair of this House as Speaker," which Motion must be seconded.

Member
proposed as
Speaker.

6. If one Member only be proposed as Speaker, the Member so proposed, if present, shall be called to the Chair without any Question being put.

When
unopposed.

7. If more than one Member be proposed as Speaker a Motion shall be made and seconded regarding each such Member that he "do take the Chair of this House as Speaker," and thereupon an election by ballot shall be had in the manner hereinafter provided to determine which Member shall be Speaker.

When more
than two
candidates.

8. The Election for Speaker shall be conducted in the following manner:—

How ballot
to be con-
ducted.

(a) When nominations have been received, and the debate thereon (if any) appears to be concluded, the Clerk will announce that the Ballot will now be taken, and if no Member rises to speak, the Division Bells will be rung.

II.—PROCEEDINGS ON THE MEETING OF A NEW PARLIAMENT.

Proceedings
on the meeting
of a new
Parliament.

2. On the first day of the meeting of a new Parliament, the House having met at the time and place appointed—

- (1) The Governor's Proclamation shall be read by the Clerk of the House.
- (2) The Writ of Election of each Member, with the Return endorsed thereon, shall be produced by the Clerk of the House, and laid upon the Table.
- (3) Members shall then be sworn or make affirmation as prescribed by Law.
- (4) The House shall then proceed to the election of a Speaker.

III.—ELECTION OF SPEAKER.

Speaker to be
elected.
18 Viet. No.
17, Sec. 20.

3. The House shall, at its first meeting after every General Election and before proceeding to the despatch of any other business, elect some one Member of the House to be the Speaker thereof; and in case of his death, resignation, or removal by a Vote of the House, the House shall forthwith

- (b) No fresh nominations can then be made.
 - (c) When the Division Bells have been rung for two minutes, the doors shall be closed, and the Clerk will call upon two Members to act as Scrutineers to assist him.
 - (d) The Clerk will initial and deliver to each Member present a list of all the Members of the House, and will check the names of those to whom lists are given.
 - (e) A Member will record his vote by placing a mark opposite the name of the Member for whom he wishes to vote.
 - (f) If any Ballot-paper contains any mark made by the Member, other than the mark signifying for whom the Member wishes to vote, it shall be informal.
 - (g) A Member can only vote for someone who has been duly nominated and seconded.
 - (h) The Member will then fold his Ballot-paper, and place it in the Ballot-box or other receptacle on the Table.
 - (i) When all the Ballot-papers have been so deposited, the Clerk, assisted by the Scrutineers, will count the Ballot, and declare the numbers to the House.
 - (j) The procedure hereinbefore set out will be repeated as often as may be necessary.
 - (k) In the event of there being two Members proposed and seconded for the office of Speaker, the Member receiving the greater number of votes shall be declared to be elected as Speaker.
 - (l) If more than two Members have been so proposed and seconded, the votes shall be taken in the manner hereinbefore provided, and the Member receiving the greatest number of votes shall be declared to be elected as Speaker, provided that he has received a majority of the votes of Members present. But if no Member has received such majority, the name of the Member who has received the smallest number of votes shall be withdrawn and the votes shall be again taken for the remaining Members so nominated in like manner, and as often as may be necessary, until one obtains a majority, and the Member obtaining such majority shall be declared to be elected as Speaker.
 - (m) In the event of there being an equality of votes between Members receiving the smallest number of votes, the Clerk shall declare such to be the case, and the votes shall again be taken to determine which Member shall be withdrawn. In this case, Members shall place a mark opposite to the name they wish to retain for further Ballot. If there shall again be an equality of votes, the Member who has been a Member of the House continuously for the longest period immediately preceding the election shall be retained for further Ballot; or, if both Members have been Members of the House continuously for the same period, the Clerk shall determine by lot which of the two Members shall be retained for further ballot.
 - (n) In the event of there being an equality of votes between Members under Subsection (k), or in the event of there being an equality of votes between Members when the votes have been reduced to two under Subsection (l), the Member who has been a Member of the House continuously for the longest period immediately preceding the election shall be declared to be elected as Speaker, or, if both Members have been Members of the House continuously for the same period, the Clerk shall determine by lot which of the two Members shall be Speaker.
 - (o) The result of the Election shall be declared by the Clerk, and the Member elected shall be called to the Chair.
9. The Member called to the Chair shall, if present, be conducted thereto by his proposer and seconder, and, standing on the upper step, he shall return his acknowledgment to the House for the honour conferred upon him, and thereupon assume the Chair.
10. The election of Mr. Speaker shall be notified to the Governor by a Deputation of the House.
11. Whenever the House shall be informed by the Clerk of the House of the unavoidable absence of Mr. Speaker, the Chairman of Committees, if present, or in his absence, or if there should be no Chairman of Committees such other Member as the majority of Members then present shall choose, shall take the Chair and shall perform the duties and exercise the authority of Speaker in

Mr. Speaker elect, if present, takes the Chair.

Mr. Speaker's election notified to Governor.
18 Vict. No. 17, Sec. 20.
Unavoidable absence of Mr. Speaker.
18 Vict. No. 17, Sec. 21.

relation to all proceedings of the House as Deputy-Speaker for that day only. The Question of the election of a Member other than the Chairman of Committees to act as Deputy-Speaker shall be put by the Clerk of the House. The Rules prescribed for the election of Mr. Speaker shall be observed in the election of a Deputy-Speaker other than the Chairman of Committees.

Speaker relieved by Deputy-Speaker.

12. The Chairman of Committees shall take the Chair as Deputy-Speaker whenever requested so to do by Mr. Speaker during a Sitting of the House, without any formal communication to the House.

Continued absence of Mr. Speaker.

13. If the House be informed by the Clerk of the House of the likelihood of the continued absence of Mr. Speaker in consequence of illness or other unavoidable cause, or if the House have granted leave of absence to Mr. Speaker, the Chairman of Committees shall take the Chair as Deputy-Speaker, and shall continue to do so from day to day without any further communication to the House, and shall perform the duties and exercise the authority of Speaker during such continued absence, and the House may appoint some other member to act as Deputy-Chairman of Committees during such continued absence of Mr. Speaker, and the Deputy-Chairman of Committees so appointed shall take the Chair as Acting-Speaker in case of the unavoidable absence of the Deputy-Speaker, or whenever requested so to do by the Deputy-Speaker, during the sitting of the House.

IV.—CHAIRMAN OF COMMITTEES.

Chairman of Committees.

14. As soon as practicable on the first meeting of a new Parliament the House shall elect one of its Members to be Chairman of Committees; and in case of his death, resignation, or removal by a Vote of the House, the House shall elect some other Member to be Chairman of Committees. The rules prescribed for the election of Speaker shall be observed so far as the same may be applicable in the election of the Chairman of Committees. The Chairman of Committees shall take the Chair in all Committees of the Whole House.

Deputy-Chairman of Committees.

15. At the commencement of every Session Mr. Speaker shall nominate two Members to act as Deputy-Chairmen of Committees when requested by, or in the absence of, the Chairman of Committees. Any Deputy-Chairman while occupying the Chair shall have all the powers of the Chairman of Committees in the conduct of the business of the Committee.

V.—OPENING OF PARLIAMENT.

16. On being summoned by the Ushei of the Black Rod to attend the Governor or the Commissioners, Mr. Speaker, with the House, shall go up to the Bar of the Legislative Council.

Mr. Speaker, with the House, goes up to the Bar of the Legislative Council.

17. When Mr. Speaker and the House retire from the Bar of the Legislative Council, Mr. Speaker shall return to the House and resume the Chair.

House re-assembles at a later hour.

18. Petitions may then be presented, and Notices of Motion and Question may be given, and Papers laid upon the Table.

Petitions, Notices of Motion, &c.

19. Before the Governor's Speech is reported, some Bill shall be read a First time *pro formâ*.

Bill read *pro formâ*.

20. Mr. Speaker shall then report that the House had that day attended the Governor or Commissioners, and that His Excellency or the Commissioners had been pleased to make a Speech to both Houses of Parliament, of which Speech Mr. Speaker had received a copy; and the same shall be ordered to be entered in the Journals of the House.

Mr. Speaker reports the Governor's Speech.

21. A Motion for an Address-in-Reply to the Governor's Speech shall then be made, and agreed to with or without Amendment.

Motion made for Address-in-Reply.

22. The Address-in-Reply having been adopted by the House shall be presented to the Governor by Mr. Speaker, the Mover and Seconder, and such other Members of the House as shall think fit to attend, at such time and place as the Governor may appoint.

Address-in-Reply presented.

23. A Member returned otherwise than at a General Election shall be introduced to the House by two Members.

New Member introduced.

24. Members seated on a decision of the Supreme Court shall not be introduced.

But not if seated on decision of Supreme Court.

VI.—SITTING AND ADJOURNMENT OF THE HOUSE.

25. The House shall from time to time by Resolution appoint the days and the hour of each day on which it will meet for the despatch of business.

Days and Time of Meeting.

26. Unless otherwise ordered, whenever the House shall be sitting at One o'clock p.m., it shall stand adjourned, without a Question first put, till Three o'clock p.m.; and whenever the House shall be sitting at Six o'clock p.m., it shall stand adjourned, without a Question first put, till half-past Seven o'clock p.m.

Adjournment at One o'clock and at Six o'clock.

Quorum.
6 Ed. VII.
No. 47, Sect.
8.

27. A Quorum of the House shall consist of Twelve Members, including Mr. Speaker, or such other number as may from time to time be fixed by Law.

If Quorum
not present
at Twenty
minutes after
time
appeared for
Meeting

28. Mr. Speaker shall take the Chair as soon after the time fixed for the meeting of the House as it shall be reported to him that a Quorum is present in the Chamber; but if at the expiration of Twenty minutes after the time so fixed a Quorum is not present, Mr. Speaker shall without taking the Chair, and without a Question first put, adjourn the House until the next sitting-day. If, however, the meeting of the House is fixed for any hour prior to Three o'clock p.m., and if at the expiration of Twenty minutes after such prior hour a Quorum is not present, Mr. Speaker shall adjourn the House until Three o'clock p.m. on the same day.

A Summons
to the Legis-
lative Council
makes a
House.

29. When the attendance of the House in the Legislative Council has been desired by the Governor or the Commissioners, the House shall attend, and on its return shall proceed with business, although a Quorum of Members is not present, until notice is taken thereof.

When Quorum
not present
during a
sitting.

30. If it appear on notice being taken, or on the report of a Division of the House by the Tellers, that a Quorum of Members is not present, Mr. Speaker shall adjourn the House, without a Question first put, till the next sitting-day; or if such adjournment takes place prior to Three o'clock on any day, then until the hour of Three o'clock on that day.

When Chair-
man of Com-
mittee reports
no Quorum.

31. If the Chairman of a Committee of the Whole House reports to the House that a Quorum of Members is not present, Mr. Speaker shall count the House; and if a Quorum of Members be not present, he shall adjourn the House, without a Question first put, till the next sitting-day; or if such adjournment takes place prior to Three o'clock on any day, then until the hour of Three o'clock on that day.

Bell to be
rung before
House
counted.

32. The bell shall be rung for two minutes before the House is counted by Mr. Speaker or the Chairman of Committees.

When no
Quorum, all
Members
must remain
until House
counted.

33. When the attention of Mr. Speaker, or of the Chairman of Committees, has been called to the fact that there is not a Quorum of Members present, no Member shall leave the Chamber until the House has been counted by Mr. Speaker or the Chairman of Committees.

34. The doors of the House shall be unlocked whenever Mr. Speaker or the Chairman of Committees is engaged in counting the House.

Doors open
while House
is counted.

35. If a Debate on any Motion or Order of the Day be interrupted by the House being counted out, such Debate may be resumed by Motion on Notice at the point where it was so interrupted.

Debate inter-
rupted by
Count-out
may be
resumed on
Notice.

36. No Motion for the Adjournment of the House shall be made, except by a Minister, unless a Member, after Petitions (if any) have been presented and Notices of Motion (if any), given, and before the business of the day is called on, rising in his place shall propose to move the adjournment for the purpose of discussing a definite matter of urgent public importance, which he shall then state and hand in in writing to Mr. Speaker. Such proposal shall be openly made without any words from the Mover in support, and must be supported by at least Four Members rising in their places as indicating their approval thereof. If Mr. Speaker is of opinion that the matter is not one of urgent public importance, he may decline to submit the Motion to the House. The Mover and the Minister first speaking to the Question shall not exceed Fifteen minutes each, and any other Member, or the Mover in reply, shall not exceed Ten minutes each, and every Member shall confine himself to the one subject in respect to which the Motion has been made. No second Motion for the adjournment of the House shall be made on the same day, except by a Minister.

Motions for
Adjournment
of the House
to discuss
definite
matter of
urgent public
importance.

37. Except in the cases specially provided for, when Mr. Speaker adjourns the House without putting any Question, the House can only be adjourned by its own Resolution.

House ad-
journs on its
own Resolu-
tion, except in
special cases.

38. No Amendment shall be moved to the Question "That the House do now adjourn."

"New
adjourn"—no
Amendment.

VII.—RECORDS OF THE HOUSE.

39. Every Vote and Proceeding of the House shall be entered by the Clerk of the House, and printed, having first been perused by Mr. Speaker, and the Votes and Proceedings so printed shall be the Journals of the House.

Votes and
Proceedings
to be the
Journals.

40. Should any error, irregularity, or oversight be discovered in connection with any Bill, Resolution, or Proceeding of the House, Mr. Speaker shall bring the same before the House and intimate his opinion as to the course to be followed to remedy the same.

Error or
irregularity to
be reported to
the House by
Mr. Speaker.

Custody of
Records to be
in the Clerk.

41. The custody of the Journals and Records and of all Papers and Accounts whatsoever presented to this House, shall be in the Clerk of the House, who shall neither take, nor permit to be taken, any of such Journals, Records, Papers, or Accounts from the Chamber or Offices, without the express leave or order of Mr. Speaker. Provided, nevertheless, that if it shall be made to appear, by an Order of any Judge of the Supreme Court, that the production of any such Journals, Records, Papers, or Accounts is necessary in the proceedings in any case then pending in any Court, the Clerk of the House shall have authority to produce the same in such Court without the leave or order of Mr. Speaker.

Clerk may
produce
Records in
Courts of
Law.

50. The names of all Members who do not answer when called shall be taken down by the Clerk of the House, and subsequently called over a second time; when those who answer, or afterwards attend in their places on the same day, may be excused.

Members not
present but
subsequently
attending.

51. Members not attending in their places on the same day, unless on leave of absence, may be ordered to attend on a future day; when, unless they attend, or a reasonable excuse be offered for their absence, they shall be held guilty of Contempt, and shall be dealt with, for their default, as the House may think fit.

Members
ordered to
attend.—Dis-
obedience of
order for a
Call.

X. ORDER OF BUSINESS

Absence with-
out leave.

VIII.—LEAVE OF ABSENCE TO MEMBERS.

42. A Member shall not absent himself during the Session for more than Fourteen days at a time, without express leave of the House, and any Member wilfully infringing this Order shall be held guilty of Contempt.

Leave of
absence.

43. Leave of absence may be given by the House to any Member, on account of his own illness, or of the illness or death of a near relation, or of urgent business, or for other sufficient cause, to be stated to the House.

Notice to be
given of
Motion for
leave of
absence.

44. Notice shall be given of a Motion for giving leave of absence to any Member, and such Notice shall state the cause and period of absence.

Member
having leave
of absence
excused from
service.

45. A Member shall be excused from service in the House, or on any Committee, so long as he has leave of absence.

Leave of
absence
forfeited.

46. Any Member having leave of absence shall forfeit the same by attending the service of the House before the expiration of such leave.

IX.—CALL OF THE HOUSE.

Call of the
House Seven
clear days
after Order.

47. An Order for a Call of the House shall not be made for any day earlier than Seven days from the day on which such Order shall have been made.

Call of the
House to be
notified.

48. Notice of a Call of the House shall be forwarded by the Clerk to each Member of the House.

Order in
which names
are called.

49. When the Order of the Day for calling over the House is read, unless the same be postponed or discharged, the names of the Members shall be called over by the Clerk of the House alphabetically.

52. The House shall from time to time by Resolution appoint the days and the hour of each day on which Government Business and Private Members' Business respectively shall take precedence.

Precedence of
Government
and Private
Members'
Business.

53. The right is reserved to Ministers to place any Notices of Motion or Orders of the Day, whether relating to Government Business or not, upon the Business Paper in the rotation in which they desire them to be taken, on any days on which Government Business has precedence.

Order of
Business on
Government
Days.

54. The House shall proceed each day with:—

Order of
Business.

1. Petitions,
2. Giving Notices of Motions or Questions,
3. Questions seeking information,
4. Orders of the Day and Motions,

as set down in the Notice Paper, unless it shall be otherwise ordered by the House.

55. Unless the House otherwise orders, on days when Private Members' business is given precedence, Notices of Motion and Orders of the Day standing in the names of Private Members shall have precedence on alternate days. Provided, that on the days that such Notices of Motion take precedence, Orders of the Day standing in the names of Private Members, and being—(1.) Adjourned Debates on Motions, and (2.) Committees of the Whole House to consider Addresses to His Excellency the Governor, shall be disposed of before the House proceeds to such Notices of Motion.

Order of
Private
Business.

When such Notices of Motion have been disposed of the House shall proceed to the Orders of the Day standing in the names of Private Members.

On days on which Orders of the Day take precedence, such Orders shall be placed on the Notice Paper in the following order:—

1. Orders for consideration of Bills as amended, and for Third reading.
2. Consideration of Amendments of the Legislative Council.
3. Orders for further consideration of Bills in Committee.
4. Adjourned Debates on Second reading.
5. Orders for Second reading, in the order in which they were brought in.
6. Committees of the Whole House to consider Addresses to His Excellency the Governor.
7. Adjourned Debates on Motions.

When such Orders of the Day have been disposed of, the House shall proceed to the Notices of Motion standing in the names of Private Members.

XI.—PETITIONS.

Petitions to be written, printed, or lithographed.

56. A Petition shall be fairly written, printed, or lithographed, and shall, before presentation, be forwarded for examination not less than one hour before the time of meeting of the House to the Clerk of the House, who, in returning the Petition to the Member in charge thereof, may require its Amendment, in accordance with the Rules of the House.

Shall contain a prayer.

57. A Petition must contain a prayer at the end thereof.

Shall be signed on the same skin by at least one person.

58. A Petition shall be signed by at least one person on the skin or sheet on which the Petition is written, printed, or lithographed.

Shall be in English, or with a certified translation.

59. A Petition shall be in the English language, or be accompanied by a translation, certified by the Member who presents it.

Shall be signed by the parties.

60. A Petition shall be signed by the parties whose names are appended thereto, by their names or marks, and by no one else, except in case of incapacity by sickness.

Signatures to be written, not attached.

61. Every signature shall be written upon the Petition itself, and not pasted upon, or otherwise transferred thereto.

Petitions of Corporations.

62. Petitions of Corporations aggregate shall be under their Common Seal.

Petition of a Public Meeting, signed only by Chairman.

63. A Petition signed by the Chairman of a Public Meeting on behalf of such Meeting, shall be received as the Petition of the person signing it only.

64. Letters, affidavits, or other documents shall not be attached to any Petition, unless such Petition relates to a Private Bill. No letters, affidavits, &c., shall be attached.

65. Reference shall not be made in a Petition to any Debate in Parliament of the same session. Debates shall not be referred to.

66. Application shall not be made, directly or indirectly, by a Petition for any grant of public money, nor for compounding any debts due to the Crown, nor for the remission of duties payable by any person, unless it be recommended by the Crown. No application for public money.

67. Petitions praying that provision may be made for the compensation of the Petitioners for losses contingent upon the passing of Bills pending, may be received. Petitions for losses contingent upon passing of Bills may be received.

68. A Member presenting a Petition to the House shall affix his name at the beginning thereof. Member shall affix his Name.

69. A Member presenting a Petition shall take care that the same is in conformity with the Rules and Orders of the House. Member responsible for contents.

70. Every Petition must be respectful, decorous, and temperate in its language, and free from any disrespectful reference to the Sovereign or the Governor, or offensive imputations upon the character or conduct of either House of Parliament, or the Courts of Justice, or other tribunal or constituted authority. Petition must be respectful.

71. A Petition shall only be presented to the House by a Member. Petition presented by a Member only.

72. A Member shall not present a Petition from himself. Petition from a Member.

73. A Member offering to present a Petition to the House, shall confine himself to a statement of the parties from whom it comes, of the number of signatures attached to it, and of the material allegations contained in it, and to the reading of the prayer of such Petition. Member presenting Petitions confined to statement of certain facts.

74. When a Petition is presented which contains no matters in breach of the privileges of the House and which is in accordance with the Rules and Practice of the House, it shall be read by the Clerk of the House, without a Question first put; after which a Question shall be put, "That the Petition be received"; but no other Question relating to such Petition shall be then entertained. No debate upon Proceedings on presentation.

Urgent Petitions may be taken into consideration on presentation.	75. In the case of a Petition complaining of some present personal grievance for which there may be an urgent necessity for providing an immediate remedy, the matter contained in such Petition may be taken into consideration on presentation thereof.	88. Notices of Motion shall be set down on the Notice Paper in the order in which they shall have been given, unless the House shall otherwise order.	Notices of Motion, precedence of.
Petitions against taxes.	76. Subject to the above Rules, Petitions against any Resolution or Bill imposing a tax or duty may be received.	89. If a Notice of Motion or of Question contains unbecoming expressions, Mr. Speaker may direct that it shall not be printed, or it may be expunged from the Notice Paper, by Order of the House.	Notice containing unbecoming expressions.
Duplicate copies to be delivered at the Table.	XII.—NOTICES OF MOTION. 77. A Member in giving Notice of a Motion shall deliver to the Clerk of the House two signed copies of such Notice, fairly written or printed, and the day proposed for bringing on such Motion.	XIII.—QUESTIONS SEEKING INFORMATION. 90. Before the Orders of the Day or Motions are called on, Questions may be put to Ministers of the Crown, relating to public affairs, and to other Members, relating to any Bill, Motion, or other public matter connected with the business of the House, in which such Members may be concerned, but a Minister or other Member may decline to answer a Question except upon Notice given for a subsequent day.	Questions to Ministers or other Members.
Notice must be for a future date.	78. A Notice of Motion may not be given for the same day.	91. In putting any such Question, no argument or opinion shall be offered, nor inferences or imputation made, nor any facts stated, except so far as may be necessary to explain such Question.	Such Questions not to involve argument.
Notices may be given for absent Members.	79. A Member may give Notice for any other Member not then present.	92. In answering any such Question, a Member shall not debate the matter to which the same refers.	In answering a Question the matter not to be debated.
Notices to be printed.	80. Every Notice of Motion shall be printed and circulated prior to the hour fixed for the sitting of the House.	93. When Notices of such Questions are given the Clerk of the House shall place them at the commencement of the Notice Paper, and the reply when given shall be handed to him in writing for entry in the Journals.	Answers to Questions must be in writing.
Notices of motion may not be anticipated.	81. A Notice of Motion, having been given for a certain day, may be postponed to a later, but shall not be brought on on an earlier day.	XIV.—ORDERS OF THE DAY. 94. An Order of the Day is a Bill or other matter which the House has ordered to be taken into consideration on a particular day.	Orders of the Day defined.
The terms may be altered.	82. After a Notice of Motion has been given, the terms thereof may be altered by the Member giving such Notice. An amended Notice shall be given in the mode prescribed herein for giving of original Notices.	95. Unless the House otherwise orders, Orders of the Day shall be disposed of in the order in which they stand upon the Notice Paper.	Government Orders to have precedence on certain days.
Consecutive Notices of Motion.	83. A Member, except a Minister of the Crown, may not give two Notices of Motion consecutively unless no other Member has any Notice to give.	96. An Order of the Day need not be seconded.	Order of the Day need not be seconded.
No debate on Notice of Motion.	84. A Debate shall not take place on a Notice of Motion except with reference to the day on which the Motion shall be made.	97. An Order of the Day may be read and discharged.	An Order discharged.
Notice not received after Orders proceeded with, except by leave.	85. A Notice of Motion shall not be received after the House has proceeded to the Orders of the Day, unless by leave of the House.	XV.—MOTIONS. 98. A Member shall not make any Motion initiating a subject for discussion except in pursuance of Notice, but Motions for the printing of Papers may be made on the presentation of such Papers without Notice.	No Motion to be made without previous notice.
Lapsed Notices.	86. Notices of Motion that have been called on and not proceeded with, by reason of the absence of the Member giving Notice thereof, shall lapse.		
Lapsed Notice may be restored.	87. A Notice of Motion which has lapsed by the absence of a Member when his name is called shall be removed from the Notice Paper, but may be restored by the Notice being renewed.		

Precedence of Motions.	99. Motions shall have precedence on each day according to the order in which the Notices for the same were originally given: Provided that if a Motion of which Notice has been given has not been called on by reason of the adjournment of the House, it shall be continued on the Notice Paper under the same conditions as an original Notice.	112. Mr. Speaker shall state whether, in his opinion, the "Ayes" or the "Noes" "have it;" but, on the demand of any Member, the Question shall be determined by a Division.	Mr. Speaker states whether "Ayes" or "Noes" have it.
Questions of Privilege.	100. An urgent Motion, directly concerning the privileges of the House, shall take precedence of other Motions as well as of Orders of the Day.	113. A Question may be superseded—1. By the Adjournment of the House, on notice being taken, and it appearing that a Quorum of Members is not present. 2. By the Previous Question, viz., "That this Question be not now put," being proposed and agreed to.	Questions superseded: 1. By adjournment. 2. By the Previous Question.
Motion without notice.	101. A Motion may be made without Notice by leave of the House to be decided without Debate.	114. Except as provided for in S.O. No. 115, no Motion or Amendment shall be proposed which is the same in substance as any Question or Amendment which, during the same Session, has been resolved in the Affirmative or Negative.	The same Question not to be again proposed.
Motions not seconded.	102. Any Motion not seconded shall be forthwith dropped, and no entry thereof made in the Journals.	115. A Resolution or other Vote of the House may be read and rescinded upon Motion, of which three days' notice has been given: Provided, that the Motion rescinding a Resolution or Vote passed during the same Session shall be approved by an absolute majority of the Whole House.	Resolution or Vote rescinded.
Motions withdrawn.	103. A Member who has made a Motion may withdraw the same by leave of the House, such leave being granted without any negative voice.		
A Motion withdrawn may be made again.	104. A Motion which has been withdrawn by leave of the House may be made again in the same Session.		
Motion may not be withdrawn if mover absent.	105. A Motion shall not be withdrawn in the absence of the Member who made it.		
Resolution on withdrawal of an original Motion.	106. When an Amendment has been proposed to a Question, the original Motion shall not be withdrawn until the Amendment has been withdrawn or negated.		
XVI.—QUESTIONS.			
Question proposed.	107. When a Motion has been made and seconded, a Question thereupon shall be proposed to the House by Mr. Speaker.	116. The Previous Question shall be put in the form "That this Question be not now put."	Form of previous Question.
Irregular Motion not put.	108. If a Motion or Amendment be irregular, or out of Order, the Question thereupon shall not be put by Mr. Speaker.	117. The Previous Question having been proposed, no Amendment of the Main Question shall be entertained unless the Previous Question has been withdrawn.	Must be first dealt with.
Complicated Question may be divided.	109. The House may order a complicated Question to be divided.	118. No Amendment shall be offered to the Previous Question, but such Question may be superseded by the Adjournment of the House for want of a Quorum.	Amendment shall not be offered.
Question put and again stated.	110. So soon as the Debate upon a Question is concluded, Mr. Speaker shall put the Question to the House.	119. A Debate upon the Previous Question may be adjourned.	Debate thereon may be adjourned.
Question determined by majority of voices.	111. A Question being put, shall be resolved in the Affirmative or Negative by the majority of voices, "Aye" or "No."	120. In a Debate on the Previous Question the Original Question and any Amendment thereon may be debated.	
		121. The Previous Question having been resolved in the Affirmative, the Original Question and any Amendment thereon are thereby disposed of, and the House shall proceed to the next business, or may adjourn.	Previous Question affirmed.
		122. The Previous Question having been passed in the Negative, the Main Question shall be at once put, without Amendment or further Debate.	When passed in the negative.

XVII.—PREVIOUS QUESTION.

Previous question.

123. Whenever the Previous Question shall be proposed upon any Question consisting of a series of Resolutions, which have been brought under discussion or debate as one Motion, with the understanding that the Question be put on such Resolutions *seriatim*, the decision of the Previous Question, before putting the Question on the first of such Resolutions, shall be taken and held to be conclusive, whether in the affirmative or negative, as regards the whole of such Resolutions.

May not be moved upon an Amendment, nor in Committee.

124. The Previous Question shall not be moved in a Committee of the Whole House.

XVIII.—AMENDMENTS TO QUESTIONS.

Different forms of Amendment.

125. A Question having been proposed, may be amended—

- (1) By leaving out certain words only;
- (2) By leaving out certain words in order to insert or add other words; or
- (3) By inserting or adding words.

Amendment must be relevant.

126. An Amendment to a Question must be relevant to such Question.

Amendments to be seconded.

127. An Amendment proposed, but not seconded, shall not be entertained by the House, nor entered in the Journals.

Amendments to be in writing.

128. An Amendment to any Question before the House must, for purposes of record, be in writing and be signed by the Member moving the same.

Amendment to insert or add words.

129. When the proposed Amendment is to insert or add certain words, Mr. Speaker shall put a Question that such words be inserted or added.

Amendment to leave out words.

130. When the proposed Amendment is to leave out certain words, Mr. Speaker, after stating the Amendment, shall put a Question, "That the words proposed to be left out stand part of the Question."

Amendment to leave out words, and insert or add others.

131. When the proposed Amendment is to leave out certain words, in order to insert or add other words, Mr. Speaker shall put a Question that the words proposed to be left out stand part of the Question; which, if resolved in the Affirmative, shall dispose of the Amendment; but if in the Negative, another Question shall be put, that the words of the Amendment be inserted or added instead thereof.

Amendments to proposed Amendments.

132. Amendments may be proposed to any proposed Amendment, whenever it comes to a question whether the House shall agree to

such proposed Amendment, as if such proposed Amendment were an Original Question.

133. An Amendment shall not be proposed in any part of a Question, after a later part has been amended, or has been proposed to be amended, unless the proposed Amendment has been, by leave of the House, withdrawn

When later part of a Question has been amended or proposed to be amended.

134. An Amendment shall not be proposed to be made to any words which the House has resolved shall stand part of a Question, or which have been inserted in, or added to, a Question, except it be the addition of other words thereto.

No Amendment to be made to words already agreed to.

135. A proposed Amendment may, by the unanimous leave of the House, be withdrawn.

Proposed Amendment withdrawn.

136. When Amendments have been made, the Main Question as amended shall be put.

Question as amended put.

137. When Amendments have been proposed but not made, the Original Question shall be put, unless other Amendments be offered.

When Amendments proposed but not made.

138. When several Amendments have been proposed to be made to a Question, they shall be put singly in the order in which, if agreed to, they would stand in the amended Question.

Order in which Amendments to be put.

XIX.—CONDUCT OF MEMBERS.

139. Every Member shall be uncovered when he enters or leaves the House, or moves to any other part of the House during a Debate, and shall bow to the Chair when entering, leaving, or crossing the House.

Entering and leaving the House.

140. A Member shall not pass between the Chair and any Member who is speaking; nor between the Chair and the Table.

Members leaving their seats.

141. A Member, when he comes into the House, shall take his place, and shall not stand in any of the passages or gangways.

Members to take their places.

XX.—RULES OF DEBATE.

142. Order shall be maintained in the House by Mr. Speaker, and in Committees of the Whole House by the Chairman of Committees.

Order maintained by Mr. Speaker.

143. Whenever Mr. Speaker rises during a Debate, any Member then speaking, or offering to speak, shall sit down, and Mr. Speaker shall be heard without interruption.

When Mr. Speaker rises he is to be heard without interruption.

- Members to Address Mr. Speaker standing and uncovered. 144. A Member desiring to speak shall rise in his place uncovered, and shall address himself to Mr. Speaker.
- Indulgence to Members unable to stand. 145. By the special indulgence of the House, a Member, unable conveniently to stand, by reason of sickness or infirmity, may be permitted to speak sitting and uncovered.
- Debate closed. 146. A Member shall not speak to any Question after the same has been put, and Mr. Speaker has declared his decision on the voices.
- Mr. Speaker calls upon Members to speak. 147. When two or more Members rise to speak, Mr. Speaker shall call upon the Member who, in his opinion, first rose in his place.
- Motion that a Member "be now heard." 148. A Motion may be made that any Member "be now heard," or "do now speak."
- Members to speak to the Question. 149. A Member may speak to any Question before the House, or to any Amendment thereon, or upon a Question of Order arising out of the Debate; but not otherwise.
- No Member to speak twice. 150. A Member shall not speak twice to a Question before the House, except in explanation or reply, or in a Committee of the Whole House.
- Except to explain his words. 151. A Member who has spoken to a Question may again be heard in explanation of some material part of his speech; but shall not introduce any new matter.
- Personal explanation. 152. By the indulgence of the House a Member may explain matters of a personal nature although there be no Question before the House; but such matters shall not be debated.
- Right of reply in certain cases. 153. A reply shall be allowed to a Member who has moved a substantive Motion, or has moved an Order of the Day, but not to any Member who has moved an Amendment, or an Instruction to a Committee, or the Previous Question, or the Adjournment of the House (except under S.O. No. 36), or the Adjournment of a Debate, and after such reply it shall not be competent for any Member to speak to the Question.
- Adjournment of Debate. 154. A Debate may be adjourned to a later hour on the same day, or to any other day.
- Privilege: precedence of adjourned Debate on. 155. An Adjourned Debate on a Question relating to the privileges of the House shall stand first on the Notice Paper for the day to which the House has adjourned.
156. When a Debate is adjourned, no Member who has spoken to a Question may speak again to the same Question when the Debate is resumed.
157. A Member who has spoken to a Question may speak again to the Question of Adjournment, or to any other new Question which may arise.
158. A Member who has spoken only on the Question of Adjournment may speak subsequently on the Main Question.
159. A Member who has spoken on the Main Question may not again enter upon it when speaking to the Question of Adjournment.
160. A Member who has spoken may not move an Amendment, or the Adjournment of the Debate, or any similar matter, but he may speak on any such Motion, when it is made by another Member.
161. In the event of a Motion for the Adjournment of the Debate upon any Question being negatived, the Members moving and seconding the Motion for such Adjournment may address the House at any time during such Debate.
162. If a Member moving a Motion or speaking to a Question desires to continue his Speech on a future day he may move the Adjournment of the Debate; provided that should the Question for the Adjournment of the Debate be passed in the Negative, the Member may immediately resume his Speech.
163. If a Motion for the Adjournment of the House or of the Debate has been negatived, it shall not be proposed again until some other Question has intervened.
164. The Debate upon a Question may be interrupted--
- (1) By a matter of privilege suddenly arising.
 - (2) By words of heat between Members.
 - (3) By a Question of Order being raised.
 - (4) By a Message from the Governor.
 - (5) By the time being come for a Conference.
 - (6) By a Member appearing to be sworn.
 - (7) By attention being called to the want of a Quorum.
 - (8) By a request being made that the words of a Member be taken down.
- Resumed Debate: Member who has spoken may not speak again.
- Member may speak again to Question of Adjournment.
- Having spoken on Adjournment may speak subsequently on Main Question.
- Having spoken on Main Question may not enter upon same on Question of Adjournment.
- Having spoken may not move Adjournment of House, or of Debate, but may speak on such Motion.
- Motion negatived, Mover and Seconder may afterwards speak.
- Member may resume his Speech on a future day.
- Motion for Adjournment being negatived, not to be proposed again immediately.
- Debate interrupted by—Question of Privilege, &c.

Proceedings of Committees—no reference to until reports received.

165. No reference shall be made to any proceedings of a Committee of the Whole House, or of any Select Committee until the same have been reported to the House.

Reflection upon Votes of the House.

166. A Member shall not reflect upon any Vote of the House, except for the purpose of moving that such Vote be rescinded.

Allusions to Debates in the other House.

167. A Member shall not allude to any Debate in the other House of Parliament; but he may refer to printed Papers of that House.

Irreverent use of the Sovereign's or the Governor's name.

168. A Member shall not use the name of the Sovereign or the Governor disrespectfully in a Debate, or for the purpose of influencing the House in its deliberations.

Offensive words against either House, or against Statutes.

169. A Member shall not use offensive words against either House of Parliament, nor against any Statute, unless for the purpose of moving for its repeal.

No Member to be referred to by Name.

170. A Member shall not refer to any other Member by name, except for the purpose of distinguishing him from other Members returned for the same Electorate

Offensive words against a Member.

171. A Member shall not use offensive or unbecoming words in reference to any Member of the House.

Digressions from subject; imputations, &c., highly disorderly.

172. A Member shall not digress from the subject-matter under discussion, nor comment upon expressions used by any other Member in a previous Debate: and all imputations of improper motives, and all personal reflections, shall be deemed highly disorderly.

Interruptions not allowed. Exceptions.

173. A Member shall not interrupt another Member while speaking, unless—

- (1) To request that his words be taken down.
- (2) To call attention to a Point of Order or Privilege suddenly arising.
- (3) To call attention to the want of a Quorum.

Speaking "to Order," or upon matters of Privilege.

174. Any Member may rise to speak "to Order," or upon a matter of Privilege suddenly arising.

Proceedings on Question of Order.

175. Upon a Question of Order being raised, the Member called to Order shall resume his seat, and immediately after the Question of Order has been stated to Mr. Speaker by the Member rising to the Question of Order, Mr. Speaker shall give his opinion thereon; but may first invite the opinion of the House.

176. When any Member objects to words used in debate, and stating them, desires them to be taken down, Mr. Speaker, if it appear to be the pleasure of the House, shall direct them to be taken down by the Clerk of the House accordingly.

Words taken down by direction of Mr. Speaker.

177. Every such objection shall be taken at the time when such words are used, and not after any other Member has spoken.

Words to be objected to when used.

178. Members shall not be permitted by the House to prosecute any quarrel arising out of a Debate or Proceeding of the House, or any Committee thereof.

House not to permit quarrels.

179. A Member of the House shall not make any noise or disturbance whilst any Member is orderly debating, or whilst any Bill, Order, or other matter is being read or opened; and in case of such noise or disturbance, Mr. Speaker shall call upon the Member making such disturbance by name, and every such person may be censured or otherwise dealt with as the House may direct.

No noise or interruption to be allowed during a Debate.

180. Mr. Speaker or the Chairman of Committees, as the case may be, may call attention to continued irrelevance or tedious repetition, or the taking up of time by a speech of such unwarrantable length as to obstruct the business, on the part of a Member, and may direct such Member to discontinue his speech. Provided that such Member shall have the right to require that the Question whether he be further heard be put, and thereupon such Question shall be put without Debate.

Continued irrelevance and tedious repetition. Mr. Speaker may order Member to discontinue his Speech.

181. Any Member having used objectionable words, and not explaining or retracting the same, or offering apologies for the use thereof, to the satisfaction of the House, shall be named by Mr. Speaker, or otherwise dealt with as the House may think fit; and any Member called to Order shall sit down, unless permitted to explain.

Member not explaining or retracting objectionable words.

182. A Member against whom any charge has been made, having been heard in his place, shall withdraw while such charge is under consideration.

Member to withdraw while his conduct is under debate

183. Whenever any Member shall have been named by Mr. Speaker or by the Chairman of Committees, as the case may be, immediately after the commission of the offence of disregarding the authority of the Chair, or of abusing the Rules of the House, by persistently and wilfully obstructing the business of the House, or of disorderly conduct, or otherwise disregarding the authority

Suspension of Member.

of the Chair, then, if the offence has been committed by such Member in the House, Mr. Speaker shall forthwith put the Question on the Motion being made, no Amendment, Adjournment, or Debate being allowed, 'That such Member be suspended from the service of the House'; and, if the offence has been committed in a Committee of the Whole House, the Chairman shall, on a Motion being made, put the same Question in a similar way, and, if the Motion be agreed to, shall forthwith suspend the proceedings of the Committee and report the circumstance to the House; and Mr. Speaker shall thereupon put the same Question without Amendment, Adjournment, or Debate, as if the offence had been committed in the House itself.

If any Member be suspended under this Order, his suspension on the first occasion shall be for the remainder of that day's sitting; on the second occasion for one week; and on the third or any subsequent occasion for one month.

Ruling of
Mr. Speaker
may be
challenged.

184. Any Ruling, Decision, or Opinion of Mr. Speaker may be challenged by a Member by Motion upon Notice.

XXI.—CLOSURE OF DEBATE.

Closure of
Debate.

185.—(1) After any Question has been proposed, either in the House or in any Committee of the Whole House, a Motion may be made by any Member, rising in his place, and without Notice, and whether any other Member is addressing the Chair or not, "That the Question be now put," and the Motion shall be put forthwith and decided without Amendment or Debate.

(2) When the Motion "That the Question be now put" has been agreed to, and the Question consequent thereon has been decided, any further Motion may be at once made which may be requisite to bring to a decision any Question already proposed from the Chair: and also if a Clause be then under consideration, a Motion may be made, "That the Question, 'That certain words of the Clause defined in the Motion stand part of the Clause,' or 'That the Clause stand part of or be added to the Bill' be now put." Such Motions shall be put forthwith and decided without Amendment or Debate.

(3) An affirmative vote of not less than Eleven Members shall be necessary to carry any Motion under this Standing Order.

186. A Motion without Notice may be made, that a Member who is speaking "be not further heard," and such Question shall be put forthwith, and decided without Amendment or Debate.

Motion—"Be not further heard."

XXII.—DIVISIONS.

187. Whenever Mr. Speaker states, on putting a Question, that the Ayes or the Noes (as the case may be) have it, his decision may be challenged by a Member calling "divide."

How Division may be called.

188. A Division shall be called for only by a Member who has given his voice with the minority as declared by Mr. Speaker.

Minority demand Division.

189. When a Division is demanded the Division bell shall be rung, and the Clerk of the House shall turn a two-minute sand-glass, to be kept on his Table for that purpose, and the doors shall not be closed until after the lapse of two minutes as indicated by such sand-glass.

Division bell rung and sand-glass turned.

190. The doors shall be locked after the lapse of two minutes by direction of the Speaker.

Doors locked after lapse of two minutes.

191. When the doors have been locked, and Members are in their places, Mr. Speaker shall put the Question, and after the voices have been given, he shall, without allowing further debate, direct the "Ayes" to go to the right and the "Noes" to the left of the Chair, and shall appoint one Teller for each side; and after the Tellers have been appointed, no Member shall move from his place.

Question put, "Ayes" and "Noes" divide and Tellers appointed.

192. At any time before the Tellers are appointed, a call for a Division may be withdrawn by leave of the House, such leave being granted without any negative voice, and the Division shall not be proceeded with. The decision of Mr. Speaker, which was challenged, shall stand.

Division may be withdrawn.

193. While the House is dividing Members may speak, sitting, to a Point of Order arising out of or during the Division.

Members speaking to Order.

194. Every Member present in the House when the Question is put with the doors locked shall be required to vote.

Every Member then present must vote.

Members counted and their names taken down.

195. Members having taken their sides, every Member present shall then be counted, and his name taken down by the Teller on either side, who shall sign his list and present the same to Mr. Speaker, who will declare the result to the House.

Division Lists to be entered in Journals.

196. An Entry of the Division Lists shall be made in the Journals.

In case of error House again divides.

197. In case of confusion or error concerning the numbers reported, unless the same can be otherwise corrected, the House shall proceed to a second Division.

Mistakes corrected in Journal.

198. If the numbers have been inaccurately reported, the House, on being afterwards informed thereof, may order the Journals to be corrected.

When Vote equal, Mr. Speaker gives casting vote.
G Edw. VII. No. 47, s. 8.

199. In case of an equality of Votes, Mr. Speaker shall give a casting vote, and may state the reasons of his Vote; and any reasons so stated by him shall be entered in the Journals of the House.

Division frivolously claimed.

200. Mr. Speaker may, if, in his opinion, the Division is frivolously or vexatiously claimed, take the vote of the House by calling upon the Members who support, and who challenge his decision, successively to rise to their places; and he shall thereupon, as he thinks fit, either declare the determination of the House, or allow the Division to proceed.

No Member to vote if pecuniarily interested.

201. A Member shall not be entitled to vote upon any Question in which he has a direct pecuniary interest, such interest being of an immediate and personal, and not merely of a general or remote description; and the vote of any Member so interested shall be disallowed, but any such Member shall not be precluded from proposing any Motion or Amendment relating to such Question.

Direct pecuniary interest, how vote of Member dealt with.

202. The vote of any Member who is supposed to have a direct pecuniary interest in a matter under the consideration of the House may be taken notice of by a Motion that the vote be disallowed, and, after the Member whose vote has been challenged has been heard in his place, his vote may be allowed or disallowed by the House.

Divisions in Committee.

203. The several Rules relating to Divisions in the House shall apply, in the same manner, to Divisions in a Committee of the Whole House.

Rule to apply to Committees.

204. The Rule of this House relating to the vote upon any Question in the House, of a Member having an interest in the matter upon which the vote is given, shall apply likewise to any vote of a Member so interested, in a Committee.

XXIII.—MESSAGES FROM THE GOVERNOR.

205. When a Message is brought from the Governor, the Bearer shall present it to Mr. Speaker. Message from the Governor.

206. Mr. Speaker shall immediately read the Message to the House, all the Members being uncovered, and, if necessary, the House shall fix a future day for taking, or forthwith take, the same into consideration. Message read.

207. A verbal Message from the Governor may be communicated to the House by a Minister of the Crown being a Member. Verbal Message.

208. The recommendation or consent of the Governor to the introduction of any Motion or Bill may be signified to the House by a Minister of the Crown, being a Member. Recommendation or consent of the Governor.

XXIV.—ADDRESSES TO THE CROWN OR GOVERNOR.

209. Whenever it be deemed proper to present an Address to the Sovereign, or to the Governor, the same shall be proposed, except in cases of urgency, on Motion upon Notice. Address to the Sovereign shall be proposed on Motion upon Notice.

210. Addresses of Congratulation or Condolence to Members of the Royal Family shall also be proposed in a similar manner. Addresses of Congratulation or Condolence in a similar manner.

211. Addresses to the Sovereign shall be transmitted to the Governor by Mr. Speaker, requesting His Excellency to cause the same to be forwarded for presentation. Addresses to the Sovereign transmitted to the Governor by Mr. Speaker.

212. Addresses to the Governor shall be presented by the Whole House, or by such Members as the House may appoint for that purpose, or may be forwarded by Mr. Speaker. Addresses to the Governor presented by Whole House, or such Members as House may name.

213. When an Address is to be presented by the Whole House, Mr. Speaker, with the House, or such Members as may accompany him, shall wait upon the Governor, and Mr. Speaker shall read the Address, the Mover and Seconder of the Address being on his left hand. By the Whole House.

214. The concurrence of the Legislative Council in any Address to the Sovereign, or Member of the Royal Family, or the Governor, if desired, shall be communicated by Message with a blank for the insertion of "The Legislative Council and." Concurrence of the Legislative Council desired.

215. The concurrence of this House in an Address communicated by the Legislative Council shall be signified. Concurrence signified.

216. The Governor's Answer to any Address presented by the Whole House shall be reported by Mr. Speaker. Governor's Answer to any Address, reported by Mr. Speaker.

XXV.—CLASSIFICATION OF BILLS.

217. Bills shall be classified and defined as follow:—

Class 1.—Public Bills.

Class 2.—Semi-Public Bills

Class 3.—Private Bills.

Definition of Bills.

Class 1.—*Public Bills* are Bills whose provisions are of general application to the whole community.

Class 2.—*Semi-Public Bills* are Bills not included in Class 1 or Class 3.

Class 3.—*Private Bills* are Bills conferring exclusive and special rights, powers, or privileges of any kind whatsoever on or giving any relief to any individual or individuals, Company or Companies, Corporate Body or Corporate Bodies, excepting Municipal Councils or any other Local Body duly constituted by Law.

XXVI.—PUBLIC BILLS.

Initiation.

Bills initiated.

218. A Public Bill (unless received from the Legislative Council) shall be initiated either by a Motion for leave to bring in such Bill, specifying its intended Title, or by an Order of the House.

Bills not prepared according to Order shall be withdrawn.

219. A Bill not prepared pursuant to the Order of Leave, or according to the Rules and Orders of the House, shall be withdrawn.

Bills presented.

220. A Member bringing in a Bill shall appear at the Bar for that purpose, and shall be desired by Mr. Speaker to bring it up.

No perpetual Clause shall be inserted in any temporary Bill.

221. No perpetual Clause shall be inserted in any Bill the main provisions of which are temporary.

Precise duration of temporary Bills.

222. The precise duration of every temporary Bill shall be expressed in a distinct Clause at the end of the Bill.

Title of Bill only read.

223. On every reading of a Bill the Title only shall be read.

First Reading.

First reading.

224. The First reading of every Bill shall be proposed immediately after the same has been presented.

First reading and printing without debate.

225. When any Bill shall be presented by a Member, or shall be brought from the Legislative Council, the Questions, "That this Bill be now read a First time," and "That this Bill be printed," shall be put without amendment or debate.

226. When a Bill has been read a First time it shall be printed with as little delay as possible, and a copy shall be provided for each Member by the Clerk of the House.

Bills to be printed and circulated amongst Members.

227. A Bill, (not being a Bill brought in in compliance with an Order of the House, nor a Bill received from the Legislative Council), having been read a First time, shall be ordered to be read a Second time on a future day.

Bills ordered to be read a Second time.

Second Reading.

228. A Bill, (not being a Bill brought in in compliance with an Order of the House, nor a Bill received from the Legislative Council), shall not be read a Second time until Seven days after printed copies shall have been distributed to Members.

No Bill shall be read a Second time until distributed seven days.

229. On the Order of the Day being read for the Second reading of a Bill, a Question shall be proposed, "That the Bill be now read a Second time."

Second reading.

230. Amendments may be moved to such Question by leaving out "now," and, at the end of the Question, adding the words "on this day Six Months," "on this day Three months," or any other time; or the Previous Question may be moved. No other Amendment shall be moved to such Question, except in the form of a Motion strictly relevant to the Bill.

Amendments to Question for Second reading.

Committal and Consideration in Committee.

231. A Bill having been read a Second time, shall be ordered to be committed to a Committee of the Whole House; or it may first be referred to a Select Committee.

Bill committed.

232. When a Bill has been referred to a Select Committee and reported, it shall be committed to a Committee of the Whole House.

Bill reported by Select Committee.

233. On the Order of the Day being read for the Committee on a Bill, Mr. Speaker shall put the Question, "That I do now leave the Chair"; which being resolved in the Affirmative, the House shall resolve itself into a Committee of the Whole House on the Bill.

Committee of the Whole House on the Bill.

234. Amendments may be moved to the Question "That Mr. Speaker do now leave the Chair," by leaving out all the words after the word "That," in order to add the words "this House will on this day Three months (or Six months, or other time) resolve itself into the said Committee."

Amendments on Mr. Speaker leaving the Chair.

Bills may be considered in Committee together.

235. Bills which may be fixed for consideration in Committee on the same day may be referred together to a Committee of the Whole House, which may consider on the same day all the Bills so referred to it, without the Chairman leaving the Chair on each separate Bill.

Preamble postponed. Marginal note of Bill read.

236. When a Bill is under consideration in Committee, the Preamble (if any) shall stand postponed without Question first put, and each Clause shall be considered *seriatim*. The marginal note only of each Clause shall be read by the Clerk, but if a Member so require, any Clause shall be read at length.

Order of Business in Committee on Bill.

237. The following order shall ordinarily be followed in considering a Bill in a Committee of the Whole House:—

1. Clauses as printed.
2. Proposed New Clauses.
3. Postponed Clauses (not having been specially postponed to certain Clauses).
4. Schedules as printed.
5. Proposed New Schedules.
6. Preamble.
7. Title.

But this order may be varied at the discretion of the Chairman of Committees.

Relevancy of Debate.

238. The Debate shall be confined to the Clause or Amendment before the Committee.

What Amendments admissible.

239. Any Amendment may be made to a Clause, provided the same be relevant to the subject-matter of the Bill, or pursuant to an Instruction, and be otherwise in conformity with the Rules and Orders of the House; but if any Amendment shall not be within the Title of the Bill, the Committee shall amend the Title accordingly, and report the same specially to the House.

Question that each Clause stand part of the Bill.

240. The Chairman of Committees shall propose a Question on each Clause of the Bill, "That the Clause, as read, stand part of the Bill."

Amendments to Clauses.

241. Such Question being proposed, Amendments may be proposed to the Clause—

1. To leave out words.
2. To leave out words in order to add or insert other words.
3. To add or insert words.

And such Amendment shall be given to the Chairman of Committees in writing, if so desired by him, and shall be dealt with as in the House itself. (*Vide* Amendments to Questions.)

242. If a Clause should have two or more Subdivisions, the Chairman, if he thinks fit, may treat any such Subdivision as if it were a separate Clause.

Subdivisions of Clause may be treated as a separate Clause.

243. When a Clause has been amended, the Question shall be put, "That the Clause, as amended, stand part of the Bill."

Question on Clause as amended.

244. In going through a Bill, no Questions shall be put for the filling up of words already printed in *italics*, and commonly called "blanks," unless exception be taken thereto; and if no alterations have been made in the words so printed in *italics*, the Bill shall be reported without Amendment, unless other Amendments have been made thereto.

Proceedings upon blanks.

245. Any Clause may be postponed, whether the same has already been considered and amended or not.

Clauses postponed.

246. If it be desired to reconsider a Clause or Schedule which the Committee has already passed, a Motion shall be made directing the Chairman to report progress and ask that the Committee may be granted leave to reconsider the Clause or Schedule.

Reconsideration of Clause or Schedule.

247. A Clause imposing or increasing a burden upon the people shall not be proceeded with until the matter has been considered and agreed to by a Committee of the Whole House. (*Vide etiam* S.O. Nos. 329 and 330.)

Clause imposing Rate.

248. After each Clause and Schedule has been agreed to, and any New Clauses or Schedules added, the Preamble shall be considered, and, if necessary, amended; and the Question shall be put, "That this be the Preamble of the Bill"; after which the Title of the Bill shall be considered, and, if necessary, amended; and the Question shall be put, "That this be the Title of the Bill."

Preamble and Title.

249. When all the Clauses of a Bill have not been considered, the Chairman shall be directed to report progress, and ask leave to sit again.

Report of progress.

Bill reported.

250. The Bill having been fully considered, the Chairman shall be directed to report the Bill, or report the Bill with Amendments, to the House; and when Amendments have been made thereto, the same shall be received without Debate, and a time appointed for taking the same into consideration.

Bill reported.

Amendments to be considered on future day

Bill reported
without
Amendment.

251. A Bill being reported without Amendment may be read a Third time forthwith.

page, that "This Public (or Semi-Public or Private) Bill originated in the House of Assembly; and having this day passed, is now ready for presentation to the Legislative Council for its concurrence."

Amendments
made on
recommitment.

252. On the Order of the Day being read for taking into consideration the Amendments made to a Bill in Committee, a Motion may be made to discharge the Order of the Day and to recommit the Bill, either in whole or in respect of certain Clauses, and, if such Motion be agreed to, the Bill shall be recommitted accordingly; and, if further Amendments are made, the same, together with the Amendments which were previously made in Committee, shall be taken into consideration on a future day.

Transmission to Council.

261. When all the proceedings on a Bill have been concluded, the Bill shall be forwarded with a Message to the Legislative Council.

Bill sent to
the Legisla-
tive Council.

Council's Amendments on Bills Originated in the Assembly.

262. When a Bill is returned from the Legislative Council with Amendments, such Amendments shall be appointed to be considered on a future day, unless the House shall order them to be considered forthwith.

Council's
Amendments
to be con-
sidered on a
future day.

Bills recom-
mitted.

253. On consideration of the Bill as amended, the Bill may be referred to a Select Committee.

Third Reading.

Certificate of
Chairman.

254. Before any Bill shall be read a Third time, the Chairman of Committees shall certify in writing "That the Bill, as printed (or "That the Bill as printed and amended in writing") is in accordance with the Bill as reported," and Mr. Speaker shall announce that the Chairman has so certified.

263. The consideration of all Amendments made by the Legislative Council in Bills which shall have first passed this House, and Messages relating to any such Amendments, shall in every case be in a Committee of the Whole House.

Council's
Amendments
to be con-
sidered in
Committee.

Third reading
of Bills.

255. After the Amendments have been considered and agreed to or disagreed to by the House, the Bill may be read a Third time forthwith, or may be ordered to be read a Third time at such time as may be appointed by the House.

264. Amendments made by the Legislative Council shall be agreed to either with or without Amendments; or disagreed to; or the consideration thereof postponed; or the Bill may be again sent to the Legislative Council with a Message desiring its reconsideration; or the Bill may be ordered to be laid aside.

Bill returned
from the
Legislative
Council.

Third
reading.

256. The Order of the Day being read for the Third reading of a Bill, a Question shall be proposed, "That the Bill be now read a Third time," to which Amendments may be moved, as on the Second reading; or the Bill may be recommitted either in whole or in respect of certain Clauses.

265. When Amendments made by the Legislative Council in Bills which shall have first passed this House, shall have been agreed to by the House without Amendments, or disagreed to, a Message shall be sent informing the Legislative Council thereof; and if they shall have been agreed to with Amendments, the Bill shall be returned to the Legislative Council with a Message desiring the concurrence of the Legislative Council therein.

Council's
Amendments
in Bills; Mes-
sages, &c.

Verbal
Amendments.

257. Amendments merely of a verbal or formal nature may be made, on Motion, in any part of a Bill, at any time during its progress through the House, or in Committee of the Whole House.

Chairman of
Committees
may correct
clerical errors.

258. Clerical and typographical errors may be corrected in any part of a Bill by the Chairman of Committees before it is sent to the Legislative Council for its concurrence.

266. In any case, when a Bill is returned to the Legislative Council with any of the Amendments made by the Council disagreed to, or for reconsideration, the Message returning such Bill shall also contain written reasons for the House not agreeing to the Amendments proposed by the Legislative Council; and such reasons shall be drawn up by a Committee of three Members, to be appointed for that purpose when the House adopts the Report of the Committee of the Whole House disagreeing to the Amendments in question.

Council's
Amendments
disagreed to.

Bill passed.

259. After the Third reading no further Question shall be put, and the Bill shall be deemed to have passed the House.

Reasons to be
assigned.

Clerk to
certify the
passing.

260. When a Bill originated in this House shall have passed, the Clerk of the House shall forthwith certify at the top of the first

Final procedure on Council's Amendments.

267. If the Legislative Council returns the Bill with a Message informing the House that it—

- i. Insists on its original Amendments to which the House has disagreed; or
- ii. Disagrees to the Amendments made by the House on the Council's original Amendments; or
- iii. Agrees to Amendments made by the House on the original Amendments of the Council, with further Amendments:

the House may—

- i. Agree, with or without Amendment, to the Amendments to which it had previously disagreed, and make, if necessary, consequential Amendments to the Bill; or may insist on its disagreement to such Amendments;

and may—

- ii. Withdraw its Amendments and agree to the Council's original Amendments; or may make further Amendments to the Bill consequent upon the rejection of its Amendments, or propose new Amendments as alternative to the Amendments to which the Council has disagreed; or may insist on its Amendments to which the Council has disagreed;

and may—

- iii. Agree with or without Amendment, to such further Amendments of the Council, making consequential Amendments to the Bill, if necessary; or may disagree thereto and insist on its own Amendments which the Council has amended;

and in all such cases, if agreement be not thereby arrived at, or if the Bill be again returned by the Council with any of the requirements of the House still disagreed to, the House shall order the Bill to be laid aside, or request a Conference.

Council to be informed by Message if Amendments agreed to.

268. If the Council's Amendments shall be agreed to, and the Bill finally passed by this House, a Message shall be sent informing the Legislative Council thereof.

Bills Received First Time from the Council.

Bills from Council proceeded with as similar Bills of the House.

269. Bills coming to this House the first time from the Legislative Council shall be proceeded with in all respects as similar Bills presented in pursuance of Orders of the House.

270. When any such Bill shall have been passed by the House, it shall be returned to the Legislative Council by Message, with the Clerk's certificate "That the House of Assembly has this day agreed to this Bill without Amendment," or "with Amendments," as the case may be.

Clerk certifies Bill agreed to, or otherwise.

271. If the Legislative Council shall return such Bill with any of the Amendments made by the House disagreed to, or further Amendments made thereon, together with written reasons for its disagreeing to any such Amendments proposed by the House, a time shall be fixed for taking the Message into consideration, which shall be in a Committee of the Whole House.

Council's Amendments, considered.

272. In cases where the Legislative Council—

Council's Amendments, how dealt with.

- i. Disagrees to Amendments made by the House: or
- ii. Agrees to Amendments made by the House with Amendments:

the House may—

- i. Insist, or not insist, on its Amendments: or may make further Amendments to the Bill consequent upon the rejection of its Amendments; or propose new Amendments as alternative to the Amendments to which the Council has disagreed: or may order the Bill to be laid aside;

and may—

- ii. Agree to the Council's Amendments on its own Amendments, with or without Amendment, making consequential Amendments to the Bill if necessary, or may disagree thereto and insist on its own Amendments which the Council has amended: or may order the Bill to be laid aside.

and, unless the Bill shall be laid aside, a Message shall be sent to the Legislative Council to such effect as the House has determined.

Waiver of Privileges of House.

273. With respect to any Bill brought to the House from the Legislative Council, or returned by the Legislative Council to the House, with Amendments, whereby pecuniary penalty, forfeiture, or fee shall be authorised, imposed, appropriated, regulated, varied, or extinguished, the House shall not insist on its privileges in the following cases:

House waives privileges in certain cases.

- i. When the object of such pecuniary penalty or forfeiture is to secure

the execution of the Act, or the punishment or prevention of offences.

- ii. Where such are imposed in respect of benefit taken or service rendered under the Act, and in order to the execution of the Act, and are not made payable into the Treasury, or in aid of the Public Revenue, and do not form ground of public accounting by the parties receiving the same, either in respect of deficit or surplus.

- iii. When the Bill is a Private Bill.

Presentation for Assent.

Bills when passed to be transmitted to Legislative Council.

274. All Bills, whether originating in this House or in the Legislative Council, shall, so soon as they have passed through their several stages, be forwarded to the President of the Legislative Council to await the Governor's assent, excepting Bills of Supply, which shall be presented for the Governor's Assent by Mr. Speaker.

Amendments proposed by the Governor.

Amendments proposed by the Governor.

275. Whenever the Governor shall transmit by Message to the House any Amendment which he shall desire to be made in any Bill presented to him for the Royal Assent, such Amendment shall be treated and considered in the same manner as Amendments proposed by the Legislative Council. (5 and 6 Vict., Chap. 76, S. 30.)

Such Amendments, if agreed to, to be forwarded to the Council.

276. When the House shall have agreed to any Amendment proposed by the Governor, such Amendment, together with any alterations rendered necessary to be made in the Bill in consequence of such Amendment, shall be forwarded to the Legislative Council for its concurrence; and any Amendment made by the Council thereto shall be dealt with in the same manner as Amendments made by the Council in Bills originated in this House.

Consideration of such Amendments received through the Council.

277. Amendments proposed by the Governor in Bills, which shall be agreed to by the Legislative Council and forwarded for the concurrence of this House, shall be proceeded with in the same manner as Amendments made by the Council on the Assembly's Amendments in Bills first received from the Council.

Royal Assent.

Assent.

278. The Royal Assent is signified to every Bill by the Governor, in person or by Commission, the attendance of the House of

Assembly in the Legislative Council having been desired for that purpose, or by Message to the House, or notification in the "Tasmanian Government Gazette."

XXVII.—SEMI-PUBLIC BILLS.

279.—

1. Semi-Public Bills shall be brought in upon Petition.
2. All Petitions for Semi-Public Bills to initiated in this House shall be lodged with the Clerk of the House Twenty-four hours before being presented.
3. Prior to the Second reading of every Semi-Public Bill, the Local Body or person or persons applying for such Bill shall give to the Clerk of the House a satisfactory written guarantee that they or he will be responsible to the Treasurer of the State for the expenses incurred in connection with the Bill in question, and for any Select Committee (if any) on the Bill.
4. A Semi-Public Bill shall not be read a Third time until the expiration of Seven days after it is finally reported from a Committee of the Whole House.
5. In all other respects Semi-Public Bills shall be dealt with as Public Bills.

Procedure on Semi-Public Bills.

XXVIII.—PRIVATE BILLS.

280. Notice of the intention to apply for every Private Bill shall be published once a week, for four consecutive weeks, in one or more daily newspapers published in Hobart, and in one or more public newspapers published in or nearest to the district affected by the Bill, and once in "The Tasmanian Government Gazette," and such Notice shall contain a true statement of the general objects of the Bill.

Public Notice of intention to apply for Private Bills.

281. A Private Bill shall not be initiated in this House but upon a Petition first presented and received; and such Petition shall be signed by one or more of the parties applying for the Bill, or his or their Agents or Attorneys.

Bill initiated upon Petition.

282. All Petitions for Private Bills to be initiated in this House shall be lodged with the Clerk of the House at least Three days before being presented.

Petitions to be lodged.

283. A Petition for a Private Bill shall commence by setting forth that, within the three months preceding its presentation to the House, the Public Notice required has

Form of Petition.

been duly given of the general objects of and the intention to apply for such Bill, and shall conclude with a true statement of the general objects of the Bill, and a prayer for leave to bring it in; and the production of the numbers of the "Gazette" and Newspapers containing such Notice shall be sufficient proof of such Notice.

Clerk of the House to certify that Standing Orders have been complied with.

284. The Clerk of the House shall certify to Mr. Speaker whether the Standing Orders have or have not been complied with; and when they have not been complied with, he shall also report the facts upon which his Report is founded, and any special circumstances connected with the case.

Proceeding upon Petition.

285. When the Petition shall have been received, Notice of Motion for leave to bring in the Bill shall be given, as in the case of a Public Bill.

Fee of £50 to be paid into the Treasury before Bill is printed.

286. Before the Bill is printed, £50 shall be paid to the credit of the Consolidated Revenue, and a certificate, signed by the Under-Treasurer, of such payment shall be produced to the Government Printer before he shall proceed to print the Bill.

Printing of Bill.

287. When leave to bring in a Private Bill shall have been obtained, and before it shall be read a First time, it shall be printed by the Government Printer, at the expense of the parties applying for it, in the same form as Public Bills, and a sufficient number of copies of it shall be delivered to the Clerk, for the use of the House, and distributed amongst Members at least three days before the Motion that the Bill be read a First time is proceeded with.

Further fee of £50 before Bill is read a First time.

288. Before a Private Bill shall be read a First time, a further sum of £50, to meet the expenses attendant on such Bill, shall be paid to the credit of the Consolidated Revenue of the State, and a certificate of such payment shall be lodged with the Clerk of the House.

Promoter's guarantee for £100 for further expenses, &c.

289. Prior to the First reading of a Private Bill, the Promoter thereof shall give to the Clerk of the House a written guarantee that he will be responsible to the Treasurer of the State for all the above-mentioned fees and for all the expenses incurred by the Select Committee on the Bill in question, and in connection with the printing and passing thereof, over and above the £100 deposited. In the event of such fees and expenses not amounting to £100, the difference shall be returned to the Promoter by the Treasurer.

290. When a Private Bill shall have been read a First time, it shall be referred to a Select Committee, to be appointed on Motion upon Notice, and such Committee shall require proof of the allegations contained in the Preamble.

Bill read a First time and referred to Select Committee.

291. Any Minister of the Crown may appear before the Committee, by himself or by his Officers, in the protection of the interests of the Crown, with power to call and examine Witnesses.

Minister of the Crown may call and examine Witnesses.

292. All parties other than the Crown desiring to oppose a Private Bill shall present a Petition to the House, which shall distinctly specify the grounds of such opposition, and which, if received, shall be referred to the Select Committee on the Bill.

Opposing Petitions.

293. When a Private Bill is opposed, and if the Committee has decided to hear Counsel on behalf of the Promoters and opponents of the Bill, the case for the Promoters shall be opened by their Counsel. Thereupon Counsel for the opponents shall either open their case, or reserve his speech until after the evidence has been taken. Counsel shall only be heard and Witnesses examined on behalf of Petitioners in relation to matters referred to in their Petition. Counsel for the Promoters of the Bill shall have a right of reply on the whole case.

Proceedings when Private Bill opposed.

294. Every Select Committee on a Private Bill may, in its discretion, hear Counsel if it be desired; and may also take such oral or other evidence as it may think requisite; and may decide on matters in issue between the persons conducting and opposing the Bill; after which, the Question shall be put from the Chair, "That the Preamble stand part of the Bill"; or if the Preamble be amended, "That the Preamble, as amended, stand part of the Bill"; and if the Question pass in the Negative, it shall be fatal to the Bill, and the Committee shall report accordingly; but if the Question pass in the Affirmative, the consideration of the several Clauses of the Bill shall next be proceeded with, and the Amendments, if any, carefully noted for report to the House,—care being taken that no Clause be inserted or Amendment made in the Bill which shall be foreign to the import of the Notice required to be given by the party or parties applying for it.

Proceedings of Select Committee on Private Bills.

295. When a Select Committee shall have reported in favour of a Private Bill, such Bill shall be proceeded with as in the case of Public Bills, and a future day, subsequent to the distribution of printed copies of the Report and Evidence, shall be appointed for the Second reading.

Proceedings after Report.

Fees payable. 296. The following shall be the Scale of Fees payable by the Promoters of Private Bills:—

	£	s.	d.
On the Report of the Select Committee	10	10	0
For every hour or portion of an hour during which Select Committee shall sit	0	10	6
For every day or portion of a day a Short-hand Writer is employed	1	1	0
For the transcript, per folio of 72 words, &c.	0	1	0
Serving of Summons or Order to Witness	0	5	0
Mile money, per mile	0	1	0

Cost of printing, how to be assessed.

297. The cost for printing Bills, Evidence, Papers, Reports, and other Documents shall be assessed by the Government Printer; and in the event of any dispute arising as to any such charges connected with Private Bills, the matter in dispute shall be referred to Mr. Speaker, whose decision thereon shall be final.

Private Bills received from Legislative Council.

298. Every Private Bill sent from the Legislative Council, if accompanied by a printed copy of the Report and Proceedings of the Select Committee of that House to which it shall have been referred, shall be dealt with in the same manner as a Public Bill, and shall not be referred to a Select Committee of the House of Assembly unless on a Motion for such reference.

XXIX.—LAPSED BILLS.

Resumption of Proceedings on lapsed Bills.

299. Any Bill which lapses by reason of a Prorogation before it has reached its final stage may be proceeded with in the next ensuing Session at the stage it had reached in the preceding Session, if a General Election for the House of Assembly has not taken place between such two Sessions, under the following conditions:—

- (1) If the Bill be in the possession of the House in which it originated, not having been sent to the other House, or, if sent, then returned by Message, it may be proceeded with by Resolution of the House in which it is, restoring it to the Notice Paper.
- (2) If the Bill be in the possession of the House in which it did not originate it may be proceeded with by Resolution of the House in which it is, restoring it to the Notice Paper; but such Resolution shall not be passed unless a Message has been received from the House in which it originated requesting that its consideration may be resumed.

Proceedings on restored Bill.

300. Any Bill so restored to the Notice Paper shall thenceforth be proceeded with in both Houses as if its passage had not

been interrupted by a Prorogation, and, if finally passed, be presented to the Governor for His Majesty's Assent.

301. Should the Motion for restoration to the Notice Paper be not agreed to by the House in which the Bill originated, the Bill may be brought in and proceeded with in the ordinary manner.

XXX.—COMMITTEES OF THE WHOLE HOUSE.

302. A Committee of the Whole House shall be appointed by a Resolution, "That this House will resolve itself into a Committee of the Whole House," for the purpose specified in the Resolution.

303. When such a Resolution has been agreed to, or an Order of the Day read for the House to resolve itself into Committee, Mr. Speaker shall put a Question, "That I do now leave the Chair," which being agreed to, he shall leave the Chair accordingly.

304. Amendments may be moved to the Question for Mr. Speaker to leave the Chair, by leaving out all the words after the word "That," in order to add the words "this House will on this day Three months (or Six months, or any other time) resolve itself into the said Committee."

305. When a Bill or other matter (except Supply or Ways and Means) has been partly considered in Committee, and the Chairman has been directed to report progress, and ask leave to sit again, and the House has ordered that the Committee shall sit again, and the House has ordered that the Committee shall sit again on a particular day, Mr. Speaker, when the Order for the Committee has been read, shall forthwith leave the Chair without putting any Question, and the House shall thereupon resolve itself into such Committee.

306. So soon as Mr. Speaker has left the Chair, the Chairman shall take the Chair of the Committee, at the Table.

307. A Committee shall consider such matters only as have been referred to it by the House.

308. Every Question in Committee shall be decided by the votes of the majority of the Members present, not including the Chairman; and in case of an equality of votes, the Chairman shall give a casting vote.

309. A Motion made or Amendment proposed in Committee need not be seconded.

Bill not restored may be brought in in ordinary manner.

House resolves itself into a Committee.

Mr. Speaker leaves the Chair.

Amendment to the Question for Mr. Speaker to leave the Chair.

When Committee has reported progress.

The Chairman takes the Chair.

Committee to consider matters referred.

Questions decided by a majority of votes.

A Motion need not be seconded.

- Questions put on longest time and smallest sum.** 310. When there comes a question between the greater and lesser sum, or the longer and shorter time, the least sum and the longest time shall first be put to the Question.
- Members may only speak three times to a Question in Committee.** 311. In Committee Members may speak to a Question before the Committee more than once, but not more than three times except in explanation.
- Relevancy.** 312. When a Question has been proposed from the Chair, Members shall confine themselves to such Question.
- Order in Committee.** 313. Except as provided by these Standing Orders, the same Rules as to the conduct of Members and of Debate, Procedure, Divisions, and the general conduct of business, shall be observed in Committee as in the House itself, the Chairman of Committees being invested with the same authority as Mr. Speaker for the preservation of Order: but Disorder in a Committee can only be censured by the House.
- Chairman's Ruling may be challenged.** 314. If any Ruling, Decision, or Opinion of the Chairman of Committees is challenged by a Member, it shall be done when the Ruling, Decision, or Opinion is given, and shall be in writing. The Chairman shall thereupon leave the Chair, and Mr. Speaker resume the Chair; and the Chairman, having stated his case, Mr. Speaker shall give his Ruling upon the point; and the proceedings in Committee shall thereupon be resumed where they were interrupted.
- Words taken down in Committee.** 315. When any Member objects to words used in Debate, and stating them desires them to be taken down, the Chairman of Committees, if it appear to be the pleasure of the Committee, shall direct the words objected to to be taken down, in order that the same may be reported to the House. Every such objection shall be taken at the time when such words are used, and not after any other Member has spoken.
- Disorder arising.** 316. If any sudden disorder should arise in Committee, Mr. Speaker shall resume the Chair, without any Question being put.
- Mr. Speaker to resume the Chair in certain cases.** 317. Mr. Speaker shall also resume the Chair if the time be come for holding a Conference with the Legislative Council, or for doing anything which the House has ordered to be done at a stated time, or if a Message be received to attend the Governor or the Commissioners in the Legislative Council.
- Quorum in Committee.** *Vide S.O. No. 27.* 318. The Quorum in Committee of the Whole House shall consist of the same number of Members as shall be requisite to form a Quorum of the House.
319. If it appears on Notice being taken, or on the Report of a Division in Committee by the Tellers, that a Quorum of Members is not present, the Chairman of Committees shall direct the bell to be rung for two minutes, and if a Quorum is then present, the business before the Committee shall be resumed; but if a Quorum is not then present, the Chairman shall leave the Chair, and Mr. Speaker shall resume the Chair, and the Chairman shall report accordingly.
320. If a Quorum is present when the House is counted by Mr. Speaker, the House shall again resolve itself into the Committee of the Whole House; but if the House be thereupon adjourned for want of a Quorum, the House may, by Motion on Notice, order the resumption of such Committee, and the Debate shall be resumed at and all other proceedings restored to the point at which it or they were interrupted.
321. When all the matters referred to a Committee have been considered, the Chairman shall be directed to report the same to the House.
322. When all such matters have not been considered, the Chairman shall be directed to report Progress, and ask leave to sit again.
323. A Motion may be made at any time during the proceedings of a Committee "That the Chairman do report Progress, and ask leave to sit again."
324. A Motion "That the Chairman do leave the Chair, shall, if agreed to, supersede the proceedings of a Committee, but such proceedings may, by Motion on Notice, be revived by Resolution of the House.
325. A Committee of the Whole House cannot adjourn its own sittings, or any Debate in the Committee.
326. Every Report from a Committee of the Whole House shall be brought up without any Question being put.
327. The Resolutions reported from a Committee of the Whole House shall be read by the Clerk of the House throughout without a Question first put, and may be agreed to or disagreed to by the House, or agreed to with Amendments, or recommitted to the Committee, or the further consideration thereof postponed.
- XXXI.—SUPPLY AND WAYS AND MEANS.**
328. So soon as the Address-in-Reply to the Governor's Speech has been agreed to, the Committees of Supply and Ways and Means, how and when appointed.
- When Quorum not present in Committee.** *Vide S.O. No. 31.*
- House counted by Mr. Speaker.**
- Report of Progress.**
- Motion to report Progress.**
- Motion that the Chairman do now leave the Chair.**
- Committee of Whole cannot adjourn sittings or Debate.**
- Report to be brought up without Question.**
- Resolutions of Committee.**
- Committees of Supply and Ways and Means, how and when appointed.**

	Means shall be appointed by Resolutions "That this House will, ———, resolve itself into the Committee of Supply," and "That this House will, ———, resolve itself into the Committee of Ways and Means"; and any Estimates of Expenditure presented to the House during the Session shall be referred to the Committee of Supply.	
Grants of Money.	329. The House shall not proceed upon any Bill or Motion for granting any Money, or for releasing or compounding any sum of Money owing to the Crown, except in a Committee of the Whole House.	
Motions shall not be presently entered upon.	330. If any Motion be made in the House for any Public Aid, or Charge upon the people, the consideration and debate thereof shall not be presently entered upon, but shall be adjourned till such future day as the House shall think fit to appoint, and then shall be referred to a Committee of the Whole House before any Resolution or Vote of the House do pass thereon.	
Address for Money.	331. The House shall not proceed upon any Motion for an Address to the Governor, praying that any Money may be issued, or that any expense may be incurred, except in a Committee of the Whole House.	
When Motion made to omit or reduce any item, question shall be proposed accordingly.	332. When a Motion is made in Committee of Supply to omit or reduce any item of a Vote, a Question shall be proposed from the Chair for omitting or reducing such item accordingly, and Members shall speak to such Question only until it has been disposed of.	
When reduction is proposed.	333. When a reduction of the amount of an item or vote is proposed, the Question shall be first put upon the smallest sum; and, if that is negatived, then upon the next larger sum; and so on if necessary until the Question is put upon the original vote, after failure of the several Motions for a reduction thereof.	
When several Motions offered, order to be taken.	334. When several Motions are offered, they shall be taken in the order in which the items to which they relate appear in the printed Estimates.	
After a Question proposed no Motion or Debate allowed upon preceding item.	335. After a Question has been proposed from the Chair, for omitting or reducing any item, no Motion shall be made or Debate allowed upon any preceding item.	
When proposed to omit or reduce items, Questions afterwards put upon original Vote.	336. When it has been proposed to omit or reduce items in a Vote, the Question shall be afterwards put upon the Original Vote, or upon the reduced Vote, as the case may be.	
	337. After a Question has been proposed from the Chair for a reduction of the whole Vote, no Motion shall be made for omitting or reducing any item.	After Question proposed no Motion shall be made for omitting or reducing.
	338. Resolutions of the Committees of Supply, and Ways and Means, reported to the House, shall be read a First and Second time, and may be agreed to, amended, postponed, recommitted, or disagreed to.	Resolutions of Committees, how dealt with.
	339. No Amendment, whereby the charge upon the people will be increased, shall be made to any such Resolution, unless such charge so increased shall not exceed the charge already existing by virtue of any Act of Parliament.	Tax not to be increased on Report.
	XXXII.—INSTRUCTIONS TO COMMITTEES.	
	340. An Instruction shall empower a Committee of the Whole House to consider matters not otherwise referred to it.	Effect of an Instruction.
	341. No Instruction shall be moved to order a Committee to make provision in a Bill; nor to empower a Committee to make provision, if it already has power to make such provision.	What Instructions shall not be moved.
	342. Before the first sitting of the Committee, an Instruction shall be proposed only as a distinct Motion after the Order of the Day for the Committee has been read, and before any Question has been proposed thereupon, and not as an Amendment to the Question, "That Mr. Speaker do now leave the Chair."	Instruction to Committee not to be moved as an Amendment.
	343. When after the first sitting of the Committee it is proposed to move a distinct Instruction, it shall be done before the Order of the Day for the Committee is read	When moved.
	344. An Instruction to a Select Committee may extend or restrict the Order of Reference, and may be moved, after Notice, at any time prior to the Report of the Committee.	Scope of instructions to a Select Committee.
	XXXIII.—SELECT COMMITTEES.	
	345. It shall not be compulsory on Mr. Speaker or the Chairman of Committees to serve on any Select Committee.	Mr. Speaker not compellable to serve.
	346. A Select Committee shall not, without leave of the House, consist of more than Seven Members; such leave may be moved for without Notice.	Committees to consist of not more than seven Members.
	347. A Member intending to move for the appointment of a Select Committee shall endeavour to ascertain previously whether	Willingness of Members to attend to be ascertained.

each Member proposed to be named by him on such Committee will give his attendance thereupon.

Notice of nomination to be given.

348. A Member intending to move for the appointment of a Select Committee shall, on the day on which he gives Notice of his intention to move the appointment of such Committee, name the Members intended to be proposed by him to be Members of such Committee.

Member proposing Committee to be himself a Member of such Committee.

349. The Member proposing a Select Committee, and the Member introducing any Bill, Petition, or Motion, upon any subject which may be referred to a Select Committee, shall be one of the Committee without being named by the House or balloted for.

Committee may be chosen by ballot.

350. If, upon any Motion for a Select Committee, any Member shall require it, such Committee, exclusive of the Mover, shall be chosen by ballot, in the manner following; viz.—Each Member present shall give in to the Clerk of the House a list of the names of the Members (not including the Mover) whom he desires to serve on the Committee, and if any such list contain a larger or lesser number of names than are to be chosen, it shall be void and rejected; and the Members who shall be reported by the Clerk of the House to have the greatest number of Votes shall be declared by Mr. Speaker to be, with the Mover, the Members of such Committee; and in any case of doubt arising from two or more Members having an equality of Votes, Mr. Speaker shall decide which shall serve on such Committee.

Bell rung prior to ballot.

351. Before the House proceeds to ballot, the bell shall be rung as in the case of a Division.

When to report.

352. On the appointment of every Select Committee, a day shall be fixed on or before which its proceedings shall be reported to the House, and on or before such day the final Report of the Committee shall be brought up by the Chairman, unless the time for bringing up the Report shall have been extended by the House.

Members discharged, and added.

353. Members may be discharged by the House from attending a Select Committee, and other Members appointed, either by nomination or ballot, after Notice has been given.

Mover fixes date of first meeting.

354. The Mover of the Committee shall fix the time for the first meeting of the Committee.

355. In all Select Committees three shall form a Quorum to take evidence, and a majority of the Committee shall form a quorum to pass Resolutions.

356. If, at any time during the sitting of a Select Committee, a Quorum be not present, the Clerk of the Committee shall call the attention of the Chairman to the fact, who shall thereupon suspend the proceedings of the Committee until a Quorum be present, or shall adjourn the Committee to some future time.

357. Every Select Committee, before commencing its business, shall elect one of its Members to be the Chairman. In his absence the Members present shall elect another Chairman *pro tempore*.

358. The names of the Members present at each Sitting of a Select Committee, and a record of every Motion or Amendment proposed, together with the name of the Mover thereof, shall be entered in the Minutes of Proceedings of the Committee.

359. A Motion made or Amendment proposed in a Select Committee need not be seconded.

360. In the event of any Division taking place in any Select Committee, the Question proposed, the Name of the Proposer, and the Vote thereon of each Member present, shall be entered in the Minutes of Proceedings of the Committee.

361. Any Member appointed to serve on a Select Committee who shall neglect or refuse to attend such Committee shall be reported by the Chairman to the House, which will thereupon deal with him for his default as it may think fit.

362. Whenever it may be necessary, the House may give a Committee power to send for Persons, Papers, and Records.

363. The Examination of Witnesses before every Select Committee shall be conducted as follows, viz.:—The Chairman shall first put to the Witness, in an uninterrupted series, all such Questions as he may deem essential, with reference either to the subject referred to therein, or to any branch of that subject, according to the mode of procedure agreed on by the Committee. The Chairman shall then call on the other Members severally by name to put any other Questions which may have occurred to them during his conduct of the examination; and the name of every Member so interrogating a Witness

shall be noted and prefixed to the Questions asked. All replies to questions put shall be recorded in writing; but, if the Committee be attended by a shorthand writer, the notes of such shorthand writer shall be sufficient when transcribed and certified by him as correct.

Admission of
strangers.

364. When a Committee is examining Witnesses, Strangers may be admitted, but shall be excluded at the request of any Member, or at the discretion of the Chairman of the Committee, and shall always be excluded when the Committee is deliberating.

Admission of
other
Members.

365. Members of the House may be present when a Committee is examining Witnesses, but shall not be allowed to speak or in any way interfere in the proceedings of the Committee, and shall withdraw if requested by the Chairman or any Member of the Committee, and shall always withdraw when the Committee is deliberating.

Secret
Committee.

366. No Stranger, or Member not being of the Committee, shall be admitted, at any time, to a Secret Committee.

Chairman
shall have
deliberative
vote only.

367. The Chairman of a Select Committee shall have a deliberative vote only. When the votes are equal the Question shall pass in the Negative.

Days of
meeting.

368. Select Committees may meet for the despatch of business on any day except Sunday, during any adjournment of the House which shall not exceed Fourteen days, and, by leave of the House, during any longer adjournment.

Committee
may adjourn.

369. A Select Committee may adjourn from time to time; and, by leave of the House, from place to place.

May not sit
during sitting
of the House.

370. Except by leave of the House, no Select Committee shall sit during the sitting of the House.

Procedure on
Public and
Semi-Public
Bills.

371. A Select Committee on a Public Bill or Semi-Public Bill shall deal with the same in the mode prescribed for a Bill in a Committee of the Whole House.

Evidence, &c.,
not reported
shall not be
published.

372. The evidence taken by any Select Committee, and the Report of such Committee, and documents presented to it, which have not been reported to this House and ordered to be printed, shall not be referred to in the House by any Member, or published or disclosed by any Member or Officer of the House or by any Witness or any other person.

373. By leave of the House, a Committee may report from time to time its opinions or observations, or its Proceedings with or without the Evidence, or the Evidence only.

Report from
time to time.

374. The Chairman shall prepare a Draft Report, which he shall read to the Committee convened for the purpose. Such Report may at once be considered, but, if desired by any Member, shall be printed and circulated among the Committee, and a subsequent time fixed for its consideration: and when the Committee proceeds to take the Report into consideration, the Chairman shall read the Draft Report, paragraph by paragraph, putting the Question to the Committee on each paragraph—"That it do stand part of the Report." A Member objecting to any portion of the Report shall propose his Amendment at the time the paragraph he wishes to amend is under consideration. No protest or dissent shall be added to the Report.

Consideration
of Draft
Report.

375. The Report of a Committee shall be signed and brought up by the Chairman, and shall be read by the Clerk of the House. No Debate shall take place upon the presentation of the Report; but it may be ordered to be printed with the Documents accompanying it. If any further proceeding be necessary, such proceeding shall be by Motion, of which Notice shall be given in the usual manner.

Report
brought up.

XXXIV.—JOINT COMMITTEES OF BOTH HOUSES.

376. A Select Committee of this House shall not confer with a Select Committee of the Legislative Council without an Order of this House.

Select Committees not to
confer without
Order.

377. When any such Order has been made, it shall be communicated by Message to the Legislative Council, with a request that leave may be given to the Select Committee of the Legislative Council to confer with the Select Committee of this House.

*Such Order
communicated
by Message.

378. The proceedings of every Conference between a Select Committee of this House and a Select Committee of the Legislative Council shall be reported in writing to this House by its own Committee.

Conference to
be reported.

379. Where the proposal for the appointment of a Joint Committee originates in this House, a Motion shall be made that the Legislative Council be requested to agree thereto; which Motion shall state, in general terms, the object for which the Committee is desired, and the number of Members proposed to serve thereon.

Joint Committees.

Request sent
to Council by
Message.

380. If that Motion be agreed to, the same shall be communicated by Message to the Legislative Council, with a request that they will agree to the appointment of such Joint Committee; upon being informed of such agreement, this House will appoint the Members to serve on such Committee.

Members
proposed.

381. This House, where it agrees to the appointment of any Joint Committee proposed by the Legislative Council, shall forthwith name the Members of this House to serve on such Committee.

Number equal
to number
appointed by
the Council.

382. The Members of this House to serve on any such Committee shall, in every case, be the same in number as those appointed by the Legislative Council.

Time and
place.

383. When the proposal for the Committee originates in the Legislative Council the time and place for holding the first Meeting shall be appointed by this House; and when the proposal originates in this House, this House will agree that the first Meeting shall be held at a time and place appointed by the Legislative Council.

Quorum.

384. The presence of a majority of the Members appointed by this House to serve on a Joint Committee shall be necessary at every Meeting of such Committee.

Chairman.

385. The Chairman of every Joint Committee shall be appointed by the majority of the Members present at any Meeting thereof.

Report.

386. When the Committee has concluded its Sittings, a copy of the Report, signed by the Chairman, shall be presented to the House by one of the Members it shall have appointed to serve on such Committee.

387. At the commencement of every Session this House shall appoint the following Committees:—

Refreshment
Rooms
Committee.

1. A Committee of Three Members to serve on a Joint Committee of the Two Houses to regulate the arrangements for the use in common by the Members of both Houses, of the Refreshment Rooms.

Library
Committee.

2. A Committee of Six Members to serve on a Joint Committee of the Two Houses, to manage the Library.

Each of such Committees shall have power to sit and act during any recess of Parliament.

Three Members, irrespective of the House to which they belong, shall form a Quorum of each of the said Committees.

XXXV.—WITNESSES.

388. Witnesses may be summoned, in order to be examined at the Bar of the House, or before a Committee of the Whole House, or a Select Committee; the Summons being signed by Mr. Speaker or the Chairman, as the case may be.

Witnesses
may be
summoned.
22 Vict. No.
17, Sec. 2,
and 49 Vict.
No. 25.

389. When a Witness is examined by the House at the Bar, all Questions addressed to him shall be put through Mr. Speaker.

Mr. Speaker
interrogates
Witness.

390. In Committee of the Whole House any Member may put Questions directly to the Witness.

In Committee
Members may
interrogate
Witnesses.

391. If any Question be objected to, or other matter arise, the Witness shall be ordered to withdraw while the same is under discussion.

During discussion
Witness withdraws.

392. When the attendance of a Member is desired, to be examined by the House, or a Committee of the Whole House, he shall be ordered to attend in his place for that purpose, and shall be there examined.

A Member is
examined in
his place.

393. When the attendance of any Member or Officer of the Legislative Council is desired, to be examined by the House or any Committee thereof, a Message shall be sent to the Legislative Council requesting that leave may be given to such Member or Officer to attend in order to his being examined accordingly, upon the matters stated in such Message.

Member or
Officer of
Legislative
Council
requested to
attend by
Message to
the Council.

394. Should the Legislative Council request by Message the attendance of a Member of the House, to be examined by the Council or any Committee thereof, the House may authorise such Member to attend, if he think fit. The House, if similarly requested by the Council, may also instruct its own Officers to attend, if the House think fit.

Attendance of
Member or
Officer of
House requested
by Legislative
Council.

395. Witnesses, whether Members or any other persons, who shall disobey any Order of the House, or of any Committee thereof duly authorised in that behalf, to attend, or to produce papers, books, records, or other documents, or shall refuse to be examined, or to answer any lawful and relevant question, are liable to be summarily punished by imprisonment for any time during the continuance of the Session. (22 Vict. No. 17, Sect. 3.)

Disobedience
of Witnesses,
how dealt
with.

396. Payment shall be made according to the following scale to any professional or other Witnesses, or to persons whom the Committee may deem it necessary to employ

Payment of
certain
Witnesses
before Committees.

in furtherance of the inquiry with which the Committee is charged; and the Chairman's certificate on the face of an account shall be sufficient authority for its payment:—

	£ s. d.
Attendance for professional witness ...	At the discretion of the Committee
Attendance for ordinary witness, per day	0 10 6
Travelling expenses	Amount necessarily incurred in transit
Hotel and other expenses, per day, 10s. 6d., unless the Chairman certifies to a larger amount, not exceeding 15s.	

Additional compensation for loss of time in certain cases and special payments shall be determined by the Committee.

Witness may be examined upon Declaration.
1 Geo. V. No. 20, Sec. 23.

397. If any Member of a Select Committee or a Joint Committee of both Houses shall so require, a Witness shall be examined upon his solemn Declaration, as provided by Law.

XXXVI.—ACCOUNTS AND PAPERS.

Accounts, &c., ordered.

398. Accounts and Papers may be ordered to be laid before the House.

Addresses for Papers, &c.

399. When His Majesty's prerogative is concerned in any Account or Paper required by the House, an Address shall be presented to the Governor by Resolution of the House, praying that the same may be laid before the House. Papers may also be presented pursuant to Statute or by command of the Governor

House of Assembly Papers to be supplied to Legislative Council.

400. The Clerk of the House shall transmit to the Clerk of the Legislative Council a sufficient number of all Papers printed by order of the House for distribution to the Members of the Legislative Council.

Papers presented by command.

401. When any Account or Paper is presented by a Member, he shall deliver it to the Clerk of the House.

Deposited with the Clerk of the House, who lays them upon the Table.

402. Accounts and other Papers which shall be required to be laid before this House by any Act of Parliament, Act of Council, or by any Order of the House, may be deposited in the Office of the Clerk of this House, and the same shall be laid on the Table, and a list of such Accounts and Papers read by the Clerk of the House.

Orders for Papers.

403. All Orders for Papers made by the House shall be communicated to the Chief Secretary by the Clerk of the House.

Return of Documents.

404. All documents which may be laid on the Table of the House, being Record Papers, shall be returned as soon as they are done with.

405. If it be desired that any Paper in the possession of the Legislative Council may be laid before the House, a Message shall be ordered to be sent to the Legislative Council requesting that such Paper (or a copy thereof) may be communicated to the House.

Papers in possession of Legislative Council asked for by Message

406. At the commencement of each Session a Select Committee shall be appointed for the purpose of selecting and arranging for printing Returns and Papers presented in pursuance of Motions made by Members, and of regulating all matters which relate to printing for the House.

Printing Committee.

XXXVII.—MESSAGES BETWEEN THE TWO HOUSES.

Agreed to by Both Houses, 21st July, 1896.

407. Communication with the Legislative Council may be by Message, by Conference, by a Joint Committee, or by Select Committees conferring with each other.

Communications with the Legislative Council.

408. Every Message from the House to the Legislative Council shall be in writing, signed by Mr. Speaker, and entered upon the Journals, and may be conveyed to the Legislative Council by one of the Clerks of this House, or delivered to the President by two Members.

Messages to Legislative Council.

409. Every Message from the Legislative Council to this House, if conveyed by a Clerk of the Legislative Council, shall be received by one of the Clerks of this House and delivered to Mr. Speaker. If the Message is conveyed by Members of the Legislative Council, it shall be received by Mr. Speaker at the Bar, and the business before the House shall be suspended. The Clerk of the House shall read the Message, and, if necessary, the House shall fix a future day for taking, or forthwith take, the same into consideration.

Messages from Legislative Council.

XXXVIII.—CONFERENCES.

Agreed to by Both Houses, 15th October, 1908.

410. Conferences desired by one House with the other House shall in all cases be requested by Message.

Conferences desired by Message.

411. Every Member desiring to move for a Conference shall name the Members proposed by him to serve at such Conference as Managers on the part of the House of which he is a Member. Provided that if upon any such Motion any Member shall so desire, the Managers shall be chosen by Ballot, in which case the Mover of the Motion shall be one of the Managers only if so chosen.

Managers.

Message to state object Conference.	<p>412. The Message requesting a Conference shall state in general terms the object for which the Conference is desired, and shall fix the number of Managers, not exceeding Four, on the part of each House, which in all cases shall be equal. If the Conference is desired in regard to any Bill, Motion, or Resolution, such Conference shall be requested only by the House in possession of such Bill, Motion, or Resolution.</p>	<p>(a) If it does not insist on disagreeing to the Amendments of the other House, or if it does not insist on its Amendments to the Amendments of the other House.</p> <p>(b) If it should desire the other House to reconsider its Amendments.</p> <p>(c) If it should desire the other House to consider a fresh Amendment.</p>
The House receiving Message to fix time and place for holding Conference.	<p>413. The House receiving a Message requesting a Conference and agreeing to the same, shall fix the time and place for holding the said Conference, shall acquaint the other House thereof by Message, and shall appoint or choose Managers as in the case of the House desiring the Conference. If at the time fixed for the Conference both Houses or either House is sitting, the business of the House shall be suspended, the names of the Managers called over by the Clerk, and they shall repair to the Conference Chamber, and take their seats.</p>	<p>XXXIX.—STRANGERS.</p> <p>419. No Member of this House shall bring any Stranger into any part of the House appropriated to the Members of this House, while the House, or a Committee of the Whole House, is sitting.</p> <p>420. Mr. Speaker only shall have the privilege of admitting Strangers to the Body of the House, but every Member shall have the privilege of admitting, by orders, not transferable, three Strangers to the Gallery.</p>
When Conference may meet.	<p>414. A Conference may meet either when both Houses or either House is sitting, or on any day except Sunday during any adjournment of both Houses or either House which shall not exceed Ten days, and may adjourn from time to time. Provided that a Conference shall not adjourn to a time when either House shall be sitting.</p>	<p>421. If at any sitting of the House, or in a Committee of the Whole House, any Member takes notice that Strangers are present, Mr. Speaker, or the Chairman of Committees, as the case may be, shall forthwith put the Question that Strangers be ordered to withdraw, which Question shall be decided without Debate. Provided that Mr. Speaker, or the Chairman, may, whenever he thinks fit, order the withdrawal of Strangers from any part of the House.</p>
Chairman of Conference.	<p>415. The Conference shall elect a Chairman from among the Managers on the part of the House which requested the Conference, and he shall have a deliberative vote only.</p>	<p>XL.—CONTEMPT.</p> <p>422. Any Member who shall wilfully disobey any lawful Order of the House, and any Member or other person who shall wilfully or vexatiously interrupt the orderly conduct of the business of the House, shall be guilty of Contempt.</p>
Managers meet and confer.	<p>416. The Managers on the part of both Houses, having met at the time and place appointed, shall confer freely with one another upon the Bill, Motion, Resolution, or other matter before the Conference, and endeavour to reconcile all differences or effect a compromise between the Houses in regard to any such Bill or other matter as aforesaid, so that if possible an agreement between the Houses may be brought about.</p>	<p>423. Any Member adjudged by the House to be guilty of Contempt shall be fined at the discretion of the House in a penalty not exceeding Twenty Pounds; and in default of immediate payment, be committed by order of Mr. Speaker, for a period not exceeding Fourteen days, to the custody of the Sergeant-at-Arms, who shall detain the Member in custody for the period directed, unless sooner discharged by Order of the House, or the Fine be sooner paid; or, in lieu of a Fine, he may at once be so committed for any period, not exceeding beyond the duration of the Session, which the House may appoint; but in either case he shall pay a Fee of Two Pounds to the Sergeant-at-Arms for every day he shall have been so detained.</p>
Resolutions or Recommendations of Conference.	<p>417. The Resolutions or Recommendations of the Conference shall be in duplicate, signed by the Chairman, and a copy thereof presented to each House at its first sitting; and if both Houses or either House is sitting at the time of the Conference, the said Resolutions or Recommendations shall be presented forthwith.</p>	<p>Strangers not admitted to certain parts of the House.</p> <p>Strangers, how admitted.</p> <p>Strangers may be ordered to withdraw.</p> <p>Disobedience of Orders, and interruptions.</p> <p>Member guilty of Contempt to be fined or committed to custody of the Sergeant-at-Arms. See also 22 Vict. No. 17.</p>
Procedure on Resolutions or Recommendations.	<p>418. After a Conference the House in possession of the Bill, Motion, or Resolution shall acquaint the other House by Message—</p>	

Arrest of Strangers in the House or Gallery.

424. The Sergeant-at-Arms attending the House shall, from time to time, on being so directed by Mr. Speaker, take or deliver into custody any stranger whom he may see, or who may be reported to him to be, in any part of the Chamber appropriated to the Members of the House; and also any stranger who, having been admitted into any other part of the House or gallery, shall misconduct himself, or shall not withdraw when strangers are directed to withdraw, while the House or any Committee of the whole House is sitting; and no person so taken into custody shall be discharged out of custody except on the special order of the House and on payment of the fee hereinafter provided.

Arrest of Member or Stranger to be reported.

425. When any Member or other person shall have been taken into the custody of the Sergeant-at-Arms, such arrest shall be reported to the House by Mr. Speaker without delay; and the House shall fix the time for such Member or other person being brought to the Bar, to receive orders for commitment or discharge after payment of the prescribed fee.

Personal Fee to Sergeant-at-Arms.

426. The following fee shall be payable to the Sergeant-at-Arms as remuneration for his personal expenses incurred in the custody of the person arrested; and no person ordered by the House to be detained by him shall be

discharged out of custody until such fee be paid, viz.:—

For each day's detention, including sustenance £2.

XLI.—ABSENCE OF THE CLERK OF THE HOUSE.

427. In case of the illness or unavoidable absence of the Clerk of the House, his duties shall be performed by the Clerk-Assistant or other person appointed by Mr. Speaker.

Absence of the Clerk of the House.

XLII.—SUSPENSION OF STANDING ORDERS.

428. In cases of urgent necessity any Standing Order or Orders of the House, except Standing Order No. 115, may be suspended on a Motion duly made and seconded without Notice, provided that such Motion has the concurrence of a two-thirds majority of the Members present.

Standing Orders not suspended without notice.

429. When a Motion for the suspension of any Standing Order or Orders appears on the Notice Paper, such Motion may be carried by a majority of the Members present.

Motion for suspension carried by majority.

XLIII.—DURATION OF STANDING ORDERS.

430. The whole of these Standing Orders shall continue in force until altered, amended, or repealed.

Duration.

1912
—
TASMANIA

R E P O R T

ON THE WORKING OF THE

GOVERNMENT RAILWAYS

FOR THE

YEAR ENDED 30TH JUNE, 1912

Presented to both Houses of Parliament by His Excellency's Command.



Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART

—
1912



TASMANIAN GOVERNMENT RAILWAYS.

Office of the Commissioner for Railways,

Hobart, 1st October, 1912.

To the Honourable the Minister for Railways.

SIR,

IN accordance with the provisions of Section 26 of "The Railway Management Act, 1910" (1 Geo. V. No. 69), I have the honour to submit for the information of Parliament my report upon the working of the railways for the year ended 30th June, 1912.

The results of the working of the railways, as compared with the previous three years, are as follow :—

	Year ended 30th June,			
	1909.	1910.	1911.	1912.
	£	£	£	£
Earnings.....	280,036	284,063	277,916	312,785
Working Expenses	204,127	211,677	215,539	221,172
PROFIT AFTER PAYING WORK- ING EXPENSES .. £	75,909	72,386	62,386	91,613

GROSS REVENUE.

The gross revenue for the year was £312,785 14s. 4d., an increase of £34,870 0s. 6d. as compared with the previous year. This gratifying increase of revenue may be attributed to a good harvest, excellent markets on the mainland, renewed activity on the West Coast mineral fields, and the general prosperity of the State.

The increase in revenue from coaching traffic was £8171 10s. 5d.; goods and livestock, £23,845 1s.; rents, &c., £878 2s. 11d.; miscellaneous receipts, £1975 6s. 2d. The increase in the number of passenger journeys was 33,078, and in goods and mineral tonnage 105,912 tons.

The gross revenue per train mile was 5s. 11·73d. (the highest so far obtained on these railways), as compared with 5s. 4·06d. in 1910-11; being an increase of 7·67d. per train mile, or 11·97 per cent.

WORKING EXPENSES.

The working expenses were £221,172 5s. 9d., as compared with £215,530 0s. 7d. in the previous year; being an increase of £5642 5s. 2d. This increased expenditure was due to the cost of working the Branhholm Extension of the North-Eastern Line (24 miles), increase in wages and salaries approximating £15,000, the advance of 1s. per ton in the price of imported coal, and a general rise in practically all classes of stores.

The working expenses per train mile were 4s. 2·72d., as against 4s. 1·68d. for 1910-11; an increase of 1·04d. per train mile, or equal to 2·09 per cent. In view of the increased tonnage handled, longer mileage worked, and the increases in the items enumerated above, this small increase in working expenses may be considered satisfactory. The prospects of the future, however, in connection with operating costs demand the closest attention. The world-wide tendency towards increased cost of production as a result of advanced wages affects this Department in common with other industries, and from this cause our working expenses will, I fear, increase considerably during the coming year. That being so, the question will arise whether the State will meet the reduction of the railway net revenue by increasing the burden of the general taxpayer, or whether it will follow the usual industrial method of increasing its prices (fares and freights) to counterbalance the increased cost of production.

NET REVENUE.

The net revenue for the year was £91,613 8s. 7d., as compared with £62,385 13s. 3d. in 1910-11, being an increase of £29,227 15s. 4d.

This is the best result that has been achieved on the railways, and is equal to 2·15 per cent. on capital cost of construction, as against 1·52 per cent. in 1910-11, or an increase of ·63 per cent.

The net revenue per train mile was 1s. 9·01d., as compared with 1s. 2·38d. in the previous year, an increase of 46 per cent.

TRAIN MILEAGE.

Every effort has been made to keep the train mileage as low as possible, with due regard to the public requirements. It was found possible to make the following reductions in mileage during the year:—Western Line, a reduction of 18,146 miles; Main Line, 13,262 miles; Derwent Valley, 2962; Fingal, 1281; Apsley, 332; Oatlands, 28.

On the North-Eastern Line there was an increase of 16,025 miles, due to the opening of the Branhholm Extension; 7722 miles on the Strahan-Zeehan line, due to the reopening of the smelters; and 17,474 miles on the North-East Dundas Line, and 125 miles on the Comstock Line, from the same cause. There was also an increase of 17 miles on the Chudleigh Line, and 1076 miles on the Sorell Line. The net increase in mileage for the year was 5428.

RESULTS OF WORKING FOR THE YEAR 1911-12 COMPARED WITH THOSE
FOR THE YEARS 1910-11 AND 1909-10.

	1909-10.	1910-11.	1911-12.	1911-12 compared with	
				1909-10.	1910-11.
Average mileage of railways worked	473·50	477·50	502·75	+ 29·25	+ 25·25
TRAFFIC TRAIN MILEAGE.					
Passengers—Country	108,149	107,495	114,314	+ 6165	+ 6819
Suburban	33,176	41,588	48,290	+ 15,114	+ 6702
Mixed	702,300	696,653	699,911	— 2389	+ 3258
Goods (including live stock)	216,165	195,315	183,964	— 32,201	— 11,351
TOTAL TRAFFIC TRAIN MILEAGE	1,059,790	1,041,051	1,046,479	— 13,311	+ 5428
No. of passenger journeys	1,650,455	1,682,386	1,715,464	+ 65,009	+ 33,078
Tons of goods carried	422,793	346,186	452,098	+ 29,305	+ 105,912
Tons of live stock carried	16,763	17,492	17,757	+ 994	+ 265
GROSS REVENUE.					
	£	£	£	£	£
Passengers	115,180	119,454	126,886	+ 11,706	+ 7432
Parcels, &c.	7165	7196	7365	+ 200	+ 169
Horses, carriages, dogs, &c.	5951	6437	7008	+ 1057	+ 571
Mails	11,037	11,045	11,045	+ 8	—
Goods	124,675	115,008	138,184	+ 13,509	+ 23,176
Live stock	9620	9346	10,015	+ 395	+ 669
Rents	1762	1913	2791	+ 1029	+ 878
Miscellaneous	8673	7517	9492	+ 819	+ 1975
TOTAL GROSS REVENUE	284,063	277,916	312,786	+ 28,723	+ 34,870
Per mile of railways worked	£599·92	£582·02	£622·15	+ £22·23	+ £40·13
Per traffic train mile run	5s. 4·32d.	5s. 4·06d.	5s. 11·73d.	+ 7·41d.	+ 7·67d.
WORKING EXPENSES.					
	£	£	£	£	£
Maintenance of way and works	64,168	65,774	63,669	— 499	— 2105
Locomotive power, carriage and wagon repairs and renewals	85,435	84,787	88,254	+ 2819	+ 3467
Traffic expenses	51,899	54,254	57,570	+ 5671	+ 3316
General expenses	10,175	10,715	11,679	+ 1504	+ 964
TOTAL WORKING EXPENSES	211,677	215,530	221,172	+ 9495	+ 5642
Per mile of railway worked	£447·04	£451·37	£439·92	— £7·12	— £11·45
Per traffic train mile run	3s. 11·93d.	4s. 1·68d.	4s. 2·72d.	+ 2·79d.	+ 1·04d.
Percentage of gross revenue	74·51	77·55	70·71	— 3·80	— 6·84
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES					
	£72,386	£62,386	£91,614	+ £19,228	+ £29,228
Per mile of railway worked	£152·87	£130·63	£182·22	+ £29·35	+ £51·59
Per traffic train mile run	1s. 4·39d.	1s. 2·38d.	1s. 9·01d.	+ 4·62d.	+ 6·63d.
INTEREST CHARGES	£151,980	£155,819	£159,123	+ £7143	+ £3304
DEFICIENCY DEBITED TO CON- SOLIDATED REVENUE	£79,594	£93,433	£67,509	— £12,085	— £25,924

+ Increase. — Decrease.

WORKING RESULTS FOR SEPARATE SECTIONS.

The profit and loss on the various lines for the year 1911-12, as compared with 1910-11, are as follow :—

Line.	1911-12.		1910-11.		Increase.		Decrease.	
	Profit.	Loss.	Profit.	Loss.	Profit.	Loss.	Profit.	Loss.
	£	£	£	£	£	£	£	£
Main	44,476	...	35,728	...	8748	...	...	...
Western	32,346	...	25,761	...	6585	...	...	...
North-Eastern *	13,465	...	8605	...	4860	...	...	...
Fingal	2306	...	4291	...	...	...	1985	...
North-East Dundas Tram	2290	...	...	755	2290	...	...	...
Derwent Valley	2078	...	455	...	1623	...	...	...
Strahan-Zeehan .....	...	3245	...	8235	...	...	...	4990
Apsley .....	...	810	...	1817	...	...	...	1007
Chudleigh .....	...	671	...	693	...	...	...	22
Parattah and Oatlands .....	...	499	...	396	...	103	...	...
Comstock Tram .....	...	63	...	117	...	...	...	54
Sorell .....	...	58	...	442	...	...	...	384

* 47 Miles open in 1910-11 and 71 Miles open in 1911-12.

MAIN LINE.—The increase amounted to £7973, of which £4273 was in coaching, £2659 in goods traffic, and £1165 miscellaneous, there being a small decrease in minerals. Reductions amounting to £774 were made in the cost of the Maintenance, Locomotive, and Traffic Branches, so that the net profit on Working Account for the year was £44,476, being an increase of £8748. The working expenses per cent. of revenue amounted to 64.19, as against 69.26 the previous year, a decrease of 5.07. The receipts per mile worked were £1001.71, against £946.96, an increase of £54.75. The net revenue per cent. of capital expenditure was 3.27 per cent.

WESTERN LINE.—The increase amounted to £5096. On this line also there was a decrease in mineral traffic, and the livestock, too, was less than in the previous year. Working expenses were reduced to the extent of £1488, and the profits on Working Account stand at £32,346, an increase of £6585. The working expenses per cent. of revenue amounted to 65.50, against 70.95, a decrease of 5.45. The receipts per mile worked were £841.09, against £795.38, an increase of £45.71. The net revenue per cent. of capital expenditure was 3.11.

NORTH-EASTERN LINE.—The revenue on this line increased from £25,026 to £34,997; and, mainly in consequence of the opening of the Braxholm Extension, there was an increase of £5111 in working expenses. The net profit on Working Account was £13,465, or an increase of £4860. The working expenses per cent. of revenue were 61.52, as against 65.61, a decrease for the year of 4.09 per cent. The receipts per mile worked were £489.48, as against £526.86, a decrease of £37.38. The net revenue per cent. of capital expenditure was 2.33 per cent.

DERWENT VALLEY LINE.—There was a general advance in receipts, the total increase being £630. The cost of working was reduced by £991. The net profits on Working Account were £2078, or an increase of £1623. The working expenses per cent. of revenue amounted to 80.72, as against 95.51, a decrease of 14.79. The receipts per mile worked were £356.46, compared with £335.60. The net revenue per cent. of capital expenditure was 0.82.

FINGAL LINE.—There was a decrease of £297 for passengers and £480 for minerals, the total receipts for the year being £13,667, as compared with £14,334 for the previous year, a decrease of £667. There were heavy charges for renewals of permanent-way, bridges, &c., to be met, and the cost of working was increased by £1317. The net profit on Working Account was therefore reduced from £4291 to £2306, a reduction of £1985. The working expenses per cent. of revenue were 83.12, against 70.05, an increase of 13.07. The receipts per mile worked were £292.34, against £306.63, a decrease of £14.29. The net revenue per cent. of capital expenditure was 1.01.

NORTH-EAST DUNDAS LINE.—The receipts increased from £3665 to £9521, of which £6146 was for minerals. The expenses increased by £2290, and the net profit on Working Account was £3045. The working expenses per cent. of revenue were 75·95, against 120·60 the previous year, a decrease of 44·65. The receipts per mile worked were £470·22, compared with £180·98, an increase of £289·24. The net revenue per cent. of capital expenditure was 2·57.

This narrow-gauge line is doing excellent work, and it is worthy of note that the earnings per train mile amount to 6s. 7·48d., which, with the exception of the North-Eastern Line, is the highest result of any railway in the State. The working expenses per train mile amounted to 5s. 0·36d., compared with 7s. 10·06d. in 1910-11, a decrease of 2s. 9·70d. per train mile.

APSLEY LINE.—The revenue increased from £4907 to £5698, and the expenses were reduced from £6725 to £6508, the net loss on working for the year being £810. The working expenses per cent. of revenue were 114·23, against 137·02, a decrease of 22·79. The receipts per mile worked were £217·06, against £188·77, an increase of £28·29.

PARATTAH AND OATLANDS LINE.—The traffic on this line is stationary, but during the year it has been necessary to increase the cost of working the line, and the loss on the year's operations was increased by £103. The total loss was £499.

CHUDLEIGH LINE.—There has been an increase of £86 in revenue, and also a slight increase in expenditure. The loss on working was £671. The traffic from this line remains unchanged, and there is no prospect of improvement. I hope that in the near future it may be possible to exploit the caves in the district, and develop excursion and tourist traffic. The working expenses per cent. of revenue were 159·01, against 166·00, a decrease of 6·99. The receipts per mile worked were £90·96, against £84·00, an increase of £6·96.

SORELL LINE.—Traffic has improved to the extent of £305 on the year, and the expenses were reduced by £77. The loss on working for the year has therefore been reduced to £58. The percentage of working expenses to gross earnings was 101·57, compared with 113·07, a decrease of 11·50. The receipts per mile worked were £253·65, against £232·55, an increase of £21·10.

STRAHAN-ZEEHAN LINE.—In consequence of the local mines resuming work the traffic on this line has increased to the extent of £4840, the working expenses being increased by only £149. The loss on working for the year has been reduced from £8235 to £3245. The percentage of working expenses to gross earnings was 121·90, against 182·51, a decrease of 60·61. The receipts per mile worked were £403·26, compared with £271·56, an increase of £131·70.

The working expenses on this line were 7s. 1·24d. per train mile, as against 8s. 5·33d. for the previous year, a decrease of 1s. 4·09d. Although the figures show an improvement on the previous year, the result cannot be regarded as satisfactory. The high cost per train mile is partly accounted for by the fact that the engines employed are of old type, and are not equal to hauling heavy loads over the curves and steep gradients.

COMSTOCK LINE.—This line ($4\frac{1}{4}$ miles in length) earned £215 for the year. The expenses were reduced from £345 to £278, so that the loss on working is £63. The percentage of working expenses to gross earnings was 129·30, against 151·31, a decrease of 22·01. The receipts per mile worked were £50·58, compared with £53·64, a decrease of £3·06. There does not seem to be any likelihood of development of traffic in the locality served by this spur line.

CAPITAL ACCOUNT.

The expenditure on Capital Account during the year has been £173,182 0s. 5d. Of this, £143,933 1s. 4d. was for construction and equipment of Scottsdale-Branxholm Line; £7231 2s. 9d. for additional rolling-stock; £6625 9s. 5d. for construction of line to abattoirs; £3969 8s. 3d. for alterations and improvements, Hobart Station-yard; £2930 16s. 5d. for additions to buildings, sidings, and signals; £2721 0s. 4d. for new bridge and culvert at New Town for duplication of line; £1812 4s. 10d. for workshop machinery; £1508 2s. 10d. for installation of electric

light in carriages; £1271 16s. 11d. third cost of relaying part of Deloraine-Devonport section of Western Line with 61-lb. rails; £565 7s. 0 $\frac{1}{4}$ d., cost of relaying part of Main Line with 61-lb. rails; £212 1s. 2d. for duplication of line between Hobart and New Town; £187 11s. 2d. for duplication of line between New Town and Glenorchy; £162 10s. 4d. for pile-driver; and £51 7s. 8d. on automatic brakes.

The total expenditure on Capital Account on 30th June, 1912, is £4,253,013 18s. 4d.

GOODS RATES.

When I assumed control of the Department I found that the Goods Rates had been originally framed on a sound basis, but after many years of political control, with pressure of local interests, the rates had become so involved as to be almost unintelligible, and in many cases where departures had been made from the fundamental principles of railway rating the altered charges were absolutely unremunerative. In addition to this there were upwards of 250 merchants, farmers, tradesmen, and others who had been granted special rates for the carriage of practically every description of commodity. I made it my first duty to sweep away these special concessions, and to remodel the rates, as far as possible on a strictly mileage basis. The result was that in nearly all cases those who had enjoyed special rates paid a much higher charge, but the increase to the great majority of the general freighters was infinitesimal. To make this perfectly clear I have prepared a statement, as an appendix, of the tonnage of each class of goods, the amount received, and the average rate per ton mile. This will be found at page 19. Reference to the statement will show that on the whole of the agricultural produce handled there has been an increase of one-fifth of a penny per ton per mile; hay, straw, and chaff, three-fifths of a penny per ton per mile; manures remain practically stationary; minerals, other than native coal, show an increase of $\frac{3}{4}$ d. per ton per mile; timber, one-eighth of a penny; wool, an increase of $\frac{1}{2}$ d. per ton per mile; general merchandise, a decrease of nearly $\frac{1}{2}$ d. per ton per mile. The increase on the whole of the goods traffic handled by the Railway Department was equal to one-fifth of a penny per ton per mile.

The average distances each ton of goods was carried was 50.55 miles, as compared with 51.60 miles in 1910-11, and 54.96 miles in 1909-1910.

PASSENGER FARES.

There has been no increase in the general fares. The holiday excursion fares have been increased slightly to bring them into line with those charged in the other States. The only case in which higher fares are paid is on the Western Line, where the fares are now applied on a strict mileage basis, the same as elsewhere.

For many years the people on the Western Line had been paying 10 miles less than the actual mileage. This adjustment may result in a very small loss of revenue from the Longford and Westbury districts, but it will be counterbalanced by the increase in revenue from the stations beyond.

The issue of week-end tickets from the country to the cities has been abolished, as it was found that the Department was losing revenue. People who had business in the cities naturally waited till the cheap fares were available, and filled the trains on those days, whereas the carriages ran practically empty on other days. The issue of week-end tickets from the cities to the country has not been discontinued, since this is a different class of traffic, and the concessions offered induce extra travelling by pleasure-seekers.

The Hobart suburban passenger traffic was found to be totally unremunerative, and a new scale has been introduced, under which the charges are increased for short distances, but reduced for longer distances. The new scale compares favourably with the fares in operation round the mainland cities, where the traffic is enormous in comparison with that of Tasmania; for instance, the charges for season tickets

between Hobart and Moonah (4 miles) may be compared with the rates from Flinders-street, Melbourne, to Windsor (4 miles), and from Brisbane to Taringa (4 miles) :—

	Month.		Quarter.		Half-year		Year.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Hobart-Moonah	13 6	9 0	34 6	23 0	62 0	41 6	118 0	78 9
Melbourne-Windsor	12 0	8 6	31 0	22 0	56 0	40 0	106 6	76 0
Brisbane-Taringa.....	13 6	9 0	34 6	23 0	62 0	41 6	118 0	78 9

To assist residents with families residing in the suburbs it has been arranged to broaden the scope of the workers' weekly tickets to include both males and females, irrespective of occupation, the charge for these tickets being made on a basis of about $\frac{1}{2}$ d. per mile.

Annual sectional tickets have been made available to the general public.

The issue of return tickets has been discontinued, except in a few special cases. This may involve a little extra trouble to the users of the railway, but it will greatly facilitate ticket-checking, and prevent abuses incidental to the use of return tickets.

CONDITION OF WAYS, WORKS, AND BUILDINGS.

The permanent-way, bridges, buildings, wharves, and fences have been efficiently maintained.

Seventy thousand two hundred and eighty-four sleepers were used during the year for renewals.

The relaying of the Main and Western Lines with 61-lb. rails has been proceeded with. This year it is proposed to relay about 10 miles between Cleveland and Clarendon, and 5 miles between Westbury and Exton. The relaying of these lines will then be nearly completed. A portion of the Strahan-Zeehan line has been relaid with 50-lb. rails.

At present the life of the outer rails on the 5-chain curves which abound on the whole of the lines is about four and a half years. It is proposed to fit each curve with a check rail, which will not only add greatly to safety, but will increase the life of the outer rail to at least 10 years.

NEW WORKS.

In addition to ordinary maintenance and renewals, the following new works have been completed :—

HOBART.—Alterations and additions to sidings; signal cabin and interlocking frame erected.

NEW TOWN BRIDGE.—Concrete culvert put in; concrete abutments and filling for new bridge well in hand.

ABATTOIRS LINE completed and opened.

STONOR.—Cattle-guards put in.

MT. PLEASANT SETTLEMENT.—New siding and approach road put in.

LAUNCESTON.—Foundations for additional machinery and loco. shops put in.

OPOSSUM-ROAD.—Cattle-guards put in.

SCOTTSDALE-BRANXHOLM EXTENSION opened for traffic.

BRANXHOLM.—Van goods shed erected.

KARoola.—Concrete tank for loco. water-supply erected.

STRAHAN.—Portion of loco. buildings taken down and re-erected at Zeehan for workshops. New sidings at 21 miles 10 chains, Strahan-Zeehan Line, constructed.

ROLLING-STOCK.

The rolling-stock has been efficiently maintained. Fifty-three locomotives, 657 carriages, 2247 wagons, and 219 vans passed through the shops for overhaul. Three "C" class engines have been rebuilt and fitted with larger boilers and new cylinders in the Launceston shops, two being already in traffic. The remaining one will be finished this month. The hauling capacity of these engines has been increased by $33\frac{1}{3}$ per cent. at a very small increase in coal consumption. There are 28 "C" class engines in the service, and it is proposed to treat them all similarly as they come in for renewals. When this work is completed it will be equivalent to the provision of nine new engines of the "C" class.

Four new "Garratt" engines (two passenger and two goods), which were ordered in January, 1911, will be in commission early. Two of these have already arrived, and are now being erected in the Launceston shops. The "Garratt" engines working on the 2-ft. gauge railway are giving excellent results, and I have every reason to hope that the two new goods engines referred to will also be found satisfactory if suitable loading is forthcoming. I cannot, however, hope that full work can be found for the passenger engines for more than three months in the year. Even if it were possible to find full loads for these engines, lack of proper facilities at the terminal stations will, I fear, render them in a measure unsuitable for our traffic. I am of opinion that an engine of a slightly higher capacity than the type now used on our express trains would have sufficed to meet all traffic requirements for some years to come.

In view of the increasing passenger traffic it is proposed to provide six new composite cars, fitted with lavatories in each compartment, to be placed on the Main Line and Western Line express trains.

In order to meet the growing trade requirements and the opening of new lines provision will be made for 100 new goods wagons, and for 20 15-ton timber wagons. It is proposed, too, to give better facilities for the carriage of perishable traffic by fitting the whole of the present covered goods wagons with louvres.

HOBART STATION.

A new station is urgently required for the accommodation of traffic and in the interests of safe working, and I cannot do better than reiterate the remark of my predecessor in his 1910-11 Report, "That it is a matter for regret that the work has been delayed so long."

Provision will be made for passenger and goods traffic, including the laying down of sidings to the new wharves and pier now under construction by the Marine Board, and I am having plans prepared for submission to Parliament this session. It is proposed to make ample provision for future developments, but at present only sufficient will be done to meet the absolute requirements of traffic.

LAUNCESTON STATION.

It is not proposed to spend any more money at Launceston station until a decision has been arrived at by the Marine Board in regard to the improvements of the harbour recommended in Mr. Hunter's report.

STORES.

No adequate provision has been made for the efficient housing of stores, with the result that large quantities of valuable material have been lying outside in the open at Launceston. Two new buildings now in course of erection will be completed before the next stock-taking period at the end of December, when the whole of the stores will be carefully checked, and provision made for any depreciation. Large quantities of old material are scattered at various points of the system. A depot has been opened at Mowbray, where old material will be collected and classified, and all that cannot be profitably utilised will be disposed of when a satisfactory market is available. I estimate that the value of old material on hand when I assumed control was between £20,000 and £30,000.

THE WAGES STAFF.

The minimum pay of porters, engine-cleaners, and labourers was increased to 6s. 6d. per diem from the 1st July, 1911, and the rate was further increased to 7s. per diem on the 1st July, 1912. This advance in the minimum pay also involved increases to a portion of the higher-paid sections of the staff. Out of the whole number of wages employees, approximately 86 per cent. have received increases varying from 6d. to 2s. per diem. This has involved an increased expenditure of about £15,000 per annum. The average rate of pay of adult workers is now 8s. 3d. per diem.

It is worthy of remark that 50 per cent. of the total revenue of the railways is paid away in wages to employees. A reclassification of the work in the various branches of the service is in course of preparation, and will be completed at an early date.

THE SALARIED STAFF.

Increases to the salaries of all the lower-paid officers, ranging from £5 to £20 per annum, were made during the year.

A reclassification of the salaried staff is also in hand. The principal difficulty in this connection is the fact that there has been practically no expansion of the railway system for a number of years, with the result that a large number of the clerical staff have reached the maximum rate of pay that their work is worth to the Department. The opportunities for promotion are few, and no matter how deserving or capable the officers may be, the Department, if it is to continue to be conducted on business lines, cannot pay higher salaries than the services rendered warrant. To a great extent this difficulty would be overcome if there were reciprocity between the Railway Department and the other Departments of the State in regard to the transfer and promotion of members of the clerical staff, and I strongly urge that this matter should receive the earnest consideration of the Government.

RETRENCHMENT.

I regret to record that under the scheme of reorganisation it was found necessary to retire a number of officers and servants of long and valued service. When the reorganisation is completed there will still be a surplus staff, and further reductions will probably be found necessary. Every effort, however, will be made to avoid retirement wherever possible, and full advantage will be taken of vacancies caused by wastage and new extensions to absorb the spare staff.

SUPERANNUATION.

There is no adequate provision for retiring allowances or superannuation for the wages staff. It is hoped that it will be possible at an early date to inaugurate a fund on the same basis as that in operation on the New South Wales railways. This, however, is largely a matter for the employees themselves.

TOURIST TRAFFIC.

Although I fully appreciate the good work that the Tasmanian tourist associations are doing, I am of the opinion that the time has arrived when this important business should be undertaken by the Government. All the neighbouring States and New Zealand have tourist departments, which are working for the development of the tourist traffic. If Tasmania is to retain its premier position in the Commonwealth as a pleasure resort, a definite and comprehensive system of developing and advertising the attractions of the State should be taken in hand, and this can best be done by a central organisation controlled by the State.

MOTOR VEHICLES.

A considerable amount of economy will, I think, be effected by using rail motors for passenger traffic on some of our branch lines. Through the Agent-General full enquiries are being made in England and on the Continent of Europe

for a suitable type of motor for use on these lines, and the running of the "McKeen" motors on the Victorian railways is being closely watched. This very important question will be made the subject of a special report to the Government when further information is available, which is expected at an early date.

TROLLEYS AND HAND-CARS FOR PERMANENT-WAY BRANCH.

With a view to increased efficiency in the permanent-way branch, by enabling inspectors and repair gangs to move quickly over their sections and lengths, a supply of motor-trolleys and hand-cars has been imported. These are now being distributed to the various lines, and it is expected that considerable saving in maintenance will be effected.

ACKNOWLEDGMENT OF STAFF.

The discipline of the staff has been very satisfactorily maintained, and I desire to record my appreciation of the way in which they have performed their duties.

I have the honour to be,

Sir,

Your obedient Servant,

GEO. W. SMITH, Commissioner.

Chief Engineer for Existing Lines' Office,
Hobart, 23rd September, 1912.

SIR,

I HAVE the honour to report upon the maintenance of the Tasmanian Government Railways for the year July 1, 1911, to June 30, 1912. The lines generally are in a sound and satisfactory condition, and the necessary renewals have been kept well up. Most of the following new works have been completed, and the remainder are well in hand.

MAIN LINE.

HOBART YARD.—Alterations and additions to sidings were carried out, and signal cabin and interlocking frame erected.

NEW TOWN BRIDGE.—Concrete culvert, 8-feet arch, 232 feet in length, put in. Concrete abutments and filling for new bridge well in hand.

BRANCH LINE.—From Derwent Park station to Abattoirs, 1 mile 31 chains in length, completed and opened for traffic.

STONOR.—Cattle-guards put in.

New siding and approach road for Mt. Pleasant Settlement put in.

Two miles 34 chains relaid with 61-lb. rails between Evandale and Clarendon.

DERWENT VALLEY, APSLEY, SORELL, PARATTAH AND OATLANDS, AND ELWICK LINES.

Ordinary maintenance and renewals only.

WESTERN LINE (LAUNCESTON TO BURNIE).

LAUNCESTON.—Foundations for additional machinery and loco. shops put in.

OPOSSUM-ROAD CROSSING.—Cattle-guards put in.

Line from 22½ miles to 23¼ miles, and from 74 miles 61 chains to 80 miles 60 chains, relaid with 61-lb. steel rails.

NORTH-EASTERN LINE.

Extension of line from Scottsdale to Branhholm, 21 miles in length, completed by Public Works Department, and opened for traffic.

KAROO LA.—Concrete tank for loco. water-supply erected.

BRANXHOLM.—Van goods shed erected.

FINGAL AND CHUDLEIGH LINES.

Ordinary maintenance only.

STRAHAN-ZEEHAN LINE.

Portion of loco. buildings at Strahan taken down and re-erected at Zeehan for workshops.

21 miles 10 chains—New siding put in.

Short portion of line between Strahan Wharf and Regatta Point relaid with 50-lb. rails.

NORTH-EAST DUNDAS, COMSTOCK, AND GRIFFITH TRAMWAYS.

Ordinary maintenance only.

ZEEHAN-DUNDAS LINE (PRIVATE).

The condition of this line, which is maintained by the Emu Bay Railway Company, is not as good as is desirable, and steps are now being taken to have an improvement effected.

TASMANIAN SMELTING COMPANY'S LINE.

This line, maintained by the Department, is in fair order.

I have the honour to be,

Sir,

Your obedient Servant,

C. C. NAIRN,

Chief Engineer for Existing Lines.

The Commissioner Tasmanian Government Railways.

Chief Mechanical Engineer's Office,
Launceston, 12th September, 1912.

SIR,

I HAVE the honour to furnish the following report upon the working of the Locomotive, Carriage, and Wagon Branch for the year ended 30th June, 1912:—

The engines, rolling-stock, and machinery in use have been efficiently maintained during the past 12 months.

LOCOMOTIVES.

Fifty-three locomotives received thorough overhaul, wheels turned up, &c.; 20 had boilers internally examined; one had new boiler fitted; and five were fitted with improved rocker grates and dumping ash-pans.

CARRIAGES, WAGONS, AND VANS.

Six hundred and and fifty-seven carriages, 2247 wagons, and 219 vans received light and heavy repairs; and one carriage and two vans were fitted with Stone & Co.'s electric light system. Eighteen obsolete vehicles were taken out of traffic.

ADDITIONAL ROLLING STOCK.

The following new rolling-stock was built and charged to Capital Account :—

3' 6" GAUGE.

Twenty-five 4-wheeled, medium-sided, 7-ton capacity wagons, Class C.
Six 4-wheeled meat wagons, Class J.

2' GAUGE.

Six 20-ton double-bogie steel wagons, Class BB.

BUILT TO REPLACE OBSOLETE STOCK.

One 4-wheeled, medium-sided, 7-ton capacity wagon, Class C.
The mileage upon all lines, including North-East Dundas and Comstock Tramways, and shunting, was 1,293,059 miles.

Cost per train mile, 1s. 8'24d.

Cost per engine mile, 1s. 4'38d.

The increased cost per train mile is accounted for by the higher rates of pay, increased cost of stores, and retiring allowance to staff consequent upon reorganisation.

Return of rolling-stock is attached.

I have the honour to be,

Sir,

Your obedient Servant,

WM. R. DEEBLE, M.I. Mech. E.

Chief Mechanical Engineer.

The Commissioner Tasmanian Government Railways, Hobart.

Superintendent of Telegraph's Office,
Hobart, 1st July, 1912.

SIR,

I HAVE the honour to report on the working of the Telegraph Branch for the financial year 1911-12. Communication on all lines was satisfactorily maintained, and operating duties were correctly and expeditiously performed during the year. Block and electric staff operations were carried out in a highly efficient manner, while the permanent-way employees rendered valuable assistance in connection with emergency repair of lines generally.

Accompanying this will be found a statement showing the mileage of Railway Department's poles and wires, and Post and Telegraph Department's wires on railway routes; and the mileage of Railway Department's wires on postal routes; also the extent of station equipment.

I have the honour to be,

Sir,

Your obedient Servant,

JOHN J. McDONALD,

Superintendent of Telegraphs.

The Commissioner Tasmanian Government Railways, Hobart.

TASMANIAN GOVERNMENT RAILWAYS.

COMMISSIONER'S REPORT

YEAR ENDED 30TH JUNE, 1912.

SCHEDULE OF RETURNS.

- No.
1. Heads of Branches.
 2. Statement of Working Expenditure and Revenue.
 3. General Balance-sheet.
 4. Summary of Railway Statistics for Five Years.
 5. Analysis of Working Expenses.
 6. Return of Classified Goods.
 7. Statement of Earnings, Working Expenses, &c.
 8. Expenditure on Works of Construction.
 9. Mileage of Telegraph Poles and Wires, &c.
 10. Return of "Block" and "Electric Staff" Equipment.
 11. Return of Accidents to Persons on Railway Premises.
 12. Analysis of Stores Issued.
 13. Native Coal Traffic.
 14. Return of Rolling Stock.
 15. Passenger and Goods Traffic at each Station.

No. 1.

HEADS OF BRANCHES.

Secretary	MR. A. J. WINTERSON
Chief Engineer of Existing Lines	MR. C. C. NAIRN.
Chief Mechanical Engineer	MR. W. R. DEEBLE
Chief Accountant and Auditor.	MR. W. H. LOVETT.
Telegraph Superintendent	MR. J. J. McDONALD
Chief Storekeeper	MR. S. R. FISHER.

No. 2.

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of Working Expenditure and Revenue for the Year ended 30th June, 1912, as Compared with the Corresponding Period in 1911.

Dr.

Cr.

Expenditure.	Year ended 30th June—			Revenue.	Year ended 30th June—		
	1912.	£	s. d.		1912.	£	s. d.
To Maintenance and renewals of permanent way, works, and buildings	62,819	7	0	65,660	16	10	
Locomotive power, carriage and wagon repairs, and renewals	86,254	3	8	84,276	16	1	
Traffic expenses	56,805	4	2	53,555	5	9	
Compensation, personal	20	0	0	...			
Ditto, goods and other property	162	11	9	395	19	11	
General charges	11,505	4	11	10,655	14	0	
Gratuities to widows and children of employees, and payments to staff retired	3605	14	3	985	8	0	
Balance—Net revenue after paying working expenses	221,172	5	9	215,530	0	7	
GRAND TOTAL	£312,785	14	4	£277,915	13	10	

Miles worked	1910-11.	1911-12.
Traffic train miles—	477·50	502·75
Passengers—Country	107,495	114,314
Suburban	41,588	48,290
Mixed	696,653	699,911
Goods (including livestock)	195,315	183,964
TOTAL	1,041,051	1,046,479

W. H. LOVETT, Chief Accountant.

No. 3.

TASMANIAN GOVERNMENT RAILWAYS.

GENERAL Balance-sheet, 30th June, 1912.

	Amount.		Total.			Amount.		Total.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
LIABILITIES.					ASSETS.				
To the Government for Capital provided for Railways	4,285,976	0 8			By Cost of Way, Works, Buildings, Equipmen, and Rolling-stock .....	...		4,253,013	18 4
Contributions from Revenue for Capital purposes	14,434	13 9			Surveys for Railways not constructed .....	...		...	...
			4,300,410	14 5	Stores and Material on hand .....	...		85,998	14 1
Special Funds					Unexpended Balance of Capital Funds.....	...		47,396	16 1
Sundry Creditors .....	...		...		Balance to Credit of Special Funds .....	...		...	...
Suspense Accounts .....	...		...		Sundry Debtors.....	...		...	...
Surplus (if required) .....	...		85,998	14 1	Suspense Accounts .....	...		...	...
					Net Revenue for the Year after paying Work- ing Expenses	91,613	8 7	...	...
					Less Interest Charges and Expenses in connec- tion therewith	159,122	19 4	Cr. 67,509	10 9
					Deficiency .....	...		67,509	10 9
								£4,386,409	8 6

W. H. LOVETT, Chief Accountant.

No 4.

TASMANIAN GOVERNMENT RAILWAYS.
SUMMARY of Railway Statistics 1907-8 to 1911-12.

		1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
Miles open on 30th June	No.	463	463	469	470½	495½
Total cost of construction and equipment of Lines open	£	3,977,611	4,003,839	4,048,416	4,079,831	4,253,013
Ditto ditto per mile	£	8590	8647	8632	8675	8583
Gross earnings	£	277,606	280,036	284,063	277,916	312,786
Working expenses	£	201,817	204,127	211,677	215,530	221,172
Net Revenue	£	75,789	75,909	72,386	62,386	91,614
Proportion of working expenses to gross earnings	Per cent.	72·69	72·89	74·51	77·55	70·71
Net Revenue per £100 capital expendi- ture	"	1·90	1·89	1·78	1·52	2·15
Passenger journeys	No.	1,439,095	1,547,016	1,650,455	1,682,386	1,715,464
Average distance travelled per passenger.....	Miles.	22·72	21·02	20·64	20·66	19·99
Average rate per passenger.....	s. d.	1 6·84	1 5·61	1 4·74	1 5·04	1 5·75
Ditto per passenger per mile	Pence.	0·82	0·83	0·81	0·82	0·87
Goods tonnage	No.	465,186	467,417	422,793	346,186	452,098
Average distance carried per ton	Miles.	36·84	36·91	44·85	47·32	39·09
Average rate per ton	s. d.	5 3·71	5 4·37	5 10·77	6 7·73	6 1·35
Ditto per ton per mile	Pence.	1·72	1·74	1·57	1·68	1·87
Train mileage	No.	1,028,030	1,029,119	1,059,790	1,041,051	1,046,479
Average ditto per mile worked	No.	2186	2188	2238	2180	2081
Engine mileage	No.	1,261,153	1,256,144	1,276,437	1,252,725	1,293,059
Gross earnings per train mile.....	s. d.	5 4·80	5 5·30	5 4·32	5 4·06	5 11·73
Ditto per mile worked	£	590·33	595·50	599·92	582·02	622·15
Working expenses per train mile.....	s. d.	3 11·11	3 11·60	3 11·93	4 1·68	4 2·72
Ditto per mile worked	£	429·16	434·08	447·04	451·37	439·92
Locomotives	No.	78	78	79	79	79
Other vehicles	No.	1575	1618	1650	1663	1683

W. H. LOVETT, Chief Accountant.

No. 5.

TASMANIAN GOVERNMENT RAILWAYS.
ANALYSIS of Working Expenses, 1911-12.

	SALARIES AND WAGES.	STORES AND RE- NEWALS.	DEATH AND RETIRING ALLOWANCES.	COMPENSA- TION.	SUNDRIES.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Maintenance of way, works, and buildings]	47,796 12 9	14,274 8 10	850 3 9	...	748 5 5	63,669 10 9
Locomotive power, carriage and wagon working, re- pairs and renewals	49,211 6 8	36,385 17 9	1999 10 1	...	656 19 3	88,253 13 9
Traffic charges.....	47,615 2 2	5637 4 5	582 12 11	182 11 9	3552 17 7	57,570 8 10
General charges.....	10,743 1 4	439 10 1	173 7 6	...	322 13 6	11,678 12 5
TOTALS	155,366 2 11	56,737 1 1	3605 14 3	182 11 9	5280 15 9	221,172 5 9

W. H. LOVETT, Chief Accountant.

TASMANIAN GOVERNMENT RAILWAYS.

RETURN of Classified Goods on all Lines except West Coast and Sorell for Six Years.

	Agricultural Produce.	Hay, Straw, and Chaff.	Manures.	Native Coal.	Minerals other than Native Coal.	Bark.	Firewood.	Timber.	Wool.	Miscellaneous.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Tonnage—</i>											
1906-7	76,328	32,966	9791	50,545	13,368	726	12,361	22,132	4694	45,414	268,325
1907-8	94,240	48,857	9650	58,938	12,154	650	14,169	26,258	5404	37,627	307,917
1908-9	96,003	40,895	11,732	56,158	15,298	2051	15,203	30,231	5231	46,040	318,842
1909-10	84,390	37,259	9979	73,746	15,461	1167	15,486	32,712	5066	48,400	323,666
1910-11	69,514	40,918	9105	59,790	12,965	1064	14,440	33,495	5392	48,174	294,857
1911-12	67,433	46,177	8835	54,015	14,234	1591	15,220	41,449	5613	50,525	305,392
	£	£	£	£	£	£	£	£	£	£	£
<i>Amount—</i>											
1906-7	16,909	5755	1665	15,187	3621	179	1244	4391	2906	40,507	92,364
1907-8	20,234	7929	2019	17,977	4126	131	1439	5541	3228	43,918	106,542
1908-9	20,752	7318	1986	17,491	4430	474	1559	5975	3312	43,262	106,559
1909-10	20,613	6854	1573	23,259	2942	297	1600	6669	3187	44,633	111,627
1910-11	17,228	7118	1585	18,377	3274	225	1560	6654	3439	46,809	106,269
1911-12	18,797	8759	1705	17,008	4757	440	1726	9547	3960	52,979	119,678
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
<i>Average Rate per Ton per Mile—</i>											
1906-7	1.77	1.10	1.41	0.71	1.73	1.29	1.11	1.32	2.57	3.89	1.67
1907-8	1.80	1.29	1.43	0.71	1.72	1.91	1.12	1.28	2.14	3.78	1.63
1908-9	1.78	1.06	1.50	0.73	1.41	1.52	1.11	1.28	2.38	3.87	1.62
1909-10	1.60	1.03	1.74	0.75	1.05	1.48	1.08	1.28	2.48	3.80	1.50
1910-11	1.73	1.05	1.49	0.73	1.29	1.49	1.02	1.34	2.24	4.73	1.67
1911-12	1.91	1.63	1.51	0.72	2.01	1.50	1.00	1.47	2.79	4.30	1.86
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
<i>Average Distance each Ton was carried—</i>											
1906-7	29.96	37.80	28.83	100.79	37.54	45.53	21.62	35.86	57.76	54.90	49.45
1907-8	28.60	30.07	34.98	103.08	47.22	25.24	21.62	39.48	66.91	73.96	50.84
1908-9	29.12	40.36	26.92	102.03	49.10	36.46	22.06	46.80	63.66	58.27	49.49
1909-10	36.61	42.67	21.77	100.98	43.19	41.33	22.88	38.25	60.70	58.20	54.96
1910-11	34.30	39.47	27.95	100.70	46.73	33.85	25.38	35.49	68.37	49.32	51.60
1911-12	34.95	27.77	30.53	104.15	39.86	44.13	27.21	37.60	60.67	58.11	50.55

W. H. LOVETT, Chief Accountant.

No. 7.

TASMANIAN GOVERNMENT RAILWAYS.

RETURN showing Number of Passengers, Tonnage of Goods, Earnings, Working Expenses, Train Mileage, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital spent on Lines open, and Interest on Capital Invested, from 1882 to 1911-12, inclusive.

Year.	Miles of Line.	Number of Passengers.	Tonnage of Goods.	Earnings from Coaching, Rents, &c.	Earnings from Goods and Live Stock Traffic.	Total Earnings.	Working Expenses.	Train Mileage.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working Expenses to Gross Earnings.	Earnings after Paying Working Expenses.	Total Capital Expended on Lines open.	Percentage of Profit to Total Capital Invested.
				£	£	£	£		s. d.	s. d.		£	£	
1882.....	45	111,271	24,966	18,419	9266	27,685	17,808	102,739	5 4 7	3 5 6	64 32	9877	439,383	2 24
1883.....	45	123,441	25,528	19,839	9683	29,522	22,568	107,466	5 5 9	4 2 4	76 44	9554	445,322	1 56
1884.....	45	132,482	22,862	20,500	8575	29,075	20,553	108,175	5 4 5	3 9 6	70 68	8522	465,494	1 83
1885.....	86½	158,723	29,329	25,523	10,896	36,419	31,064	164,575	4 5 1	3 9 3	85 29	5355	663,203	1 80
1886.....	133	193,829	42,661	30,872	15,052	45,924	37,917	224,143	4 1 1	3 4 6	82 56	8007	872,332	1 91
1887.....	148	246,265	68,113	35,928	18,026	53,954	49,608	295,432	3 7 8	3 4 3	91 94	4346	976,957	1 44
1888.....	157½	282,436	84,080	40,216	19,674	59,890	57,299	353,515	3 4 6	3 2 9	95 67	2591	1,165,269	1 22
1889.....	204½	316,498	110,949	48,222	27,703	75,925	57,831	397,354	3 9 8½	2 10 90	76 16	18,094	1,549,848	1 16
1890.....	350½	464,064	141,327	67,333	38,899	106,232	86,220	552,689	3 10 13	3 1 44	81 16	20,012	2,900,362	1 68
1891.....	376½	725,724	161,141	109,889	59,161	169,050	147,944	908,694	3 8 64	3 3 07	87 51	21,106	3,093,037	1 68
1892.....	419½	704,531	178,224	107,091	69,835	176,926	161,586	908,501	3 10 73	3 6 68	91 32	15,340	3,499,920	1 43
1893.....	419½	546,671	164,982	84,551	67,532	152,083	136,468	799,823	3 9 63	3 4 94	89 73	15,615	3,510,196	1 44
1894.....	419½	514,461	174,457	75,856	68,631	144,487	122,850	756,594	3 9 83	3 2 96	85 02	21,637	3,518,595	1 61
1895.....	419½	526,814	204,480	75,905	73,737	149,642	120,351	727,577	4 1 36	3 3 69	80 42	29,291	3,521,956	1 83
1896.....	419½	542,825	229,707	82,825	80,107	162,932	122,171	739,828	4 4 85	3 3 63	74 98	40,761	3,524,051	1 15
1897.....	424½	603,530	229,620	86,149	80,684	166,833	128,544	764,938	4 4 34	3 4 33	77 04	38,289	3,526,322	1 07
1898.....	437½	617,643	235,096	91,516	86,664	178,180	141,179	761,309	4 8 17	3 8 50	79 23	37,001	3,585,039	1 03
1899.....	437½	640,587	312,446	93,310	99,348	193,158	152,798	806,089	4 9 50	3 9 49	79 10	40,360	3,604,222	1 11
1900.....	438½	683,015	308,453	99,615	103,344	202,959	160,487	815,903	4 11 70	3 11 20	79 07	42,472	3,659,069	1 16
1901.....	457½	777,445	314,628	107,077	98,713	205,790	173,399	895,682	4 7 14	3 10 46	84 26	32,391	3,799,098	1 85
1902.....	461½	761,345	407,505	117,149	116,061	233,210	173,292	902,918	5 1 98	3 10 06	74 30	59,918	3,840,747	1 56
1903.....	461½	814,483	418,701	126,554	121,129	247,683	166,355	931,716	5 3 80	3 6 85	67 16	81,328	3,883,729	2 09
1904-5.....	462½	823,911*	393,838	126,618	116,938	243,556	171,630	945,852	5 1 79	3 7 54	70 46	71,926	3,920,508	1 83
1905-6.....	462½	860,519	399,487	130,146	111,042	241,188	172,601	945,918	5 1 19	3 7 79	71 56	68,587	3,926,713	1 74
1906-7.....	462½	951,823	428,387	138,522	119,701	258,223	185,500	981,379	5 3 04	3 9 36	71 83	72,723	3,943,359	1 84
1907-8.....	463	1,019,668 ^b	465,186	145,673	131,933	277,606	201,817	1,028,030	5 4 80	3 11 11	72 69	75,789	3,977,611	1 90
1908-9.....	463	1,547,016	467,417	146,147	133,889	280,036	204,127	1,029,119	5 5 30	3 11 60	72 89	75,909	4,003,839	1 89
1909-10.....	469	1,650,455	422,793	149,768	134,295	284,063	211,677	1,059,790	5 4 32	3 11 93	74 51	72,386	4,048,416	1 78
1910-11.....	470½	1,682,386	346,186	153,562	124,354	277,916	213,530	1,041,051	5 4 06	4 1 68	77 55	62,386	4,079,831	1 52
1911-12.....	495½	1,715,464	452,098	164,586	148,199	312,785	221,172	1,046,479	5 11 73	4 2 72	70 71	91,613	4,253,013	2 15

* Includes Members of Defence Force and State School Children not previously shown.

^b The basis upon which the number of passenger journeys made by holders of periodical tickets is arrived at, was altered in 1907-8 to that agreed upon by Railway Commissioners and General Managers in conference.

W. H. LOVETT, Chief Accountant.

TASMANIAN GOVERNMENT RAILWAYS.

*STATEMENT of Expenditure on Works of Construction during Year ended
30th June, 1912.*

Particulars.	Amount.	TOTAL.
	£ s. d.	£ s. d.
MAIN LINE—		
Hobart station yards, alterations and improvements	3969 8 3	
Difference in cost between 41-lb. and 61-lb. steel rails	565 7 0	
Additions to buildings, sidings, &c.	662 1 3	
Duplication of line between Hobart and New Town	212 1 2	
Bridge at New Town and culvert under bank ...	2721 0 4	
New siding at about 30-mile peg	482 4 10	
Siding at 59½-mile peg	293 0 5	
Duplication of line between New Town and Glenorchy	187 11 2	
		9092 14 5
WESTERN LINE—		
Drainage, Launceston	12 11 0	
Additions, buildings, sidings, &c.	193 13 1	
Difference in cost between 40-lb. and 61-lb. steel rails	1271 16 11	
		1478 1 0
DERWENT VALLEY LINE—		
Additions to buildings, &c.	63 18 10	
		63 18 10
FINGAL LINE—		
Additions to buildings, &c.	2 10 4	
		2 10 4
NORTH-EASTERN LINE—		
Construction Scottsdale-Braunholm Railway	143,933 1 4	
Additions to buildings, sidings, &c.	123 9 0	
		144,056 10 4
N.E. DUNDAS TRAMWAY—		
Additional rolling stock	721 7 8	
		721 7 8
ABATTOIRS BRANCH—		
Construction of line to Abattoirs	6625 9 5	
		6625 9 5
RAILWAYS GENERALLY—		
Additional rolling-stock	6509 15 1	
Installation of electric light in carriages ...	1508 2 10	
Additional machinery for workshops	1812 4 10	
Additions to workshops, Launceston	96 13 4	
One pile driver	162 10 4	
Additions to buildings, sidings, &c.	959 4 4	
Automatic brakes	51 7 8	
Additional signals	41 10 0	
		11,141 8 5
TOTAL .....	...	£173,182 0 5

W. H. LOVETT, Chief Accountant.

No 12.

TASMANIAN GOVERNMENT RAILWAYS.

FURTHER ANALYSIS of Stores issued, 1911-12.

	£	s.	d.
Fuel—Native coal, 18,318 tons; Newcastle coal, 10,078 tons; charcoal, 1 ton 5 cwt.; coke, 374 loads; firewood, 2943 tons	26,090	16	10
Oils and Grease—Axle, 5712 galls.; bearing, 2268 galls.; castor, 4080 galls.; colza, 1650 galls.; eylinder, 1809 galls.; kerosene, 10,112 galls.; linseed (raw), 375 galls.; linseed (boiled), 62 galls.; waterproof, 264 galls.; red, 232 galls.; motor spirit, 352 galls.; sundry, 166 galls.; grease, 1 ton 15 cwt.; tallow, 1 ton 7 cwt.	2170	2	5
Lampware	83	15	2
Packings—Square and round, 470 lbs.; asbestos, 82 lbs.; insertion, 95 lbs.; hemp, 14 lbs.; waste, 15 tons; sheet rubber, 13 lbs.	589	6	10
Paints and varnish	705	17	1
Stationery, &c.....	2185	14	8
Timber	8447	17	2
Metals—Ironmongery.....	3678	11	4
Tools.....	846	1	10
Electrical material	317	14	7
Sundries.....	4505	11	0
Rails and fastenings	3580	1	0
Rolling stock and duplicates	3535	11	2
TOTAL	£56,737	1	1

W. H. LOVETT, Chief Accountant.

No. 13.

TASMANIAN GOVERNMENT RAILWAYS.

COMPARATIVE Statement of Native Coal carried during the Years 1911-12 and 1910-11.

STATION.	TONS.		INCREASE.	DECREASE.
	1911-12.	1910-11.		
			Tons.	Tons.
Baynton's .....	...	475	...	475
Lord's	637	747	...	110
Mt. Nicholas	29,531	29,330	201	...
Cullenswood.....	22,674	27,692	...	5018
St. Marys	14	7	7	...
Tarleton	1111	1239	...	128
Spreyton	27	98	...	71
TOTALS	53,994	59,588	...	5594

W. H. LOVETT, Chief Accountant.

No. 15.

TASMANIAN GOVERNMENT RAILWAYS.

RETURN showing Number of Passengers and Goods Tonnage from and to each Station for the Year ended 30th June, 1912.

STATIONS	No. OF PASSENGERS.		GOODS TONNAGE.		STATIONS.	No. OF PASSENGERS.		GOODS TONNAGE.	
	Out-wards.	Inwards.	Out-wards.	Inwards.		Out-wards.	Inwards.	Out-wards.	Inwards.
Abattoirs	4	...	...	2	Brought forward..	584,933	563,087	97,781	86,473
Andover	1435	415	342	91	reeta.....	410	241	3202	122
Antill Ponds	1092	629	430	197	Grieve's	16	59	324	2
Apsley.....	4052	7328	1566	1532	Griffith	90	25,783	14,451	705
Austin's Ferry	3257	3814	9	11	Hagley	4206	1804	3220	444
Austral	2751	1965	55	1441	Hanleth	846	82	4	15
Avoca	1810	1382	387	546	Hastings	1	2	15	2
Bacon's Crossing	5	...	...	...	Hayes	4252	983	585	347
Bagdad	3905	3847	1924	804	Henty	1754	622	323	7
Barwick's .....	...	...	1242	...	Henty Bridge	296	731	741	10
Baynton's .....	...	...	100	16	Hobart	393,183	462,426	22,566	74,410
Beach Road	38	47	...	35	Hogg's Lane	242	54	1993	148
Bellinger	1047	348	2101	773	Horseshoe	325	316	...	1
Bellerive.....	14,857	11,900	1296	5324	Howth	3068	1176	933	95
Bentley Gate.....	17	2	...	...	Johnson's Crossing ..	3710	339	75	5
Berriedale	6943	9261	1091	271	Kapi	90	210	29	2
Bishopsbourne	7461	2488	2373	414	Kamona	94	50	573	14
Blythe.....	2902	792	451	111	Karoola	3718	2634	1004	317
Botanical Gardens.....	1018	3080	...	...	Kempton.....	2817	3372	830	674
Breadalbane	6018	1860	912	87	Killafaddy	2	933	...	...
Brewery Junction.....	1617	145	2262	92	Kimberley	4105	9621	1847	375
Brighton Junction ...	13,676	12,542	2063	1340	Kindred	1527	772	793	82
Bridgewater Junction	20,264	16,247	1018	616	King's	44	865	1690	16
Burnie	27,866	51,289	1649	10,743	Lalla	1055	1358	129	60
Brankholm	5139	15,087	4110	3411	Lane's	257	246	2	1
Cambridge.....	1140	7172	413	179	Latrobe	15,564	21,839	8880	2454
Campania	5762	4023	6363	1043	Launceston.....	163,583	153,935	27,314	102,674
Campbell Town.....	5075	7199	1280	1434	Lebrina	2768	9832	2514	289
Chudleigh	1782	1018	1130	279	Leith	9257	2355	771	208
Claremont	18,435	18,122	644	532	Lenana Junction	7484	1681	1123	111
Clarendon	1933	1334	1072	411	Leslie	321	148	...	1
Cleveland	1245	6420	19	46	Lietinna	2280	1466	2003	125
Colebrook	4050	3032	2571	656	Lillio	2703	985	269	116
Comstock Tramway ..	1	7	3415	347	Lilydale.....	7171	4655	4232	994
Conara Junction	12,204	4504	431	212	Lisle Road	2598	2163	4526	553
Confidence	77	88	578	7	Little Hampton.....	8028	551	1500	199
Cooper's	439	253	...	...	Lawitai.....	2218	640	7	118
Cornelian Bay	5255	16,914	...	1	Longford.....	22,101	34,621	9060	2487
Cullenswood	1115	486	22,773	89	Lord's Mine	3	...	753	26
Deloraine	17,411	31,096	5107	3421	Macquarie Plains	11,557	21,661	5799	3348
Denison Gorge	2893	1336	2	2	Maestris	78	99	24,121	2046
Derwent Park	142,284	108,281	18	204	Main Road	1267	175	...	...
Devonport	28,675	33,389	5835	41,464	Mather's .....	...	...	2002	4
Dromedary.....	4453	1035	1735	169	Mangalore	4890	1323	2461	944
Dulverton	1463	766	639	49	Melba	1320	1543	1280	152
Dundas	5307	1465	2139	195	Melton	1311	1085	614	215
Dunorlan	4740	2892	1416	441	Merseylea	7471	1264	423	106
Dysart.....	2538	944	562	297	Mersey Bluff	135	135	...	...
Eastbourne.....	1591	156	95	59	Mole Creek.....	1796	3678	1602	306
Eden	292	105	285	4	Montrose	11,646	5045	2	4
Elwick	1534	30,200	...	...	Mona Vale	306	169	...	...
Elwick Junction	18,015	29,423	6	...	Montezuma	8	35	...	...
Eastern Marshes .....	...	2	...	...	Moonah	54,497	22,271	43	2846
Epping	6356	1962	1165	368	Mowbray Junction ..	788	146	1	3344
Evandale.....	4743	4109	2643	724	Mowbray Racecourse	1187	19,564	...	...
Evandale Junction.....	21,827	28,467	494	319	Mount Nicholas.....	1953	410	29,739	179
Exton	4229	1752	1864	255	Munnings'	57	31	...	...
Fahl Ore	424	234	162	192	Nala	21	11	107	4
Fingal	3446	5135	884	1079	Needles	334	385	672	63
Firewood Siding,	543	41	1851	23	Nelson's Creek	89	106	192	...
Flexmore's	160	107	9	9	New Norfolk	15,159	17,525	1344	3426
Fraser's	1	...	...	...	Newstead	1848	1521	108	439
Frodsley	1234	201	73	38	New Town	51,259	31,094	992	1229
Frogmore	2267	1388	343	186	Nickel Show	1173	5030	113	1
Glenora	1882	1426	717	1289	Nobbys	58	8	120	...
Glenorchy	117,756	58,891	674	2220	North Dundas Road...	81	133	199	50
Glenore	2528	977	1682	233	N.E. Dundas Tram—	...	...	131	45
Gleconda.....	1612	2220	1288	157	Various mileages ..	...	...	1907	360
Great Northern	24	47	23	3	Oaks	4587	1672	1126	1017
Carried forward...	584,933	563,087	97,781	86,473	Outlands.....	1257	2150	...	...
					Carried forward...	1,432,755	1,450,906	291,160	294,810

No. 15.—*RETURN showing Number of Passengers and Goods Tonnage—continued.*

STATIONS.	No. of PASSENGERS.		GOODS TONNAGE.		STATIONS.	No. of PASSENGERS.		GOODS TONNAGE.	
	Out-wards.	Inwards.	Out-wards.	Inwards.		Out-wards.	Inwards.	Out-wards.	Inwards.
<i>Brought forward.</i>	1,432,755	1,450,906	291,160	294,810	<i>Brought forward</i>	1,559,562	1,590,901	341,059	415,173
Oatlands Racecourse...	73	...	...	...	Stella	1438	232	...	...
Oceana	1547	898	2861	120	St. Leonards	12,138	6281	72	219
Ormley	309	4843	229	72	St. Marys	3185	11,824	789	912
Oonah Smelters.....	...	...	194	...	Stonor.....	1491	1102	2557	602
Parattah Junction.....	5645	6575	1476	1199	Stony Creek	641	189	67	21
Penguin	9016	6567	6698	1476	Strahan Wharf	6192	24,002	16,882	9481
Perth ...	11,116	5472	2837	1136	Strahan-Zeehan—				
Plenty.....	4238	6420	1405	770	Various mileages	1	...	1107	...
Pontville	1731	1699	552	95	Sulphur Creek	1364	1207	264	49
Professor	1	1	305	...	Tarleton	1418	728	1309	18
Quoiba .....	...	...	139	...	Tea Tree.....	1628	1507	3203	286
Railton.....	12,715	7478	6619	1502	Tiberias	167	138	755	30
Ravenswood	117	95	188	43	Timber Siding	500	517	729	18
Rayna Junction	334	3873	...	...	Tonganah	177	112	1662	38
Red Gate	1691	509	...	...	Trewalla	190	117	2013	44
Regatta Point	16,857	12,177	376	2439	Tullochgorum	4888	272	182	51
Rekuna	774	374	1506	140	Tulendeena.....	170	145	171	8
Rhyndaston	1543	710	1205	75	Tunbridge	1586	2165	174	222
Ritchie's Gate	18	...	...	...	Tunnel.....	1813	1174	5119	301
Risdon Park .....	...	5628	...	...	Turner's Marsh.....	1066	691	2114	151
Ringarooma	2028	1390	2374	720	Ulverstone	18,870	25,563	10,107	2449
Riverton.....	1456	134	180	10	Valleyfield	132	14	430	321
Rocher's Lane	1541	2873	21	71	Wesleydale	44	5	...	...
Rocks	1437	301	17	1	Westbury	10,074	8773	2714	981
Rosetta	6109	2017	9	6	West Strahan	2217	3280	37	467
Ross	3732	5500	1068	840	West Ulverstone ...	2372	2399	...	...
Rumley	88	81	194	11	Whiteford Hills....	4480	2209	865	148
Russell	5364	11,786	1658	644	Williamsford	1067	3972	32,088	827
Scottsdale	11,828	11,578	5241	3009	Wilmore's Lane.....	1078	764	552	697
Shark Point	131	97	...	...	Wivenhoe	2673	825	23	81
Show Ground	520	16,965	...	...	Woodbury	345	265	3	16
Silver Bell	900	562	493	47	Woodlands.....	1293	265	10	12
Smelters	393	163	5743	104,462	Wyena	6118	570	1762	85
Snake Banks	3319	418	116	143	York Plains	1161	892	1242	451
Sorell	9916	13,658	4541	976	Zeehan Racecourse	2	811	...	...
South Bridgewater ...	8002	2520	1224	213	Zeehan	63,883	21,553	22,037	17,939
Spreyton	2318	6633	430	143					
<i>Carried forward...</i>	1,559,562	1,590,901	341,059	415,173	TOTAL	1,715,464	1,715,464	452,098	452,098

W. H. LOVETT, Chief Accountant.



1912.

 PARLIAMENT OF TASMANIA.

GAOLS, HOBART AND LAUNCESTON:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command

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GAOLS, HOBART AND LAUNCESTON: REPORT FOR 1911-12.

Sheriff's Office,
Hobart, 28th September, 1912.

SIR,

I HAVE the honour to submit my annual report upon the gaols of the State for the financial year ending 30th June, 1912.

The number of prisoners confined in the gaols of the State upon the last day of the financial year was 67, of whom 6 were females. Of these, 52 males and 6 females are confined in the Hobart Gaol, and 9 males in the Launceston Gaol. None were confined in the country gaols. Upon the same date last year there were 50 prisoners in our gaols, of whom 5 were females. As compared with last year, there is thus an increase of 17 prisoners, of whom 11 males and 5 females were in the Hobart Gaol, and there is an increase of 5 males and a decrease of 4 females in the Launceston Gaol. During the year the number of admissions was 536 males and 86 females, a total of 622 prisoners. Of these, 270 males and 50 females were received into the Hobart Gaol, and 232 males and 36 females into the Launceston Gaol, whilst 34 males served their sentences in the country gaols. The admissions last year were 668 males and 142 females, a total of 810 prisoners. For this year there is thus a decrease in admissions of 132 males and of 56 females, or a total decrease of 188 prisoners as compared with last year. The number of individual prisoners received during the year was 407, as compared with 435 for last year. Of these 407 prisoners, 1 was received eight times, 1 six times, 5 five times, 11 four times, 26 three times, and 42 twice.

The number of prisoners in custody on the 30th June last was 67, and the estimated population of the State upon that date was 193,479. The proportion of prisoners to each 1000 of the general population was thus 0·346, or one prisoner to each 2888 of the general population.

Although, taking this particular day of the year, there was 1 prisoner to each 2888 of the general population, as compared with 1 to each 3871 for last year, the daily average has been considerably lower, being but 64 for all the gaols of the State, as against 76 for last year. For the year under review there was thus an average of 1 prisoner in confinement to every 3023 of the general population. Taking the length of sentence passed by the courts as a criterion, there has been no crime of a very serious nature dealt with during the year, 3 prisoners only receiving sentences for three years, 9 for below three years and over one, 14 for one year, and of the remainder, 248 were for less than one month.

The total expenditure for the maintenance and control of the gaols was £4976 3s. 7d., and the cash earnings of prisoners was £691 6s. 1d., making the actual sum expended for the upkeep of the gaols £4284 17s. 6d., as compared with £4193 15s. 9d. for last year. The average cost per head was £78 11s. 3d. for Hobart, and £72 1s. 7d. for Launceston. After making allowance, however, for the cash payments for work done, and the value of the work done for other Departments, the average cost per head is reduced to £55 7s. 8d. for the Hobart Gaol, and to £66 6s. 11d. for the Launceston Gaol. The net average cost per head for both gaols is £56 15s. 1d., or an increase of £8 8s. 5d. as compared with last year. It will be observed that although the daily average number of prisoners for this year is the lowest ever recorded, the average cost per head is the highest ever recorded, and this must necessarily be so with such an institution as a gaol, where, notwithstanding the smaller number of prisoners confined, the stations to be filled, and the gangs to be supervised, and the instruction to be given in the workshops, remain invariable. For this particular year an addition made all round to the salaries of the warders has also

helped to make the comparison still more marked. For these and other reasons I do not anticipate that any material reduction can be expected in the cost for the upkeep of our gaols. Twenty years ago their cost was £6840 2s. 1d., and notwithstanding the higher salaries now paid to warders, to those of the lowest grade amounting to 35 per cent., and notwithstanding the longer holidays of 52 days a year now given to all warders, which obviously has the effect of necessitating a larger staff, their cost has been reduced to £4284 17s. 6d. for the present year, and this is as much as we may ever reasonably expect to reach whilst the conditions of society are such as to require the existence of gaols of the present type.

The sum of £2337 19s. 5d. was received for work done in the gaol workshops during the year, and work of the value of £606 13s. 6d. was done for other Departments. From the sale of bread £1093 13s. 6d. was received, of mats and matting £57 18s. 10d., of boots and shoes £415 12s. 5d., of carpentry and tinware £670 16s. 7d., and from miscellaneous articles £99 18s. 1d. As I have remarked in former reports, the value as a reformatory agency of work at the various trades cannot be overestimated, and in many instances the habits of steady industry acquired whilst in gaol have enabled a prisoner, upon his release, to become a useful member of the community.

Since the passing of the "Parole Act" 16 men and 1 woman have been released under its provisions. Of the 17 so released, 2 only have broken their parole, and, taken as a whole, with the exercise of care in obtaining sufficient reports respecting the conduct of those released under it, the Act may be regarded as working satisfactorily.

Throughout the year the usual religious services have been regularly held by the authorised chaplains of the various denominations—the Church of England, Roman Catholic, Methodist, and Salvation Army—who have been untiring in their work of reformation. It is with regret, however, that I have to mention the retirement of the Rev. Canon Shoo-bridge, the Church of England Chaplain, after 35 years' service, and I desire to place upon record my grateful appreciation of his long years of assiduous and unselfish labour among the prisoners of the Hobart Gaol. Rev. Nugent Kelly succeeded Canon Shoo-bridge as Church of England Chaplain.

The visiting justices have regularly visited the gaols during the year, and in addition to their judicial duties have paid periodical visits of inspection to the workshops, kitchen, and cells, carefully investigating any complaints made to them by prisoners.

The ministrations of the ladies of the Ladies' Christian Association and of the Salvation Army have been much appreciated by the female prisoners.

The afternoon lectures and addresses are still attended with the best results, and are greatly appreciated by the prisoners. Lectures have been delivered by Ven. Archdeacon Whittington, Rev. Canon Shoo-bridge, Rev. Nugent Kelly, Rev. D. Blackwood, Mr. Bowden, and Mr. Millar. The Methodist Church choir also gave a special service of music, kindly

arranged for by Rev. T. Williams, the Methodist Chaplain of the Hobart Gaol. The library in connection with the Hobart Gaol now contains a fair number of useful and instructive books, which are regularly read by a large number of the prisoners, to whom the books are issued once weekly.

The day school for young and illiterate prisoners has been carried on with marked success. In many cases young lads have prosecuted their studies so assiduously that, although they could neither read nor write when received into the gaol, upon their discharge they were able to write a fairly good letter to their friends.

The Hon. the Attorney-General has paid several visits of inspection to the Hobart Gaol during the year, and upon one of these occasions was accompanied by the other members of the Ministry. Several members of Parliament have also visited the Hobart Gaol, and made a thorough tour of inspection, including the workshops, cells, kitchen, and bakehouse. The officers have performed their duty diligently and with intelligence. The breaches of duty reported, with one exception, have been of a trivial nature. Several changes have taken place in the staff. The Master Shoemaker resigned, a junior clerk was transferred to another Department, one warder resigned, another was transferred from the Hobart to the Launceston Gaol, and one, for a serious breach of duty, was dismissed.

The health of the prisoners has been good. There have been no deaths, and but few cases requiring treatment in either the General or Gaols Hospitals.

The general conduct of the prisoners has also, upon the whole, been good, and there have been but few cases for the visiting justices. Two men escaped from the gang working in the Queen's Domain, and one man escaped from the Hobart Gaol. Upon investigation I was convinced that, in the latter case, the escape was largely due to the carelessness of a warder, upon whom I directed a fine to be inflicted. In every case the men were quickly recaptured.

In the year 1894 the daily average number of prisoners was 173, and the number should, for this year, have been 220 if the gaol population had increased at the same ratio as the general population has. The daily average number of prisoners for this year was, however, only 64. Many causes have no doubt contributed to bring about this remarkable decrease, of which probably the spread of education has been the principal one, and I have expressed this opinion in a former report. The efficient teaching in our schools and the resulting enlightenment of the people at large is reflected in the criminal as in the other members of the community, has softened the characters of men, and worked vast changes in all that tends to develop the excellence in their natures.

I have the honour to be,

Sir,

Your obedient Servant,

HECTOR ROSS, Sheriff.

The Honourable the Attorney-General.

RETURN showing the Sentences of Prisoners in the Penal Establishments, Hobart and Launceston, during the Year ended 30th June, 1912.

	In Gaol 30th June, 1911.				Received during the Year.				Total.				Discharged during the Year.				Remaining 30th June, 1912.			
	Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Life	2	1	...	...	...	...	...	...	2	1	...	...	...	1	...	...	2	...	...	...
10 years	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
7 "	1	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
5 "	4	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	4	...	...	...
4 "	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...
3 "	1	...	...	...	2	...	1	...	3	...	1	...	1	...	...	...	2	...	1	...
2½ " .....	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...
2½ " .....	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...
2 "	5	...	...	...	2	...	2	...	7	...	2	...	2	...	2	...	5	...	...	...
1½ "	2	...	...	...	3	...	...	...	5	...	...	...	2	...	...	...	3	...	...	...
12 months	5	...	...	...	13	...	1	...	18	...	1	...	10	...	1	...	8	...	...	...
9 " .....	...	...	...	...	2	...	...	...	2	...	...	...	1	...	...	...	1	...	...	...
8 " .....	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...
6 "	7	...	...	1	22	2	14	1	29	2	14	2	22	1	14	2	7	1	...	...
4 "	1	...	...	...	4	...	5	...	5	...	5	...	5	...	5	...	...	...	...	...
3 "	3	...	...	...	34	4	25	1	37	4	25	1	30	4	25	1	7	...	...	...
2 "	2	...	...	...	8	...	6	...	10	...	6	...	10	...	6	...	...	...	...	...
1½ "	1	...	1	...	10	...	1	...	11	...	2	...	11	...	2	...	...	...	...	...
1 month	1	...	3	1	29	8	29	2	30	8	32	3	29	7	29	3	1	1	3	...
28 days .....	...	...	...	...	3	...	...	...	3	...	...	...	3	...	...	...	...	...	...	...
14 "	2	...	...	...	31	8	18	5	33	8	18	5	32	6	17	5	1	2	1	...
7 days and under .....	...	...	...	2	63	18	81	21	63	18	81	23	63	18	80	23	...	...	1	...
Indefinite	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	...
Unconvicted	1	...	...	...	41	10	49	6	42	10	49	6	36	8	46	6	6	2	3	...
Totals.....	41	1	4	4	270	50	232	36	311	51	236	40	259	45	227	40	52	6	9	...

RETURN showing the Birthplaces of those Prisoners remaining in the Gaols at Hobart and Launceston on the 30th June, 1912.

Birthplaces.	Hobart.		Launceston.		Total.	
	Males.	Females.	Males.	Females.	Males.	Females.
Tasmania	37	4	9	...	46	4
England and Wales.....	5	1	...	...	5	1
New South Wales	1	...	...	...	1	...
Victoria.....	5	1	...	...	5	1
Queensland	1	...	...	...	1	...
New Zealand.....	1	...	...	...	1	...
India	2	...	...	...	2	...
	52	6	9	...	61	6

RETURN showing the Description and Estimated Value of Labour performed at the Penal Establishments, Hobart and Launceston, during the Year ended 30th June, 1912.

Nature of Employment.						Hobart.	Launceston.
						£ s. d.	£ s. d.
Botanical Gardens ...	...	...	...	...	...	148 6 0	
Blacksmiths...	...	...	...	...	...	1 18 6	
Bakers ...	...	...	...	...	...	226 0 0	
City Police-station	...	...	...	...	...	52 13 6	18 1 6
Cook and assistant	...	...	...	...	...	45 6 0	2 14 0
Carpenters ...	...	...	...	...	...	287 0 0	3 15 0
Enginedriver	...	...	...	...	...	52 10 0	
Depot and Depot grounds...	...	...	...	...	...	—	10 14 6
Government House grounds	...	...	...	...	...	205 14 0	
Grooms and carters	...	...	...	...	...	45 11 6	10 10 0
Gravel quarry ...	...	...	...	...	...	2 2 0	
Hospital attendant	...	...	...	...	...	6 12 6	
Improving Queen's Domain	...	...	...	...	...	113 15 0	
Matmakers ...	...	...	...	...	...	99 2 0	
Painters ...	...	...	...	...	...	57 15 0	
Gardeners ...	...	...	...	...	...	—	4 7 6
Receiving-room	...	...	...	...	...	37 12 6	
Shoemakers	...	...	...	...	...	241 6 6	
Store labour...	...	...	...	...	...	45 3 0	
Tailors ...	...	...	...	...	...	78 11 6	7 7 0
Tinsmiths ...	...	...	...	...	...	74 18 0	
Wardsmen ...	...	...	...	...	...	175 0 0	22 8 0
Washerman	...	...	...	...	...	54 5 0	
Woodcutters and casuals	...	...	...	...	...	65 18 6	16 9 6
Writers ...	...	...	...	...	...	104 12 0	
Yardsmen ...	...	...	...	...	...	64 12 6	3 0 0
Woodcutting in Domain	...	...	...	...	...	34 16 0	
University grounds	...	...	...	...	...	48 9 6	
Whitewashers	...	...	...	...	...	—	22 16 0
Cleaning Supreme Court	...	...	...	...	...	—	2 3 6
Needlewomen	...	...	...	...	...	26 11 0	
Washerwomen	...	...	...	...	...	66 0 0	2 15 6
Yards and mess-room women	...	...	...	...	...	43 16 0	7 4 0
Totals ... £						2505 18 0	134 6 0
Value of work performed for other Departments £						606 13 6	45 17 0
" " ordinary Gaol purposes £						1899 4 6	88 9 0
CASH RECEIVED—							
Sale of bread ...	...	...	...	...	...	1093 13 6	
Sale of mats and matting	...	...	...	...	...	57 18 10	
Shoemaking ...	...	...	...	...	...	415 12 5	
Carpenters and tinsmiths	...	...	...	...	...	670 16 7	
Miscellaneous ...	...	...	...	...	...	99 18 1	
						2337 19 5	
Cost of material ..	...	...	...	...	£ s. d.	2063 16 2	
Less value of material on hand and outstanding accounts	...	...	...	...	417 2 10		
						1646 13 4	
Balance to Credit	...	...	...	...	£	691 6 1	

RETURN of the Cost of, and Earnings in, the Penal Establishments, Hobart and Launceston, during the Year ended 30th June, 1912.

	AVERAGE NUMBER OF PRISONERS.		COST.			EARNINGS BY WORK.				AVERAGE COST PER HEAD.	
	In Confinement.	At Labour.	Salaries and Allowances.	Contingencies.	TOTAL.	Cash Payments and Value of Material on Hand.	Value of Work Performed for Other Departments.	For Ordinary Gaol Purposes.	TOTAL.	Gross.	Net, allowing for Cash received for Work Performed for Other Departments, but not including Work for Gaol.
Hobart	56	48	£ s. d. 3166 19 11	£ s. d. 1232 11 1	£ s. d. 4399 11 0	£ s. d. 691 6 1	£ s. d. 606 13 6	£ s. d. 1899 4 6	£ s. d. 3197 4 1	£ s. d. 78 11 3	£ s. d. 55 7 8
Launceston	8	5	£ s. d. 332 10 0	£ s. d. 244 2 7	£ s. d. 576 12 7	Nil	£ s. d. 45 17 0	£ s. d. 88 9 0	£ s. d. 134 6 0	£ s. d. 72 1 7	£ s. d. 66 7 0

RETURN showing the Condition and Number of Convictions of Prisoners in the Penal Establishments, Hobart and Launceston, during the Year ended 30th June, 1912.

	In Gaol, 30th June, 1911.				Received during the Year.				Totals.				Discharged during the Year.				Remaining on 30th June, 1912.			
	Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
<i>Condition.</i>																				
Natives	34	...	3	4	144	37	148	25	178	37	151	29	143	34	142	29	35	3	9	...
Free to Colony	6	1	1	...	85	3	35	5	91	4	36	5	80	3	36	5	11	1	...	...
Free by servitude .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Unconvicted	1	...	...	...	41	10	49	6	42	10	49	6	36	8	49	6	6	2	...	...
TOTALS	41	1	4	4	270	50	232	36	311	51	236	40	259	45	227	40	52	6	9	...
<i>Convictions.</i>																				
First time	7	1	...	...	92	...	62	4	49	1	62	4	83	1	60	4	16	...	2	...
Second time	4	...	2	2	31	3	26	...	35	3	28	2	33	2	27	2	2	1	1	...
Third time	10	...	2	2	28	...	11	...	38	...	13	2	31	...	10	2	7	...	3	...
Over three times	19	...	...	...	78	37	84	26	97	37	84	26	76	34	84	26	21	3	...	...
Unconvicted	1	...	...	...	41	10	49	6	42	10	49	6	36	8	46	6	6	2	3	...
TOTALS	41	1	4	4	270	50	232	36	311	51	236	40	259	45	227	40	52	6	9	...

RETURN of Prisoners Received in, and Discharged from, the Penal Establishments, Hobart and Launceston, during the Year ended the 30th June, 1912.

	HOBART.			LAUNCESTON.		
	Males.	Females.	TOTAL.	Males.	Females.	TOTAL.
Strength on the 30th June, 1911 :—						
Convicted	40	1	41	4	4	8
Unconvicted	1	—	1	—	—	—
TOTAL.....	41	1	42	4	4	8
Received during the year ended 30th June, 1912	270	50	320	232	36	268
Totals, including strength at commencement of the year.....	311	51	362	236	40	276
Discharged during the year ended 30th June, 1912 :—						
By remission	52	2	54	2	—	2
By time	171	35	206	145	30	175
Parole.....	—	—	—	—	1	1
Died	—	—	—	—	—	—
Transferred to Hobart	—	—	—	31	3	34
Unconvicted	36	8	44	49	6	55
TOTALS	259	45	304	227	40	267
Strength on 30th June, 1912 :—						
Convicted	46	4	50	9	—	9
Unconvicted	6	2	8	—	—	—
TOTALS.....	52	6	58	9	—	9

*RETURN of Educational State of Prisoners in the Penal Establishments, Hobart and
Launceston, for the Year ended the 30th June, 1912.*

	Able to Read and Write.		Able to Read only.		Unable to Read or Write.		TOTALS.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Hobart.....	268	42	11	1	32	8	311	51
Launceston	204	34	2	4	30	2	236	40

RETURN showing the Proportion of Prisoners to the Estimated Population since the Year 1894.

Year.	Estimated Population of Tasmania.	Increase.	Decrease.	Daily Average Number of Prisoners.	Increase.	Decrease.	Proportion of Prisoners to Estimated Population.
1894.....	152,286	1045	...	173	...	35	1 to 880·27
1895.....	154,426	2140	...	131	...	42	1 to 1178·82
1896.....	157,702	3276	...	137	6	...	1 to 1151·11
1897.....	162,108	4406	...	117	...	20	1 to 1385·54
1898.....	166,559	4451	...	96	...	21	1 to 1734·99
1899.....	170,659	4100	...	103	7	...	1 to 1656·88
1900.....	172,775	2116	...	108	5	...	1 to 1599·77
1901.....	173,679	964	...	117	9	...	1 to 1484·44
1902.....	175,918	2239	...	96	...	21	1 to 1832·48
1903.....	177,547	1629	...	110	14	...	1 to 1614·97
1904-5.....	177,984	437	...	117	7	...	1 to 1521·23
1905-6.....	178,600	616	...	93	...	24	1 to 1920·43
1906-7.....	176,806	...	1794	89	...	4	1 to 1986·58
1907-8.....	180,395	3589	...	100	11	...	1 to 1803·95
1908-9.....	183,189	2794	...	91	...	9	1 to 2013·06
1909-10.....	185,386	2197	...	85	...	6	1 to 2181·01
1910-11.....	193,547	8161	...	74	...	11	1 to 2615·50
1911-12.....	193,479	...	63	64	...	10	1 to 3023

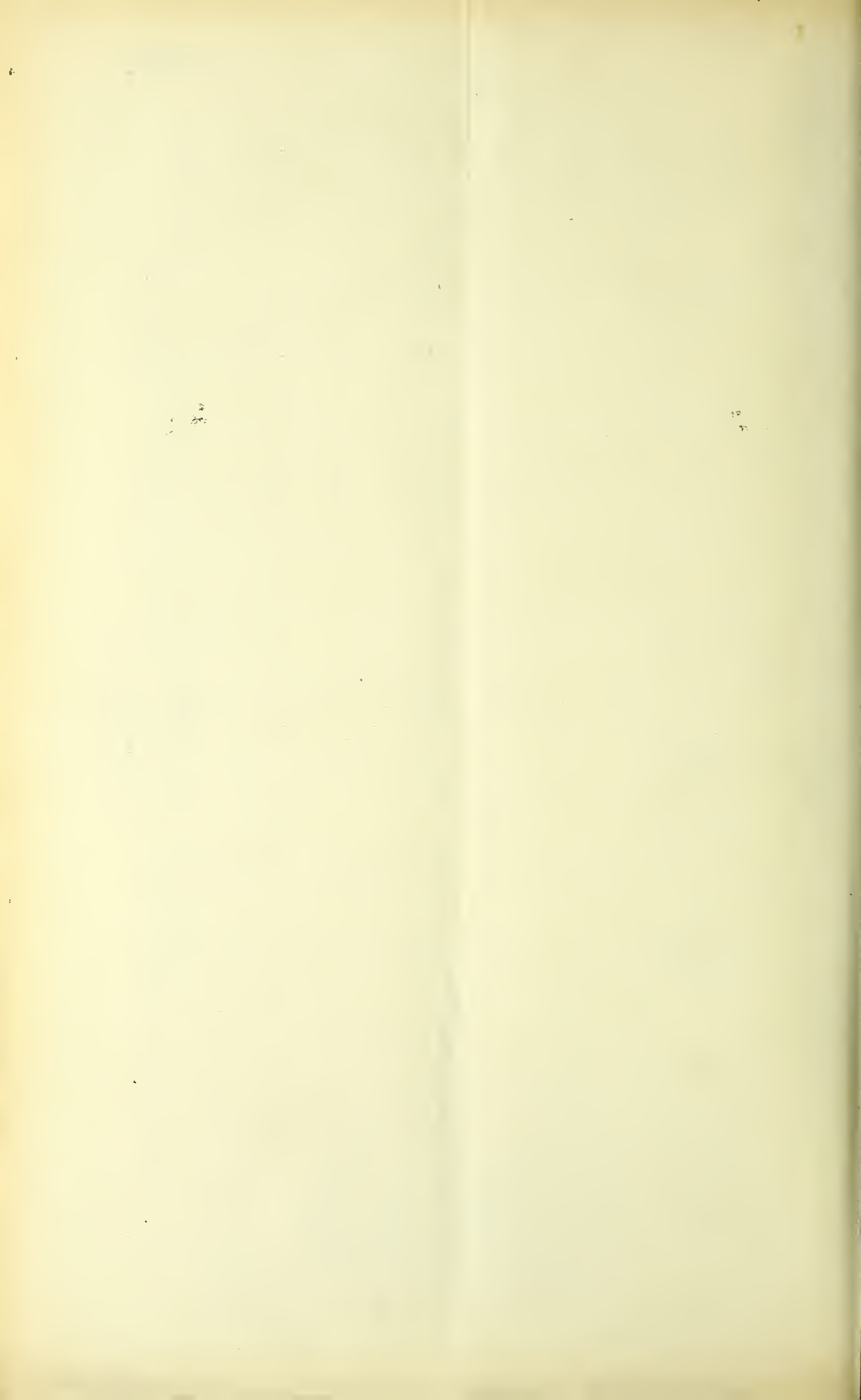
*RETURN of Ages of Prisoners in the Penal Establishments of Tasmania during the Year ending
30th June, 1912.*

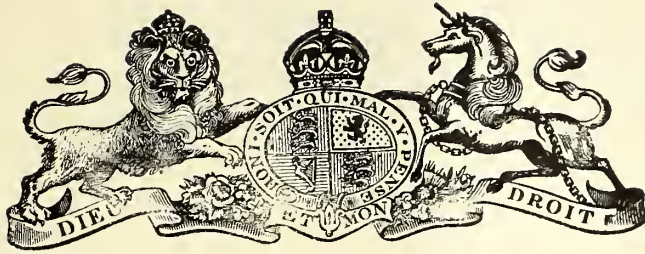
Ages.	Males.	Females.
Under 10 years	—	—
10 to 15	5	2
15 to 25	181	28
25 to 35	158	13
35 to 45	93	16
45 to 55	69	12
55 to 65	25	13
65 and upwards	16	7
Totals	547	91
Average age	33	38

RETURN showing the Offences of Prisoners in the Penal Establishments, Hobart and Launceston, during the Year ended 30th June, 1912.

OFFENCES.	IN GAOL ON 30 JUNE, 1911.				RECEIVED DURING THE YEAR.				TOTAL.				DISCHARGED DURING THE YEAR.				REMAINING ON 30 JUNE, 1912.			
	Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.		Hobart.		Launceston.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Murder	2	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	2	...	...	...
Wounding with Intent	2	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	2	...	...	...
Assault	1	...	...	...	7	...	1	...	2	...	...	...	...	...	...	...	1	...	...	...
Offences against the Person	4	...	...	...	...	...	9	...	8	...	...	...	...	...	...	...	2	...	...	...
Indecent Assault	1	...	...	...	4	...	1	...	4	...	...	...	...	...	...	...	2	...	...	...
Burglary and Housebreaking	2	...	...	...	2	...	2	...	5	...	...	...	...	...	...	...	4	...	...	...
Forgery and Uttering	1	...	...	...	...	...	1	...	4	...	...	...	...	...	...	...	3	...	...	...
Receiving	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
False Pretences	3	...	...	...	1	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...
Larceny and similar Offences	12	...	1	...	10	...	3	...	13	...	...	...	...	...	...	...	2	...	...	...
Exposing the Person	1	...	1	...	59	...	44	...	71	...	45	...	48	...	40	...	23	...	5	...
Non-maintenance	1	...	1	...	1	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
Vagrancy, Indecent Language, Resisting Police, Begging, Disturbing Peace, and Committing a Nuisance	5	...	1	...	65	...	83	...	70	...	84	...	68	...	83	...	2	...	1	...
Drunkenness .....	...	2	...	...	21	...	18	...	21	...	18	...	21	...	18	...	...	...	...	...
Injury to Property .....	...	...	...	...	...	...	5	...	2	...	5	...	2	...	5	...	...	...	...	...
Breach Licensing Act .....	...	...	...	...	5	...	8	...	5	...	8	...	5	...	8	...	...	...	...	...
Breach Shipping Act .....	...	...	...	...	12	...	...	...	12	...	...	...	12	...	...	...	...	...	...	...
Breach Naval Act .....	...	...	...	...	7	...	5	...	7	...	5	...	7	...	5	...	...	...	...	...
Stowaways .....	...	...	...	...	8	...	...	...	8	...	...	...	8	...	...	...	...	...	...	...
Living on Earnings of Prostitution .....	...	...	...	...	1	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
Escaping from Custody	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Unlawfully on Premises	1	...	1	...	2	...	...	...	3	...	1	...	3	...	1	...	...	...	...	...
Contempt of Court .....	...	...	...	...	2	...	...	...	2	...	...	...	2	...	...	...	...	...	...	...
Bigamy	1	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
Fraudulent Conversion	1	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
Arson .....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...
Prostitution .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Breach Municipal By-laws .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Neglecting and Illtreating Children .....	...	...	...	...	4	...	...	...	4	...	...	...	4	...	...	...	...	...	...	...
In Default of Sureties .....	...	...	...	...	1	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...
Insulting Words .....	...	...	...	...	4	...	...	...	4	...	...	...	3	...	...	...	1	...	...	...
Unconvicted	1	...	...	...	41	...	49	...	42	...	49	...	36	...	49	...	6	...	...	...
TOTALS	41	1	4	4	270	50	232	36	311	51	236	40	289	45	227	40	52	6	9	...

OFFENCES.	HOBART.										LAUNCESTON.													
	Males.					Females.					Males.					Females.								
	On hand, June 30, 1911.	Received during the year.	Total.	Degree of Education.			On hand, June 30, 1911.	Received during the year.	Total.	Read and write.	Read only.	Neither.	On hand, June 30, 1911.	Received during the year.	Total.	Read and write.	Read only.	Neither.	On hand, June 30, 1911.	Received during the year.	Total.	Read and write.	Read only.	Neither.
Murder	2	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wounding with Intent	2	..	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Assault	1	7	8	6	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Offences against the Person	4	..	4	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Indecent Assault	1	4	5	4	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Burglary and Housebreaking	2	2	4	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Forgery and Uttering	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Receiving	1	1	2	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
False Pretences	3	10	13	11	..	2	..	1	1	1	..	..	..	3	3	3	..	..	..	..	..	..	..	..
Larceny and similar Offences	12	59	71	63	3	5	..	2	2	2	..	..	1	44	45	41	1	..	..	..	2	2	..	..
Exposing the Person .....	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Non-maintenance	1	9	10	9	..	1	..	..	..	..	..	..	1	3	4	4	..	..	..	..	..	..	..	..
Vagrancy, Indecent Language, Resisting Police, Begging, Disturbing Peace, Committing Nuisance	5	65	70	62	3	5	..	23	23	16	1	6	1	83	84	72	..	..	..	..	..	..	..	..
Drunkenness .....	..	21	21	19	..	2	..	11	11	9	..	2	..	18	18	8	1	..	..	..	..	..	..	..
Injury to Property .....	..	2	2	2	..	..	..	..	..	..	..	..	..	5	5	5	..	..	..	..	..	..	..	..
Breach Licensing Act .....	..	5	5	5	..	..	..	..	..	..	..	..	..	8	8	8	..	..	..	..	..	..	..	..
Breach Shipping Act .....	..	12	12	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Breach Naval Act .....	..	7	7	7	..	..	..	..	..	..	..	..	..	5	5	5	..	..	..	..	..	..	..	..
Stowaway .....	..	8	8	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Living on Earnings of Prostitution .....	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Escaping from Custody	2	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Unlawfully on Premises	1	2	3	3	..	1	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..
Contempt of Court	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bigamy	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fraudulent Conversion	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arson .....	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Prostitution .....	..	..	..	..	..	..	..	3	3	2	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Breach Municipal By-laws .....	..	4	4	2	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Neglecting and Ill-treating Children .....	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
In default of Sureties .....	..	4	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulting words .....	..	2	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Unconvicted	1	41	42	35	1	6	..	10	10	10	..	..	..	..	49	49	..	..	..	6	6	..	..	..
TOTALS	41	270	311	273	11	27	1	50	51	41	1	9	4	232	236	204	2	30	4	36	40	34	4	2





1912.

PARLIAMENT OF TASMANIA.

PROPOSED TUNNACK-WOODSDALE RAILWAY.

SELECT COMMITTEE appointed on the 3rd September, 1912, with power to send for Persons and Papers, to inquire into and report upon the Construction of a Light Railway from Parattah to Tunnack and Woodsdale

MEMBERS OF THE COMMITTEE.

MR. VALENTINE.
MR. BECKER.
MR. WHITSITT.

MR. LYONS.
MR. EWING. (*Mover.*)

DAYS OF SITTING.

Thursday, September 12; Friday, September 28; Wednesday, October 9; Saturday, November 9.

NOTE.—No Report was presented to the House by the Committee.



1912.

PARLIAMENT OF TASMANIA.

PROPOSED BEAUTY POINT RAILWAY:

REPORT OF SELECT COMMITTEE, WITH MINUTES OF PROCEEDINGS,
EVIDENCE, AND APPENDICES.

Brought up by Mr. O'Keefe, December 11, 1912, and ordered by the House of
Assembly to be printed.

[Estimated cost of printing (325)—£51 13s.]

*SELECT COMMITTEE appointed on the 3rd September, 1912, with power to send for
Persons and Papers, to inquire into and report upon the Construction of a Railway from
the Deep-water Port at Beauty Point to the existing Railway System.*

MEMBERS OF THE COMMITTEE.

MR. BELTON.
MR. MCKENZIE.
MR. VALENTINE.
MR. HOWROYD.

MR. LYONS.
MR. LEE.
MR. O'KEEFE. (*Mover.*)

DAYS OF SITTING.

Wednesday, September 25; Thursday, October 3; Friday, October 4; Saturday, October 5; Monday, October 7; Thursday,
October 24; Saturday, October 26; Monday, October 28; Thursday, October 31; Friday, November 15; Saturday,
November 23; Friday, November 29; Saturday, December 7.

REPORT.

THE Select Committee appointed by your Honourable House on the 3rd day of September last, for the purpose of "inquiring into and reporting upon the advisability of constructing a line of Railway to connect the Deep-water Port at Beauty Point with the existing Railway System," has the honour to report as follows:—

1. That in the event of it being decided to establish the Deep-water Port at Beauty Point, your Committee is of opinion that a Railway should be immediately constructed to connect that port with Launceston.

2. That in the event of the Deep-water Port being established on the eastern side of the Tamar River, your Committee recommends that a light line from Beauty Point should be constructed to serve the districts situated between the Tamar River and the Western Line of Railway. This Light Line, if circumstances warranted it in the future, could be ultimately extended to connect with the existing Railway System.

M. O'KEEFE, Chairman.

No. 1 Committee Room,
House of Assembly,
7th December, 1912.

MINUTES OF PROCEEDINGS.

WEDNESDAY, SEPTEMBER 25, 1912.

The Committee met at 2 o'clock.

Members present.—Mr. Belton, Mr. Lee, Mr. Lyons, Mr. McKenzie, Mr. O'Keefe, and Mr. Valentine.

The Order of the House appointing the Committee was read by the Clerk.

Mr. O'Keefe was appointed Chairman.

The Committee deliberated.

Resolved, That the Committee will visit the district, and that the following be the Committee's itinerary:—

October 3.—Committee will meet at the Post-office, Launceston, at 9 o'clock, and proceed by motor-cars to Beauty Point, thence to Beaconsfield, and take evidence there in the afternoon.

October 4.—Committee will leave Beaconsfield for Westbury, via Frankford, taking evidence at each of those centres.

October 5.—Committee will leave Westbury, inspect country to be served by the proposed Railway, taking evidence, if desired, at Exeter and Bridgenorth, and arriving at Launceston in the evening.

The Chairman intimated that at each centre witnesses would be arranged for locally.

Resolved, That the Chairman be authorised to arrange for the hire of motor-cars for the use of the Committee.

Resolved, That the Committee's itinerary be advertised in the four daily newspapers in Hobart and Launceston.

Resolved, That all witnesses give their evidence under the Statutory Declaration (1 Geo. V. No. 20, Section 23).

At 2.30 o'clock the Committee adjourned, to meet at the Post-office, Launceston, on Thursday, 3rd proximo, at 9 o'clock.

THURSDAY, OCTOBER 3, 1912.

The Committee assembled at the Post-office, Launceston, at 9 o'clock, and proceeded by motor-cars to Beauty Point. The Committee met in the Beauty Point Hotel at 1 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lyons, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. George Lockwood, Fisherman and Master Mariner, was called, made the Statutory Declaration, and examined.

Mr. Lockwood withdrew.

At 1.40 o'clock the Committee adjourned, and proceeded to Beaconsfield.

The Committee met in the Municipal Council Chambers, Beaconsfield, at 2.15 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lyons, and Mr. Valentine.

Mr. Wilfred Harold Allison, Warden, Municipality of Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Allison withdrew.

Mr. William Hammersley, Miner, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Hammersley withdrew.

Mr. Ernest Aulich, Miner, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Aulich withdrew.

Mr. Alexander Buchanan, Boilermaker, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Buchanan withdrew.

Mr. William Scoble, Mine Manager, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Scoble withdrew.

Mr. Robert Victor Jillett, Butcher, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Jillett put in—

1. Directors' Report and Balance-sheet of the Coronation Beaconsfield Gold Mining Company, No Liability, for the Year ended August 31, 1912. (Exhibit I.)

2. Plan of Survey of Beauty Point Harbour by Captain John Bradley, 1897. (Exhibit II.)

Mr. Jillett withdrew.

Mr. Charles Tindale, Engineer, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Tindale withdrew.

Mr. William Henry O'Toole, Sawmill Owner, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. O'Toole withdrew.

At 5.50 o'clock the Committee adjourned till to-morrow, at 9 o'clock.

FRIDAY, OCTOBER 4, 1912.

The Committee met in the Municipal Council Chambers, Beaconsfield, at 9 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lyons, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Resolved, That the following witnesses be summoned for Monday next, 7th instant, in the Tourist-office, Launceston:—

Captain Axup, at 9 o'clock.

Captain John Bradley, at 9.30 o'clock.

Mr. Thomas Graham Brown, Butcher and Farmer, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Brown withdrew.

Mr. Adye Douglas, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Douglas withdrew.

Mr. Patrick Joseph Manion, Baker and Farmer, Beaconsfield was called, made the Statutory Declaration, and examined.

Mr. Manion withdrew.

Mr. Samuel Oera Jarman, Limeburner, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Jarman withdrew.

Mr. Christopher Coram Spotswood, Council Clerk, Municipality of Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Spotswood withdrew.

At 10.50 o'clock the Committee adjourned, and proceeded to Frankford.

The Committee met again in the Public Hall, Frankford, at 2.45 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lyons, and Mr. Valentine.

Mr. John James Towers, Orchardist, Frankford, was called, made the Statutory Declaration, and examined.

Mr. Towers withdrew.

Mr. Alfred Forbes, Farmer, Frankford, was called, made the Statutory Declaration, and examined.

Mr. Forbes withdrew.

Mr. Charles Irwin Knight, Farmer, Frankford, was called, made the Statutory Declaration, and examined.

Mr. Knight withdrew.

Mr. Henry Robinson, Orchardist, Frankford, was called, made the Statutory Declaration, and examined.

Mr. Robinson put in—

Return of Holdings in Frankford District. (Appendix A.)

Mr. Robinson withdrew.

Mr. John McBain, Farmer, Glengarry, was called, made the Statutory Declaration, and examined.

Mr. McBain withdrew.

At 4.10 o'clock the Committee adjourned, and proceeded to Westbury.

SATURDAY, OCTOBER 5, 1912.

The Committee left Westbury at 10 o'clock and proceeded to Exeter. The Committee met in the Hotel, Exeter, at 2 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lyons, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.

Resolved, That in order to expedite the issue of the evidence the Official Shorthand-writer be authorised to employ a typist. (Mr. Belton.)

Mr. John Maley, Flowery Gully, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Maley withdrew.

Mr. Henry Barnard Martin, Farmer, Rosevale, was called, made the Statutory Declaration, and examined.

Mr. Martin withdrew.

Mr. Maurice Samuel French, Farmer, Bridgenorth, was called, made the Statutory Declaration, and examined.

Mr. French put in—

Undertaking by certain Landholders (8) to grant, without compensation, land half a chain wide through their properties if required for the proposed railway. (Exhibit III.)

Mr. French withdrew.

Mr. William Wood Brailsford, Orchardist, Bridgenorth, was called, made the Statutory Declaration, and examined.

Mr. Brailsford withdrew.

Mr. John Andrew Jones, Farmer and Grazier, Bridgenorth, was called, made the Statutory Declaration, and examined.

Mr. Jones withdrew.

Mr. Neil Campbell, Farmer, Winkleigh, was called, made the Statutory Declaration, and examined.

Mr. Campbell put in—

Statement of Information regarding the Winkleigh District. (Appendix B.)

Mr. Campbell withdrew.

Mr. James Ashman, Codlin Moth Inspector, Deviot, West Tamar, was called, made the Statutory Declaration, and examined.

Mr. Ashman withdrew.

Mr. Walter Charles Gowans, Farmer, Glengarry, was called, made the Statutory Declaration, and examined.

Mr. Gowans withdrew.

Mr. Joseph William Jarman, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Jarman withdrew.

Mr. Martin Reilly, Farmer, Winkleigh, was called, made the Statutory Declaration, and examined.

Mr. Reilly withdrew.

Mr. Victor Iden Ernest Plummer, Orchardist, Rosevears, was called, made the Statutory Declaration, and examined.

Mr. Plummer withdrew.

At 5 o'clock the Committee adjourned, to meet in the Tourist-office, Launceston, on Monday next, 7th instant, at 9 o'clock.

MONDAY, OCTOBER 7, 1912.

The Committee met in the Tourist-office, Launceston, at 9 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Lyons, and Mr. McKenzie.

The Minutes of the last Meeting were read and confirmed.

Mr. Hector Charles Axup, Master Mariner, was called, made the Statutory Declaration, and examined.

Mr. Axup withdrew.

Mr. John James Bradley, Master Mariner and ex-Harbourmaster, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Bradley withdrew.

The Committee deliberated.

Resolved, That the Members of the Committee and the Clerk of the House be allowed £1 a day for their personal expenses during their absence from home while serving on the Committee, and that the Official Shorthand Writer be allowed 10s. for his personal expenses, and a gratuity of £3 3s. for special services rendered to the Committee. (Mr. Lyons.)

The following accounts were passed for payment:—

M. O'Keefe, personal expenses, six days, at £1 per day, £6.

F. D. Valentine, personal expenses, three days, at £1 per day, £3.

James Belton, personal expenses, five days, at £1 per day, £5.

C. R. Howroyd, personal expenses, three days, at £1 per day, £3.

J. A. Lyons, personal expenses, six days, at £1 per day, £6.

J. K. Reid, personal expenses, five days, at £1 per day, £5.

E. O. Rowland, personal expenses, five days, at 10s. per day, £2 10s.; railway fare, 19s. 6d., and cabs, 3s., £3 12s. 6d.

E. O. Rowland, gratuity for special services rendered to the Committee, £3 3s.

At 10.20 o'clock the Committee adjourned *sine die*.

THURSDAY, OCTOBER 24, 1912.

The Committee met in No. 1 Committee-room, at 2.30 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lyons, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.

Resolved, That the Committee will sit at Westbury on Saturday next, 26th instant, at 10 o'clock, to take the evidence of witnesses arranged for locally.

The following account was passed for payment:—

Mr. A. J. Nettlefold: Hire of two motor-cars for the use of the Committee, October 3 to October 5, three days, £27. (Mr. Belton.)

At 3 o'clock the Committee adjourned, to meet in the Municipal Council Chambers, Westbury, on Saturday next, 26th instant, at 10 o'clock.

SATURDAY, OCTOBER 26, 1912.

The Committee met in the Municipal Council Chambers, Westbury, at 10 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lee, Mr. Lyons, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. Samuel Heathcote, Road Overseer for the Municipality of Westbury, was called, made the Statutory Declaration, and examined.

Mr. Heathcote put in—

Plan of proposed Route from the Westbury Railway-station to Reid's Bridge, showing country through which the line would pass. (Exhibit IV.)

Mr. Heathcote withdrew.

Mr. Richard Thomas Hall, Farmer, Westbury, was called, made the Statutory Declaration, and examined.

Mr. Hall put in—

Return showing Properties in the Municipality of Westbury through which the proposed Line would pass, with the Acreage, Capital Value, Improved Value, and Unimproved Value of same. (Exhibit V.)

Mr. Hall withdrew.

Mr. Thomas Squires, Farmer, Black Sugar Loaf, was called, made the Statutory Declaration, and examined.

Mr. Squires withdrew.

Mr. Edwin Thomas Kennedy, Farmer, Selbourne, was called, made the Statutory Declaration, and examined.

Mr. Kennedy put in—

Return of Holdings in Selbourne and Rosevale Districts. (Appendix C.)

Mr. Kennedy withdrew.

Mr. Charles Winnett Allen, Councillor, Westbury, was called, made the Statutory Declaration, and examined.

Mr. Allen withdrew.

Resolved, That the following witnesses be invited to give evidence on Monday next, 28th instant, at the Tourist Bureau, Launceston:—

Mr. J. J. McDonough, of Deloraine.

Mr. H. E. Walduck, of Beaconsfield.

Captain D. Petrie, of Launceston.

At 12.45 o'clock the Committee adjourned, to meet in the Tourist Bureau, Launceston, on Monday, 28th instant, at 11 o'clock.

MONDAY, OCTOBER 28, 1912.

The Committee met in the Tourist Bureau, Launceston, at 11 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Lyons, Mr. Howroyd, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Captain David Petrie, Master Mariner, Launceston, was called, made the Statutory Declaration, and examined.

Captain Petrie withdrew.

Mr. James Joseph McDonough, Accountant, Deloraine, was called, made the Statutory Declaration, and examined.

Mr. McDonough withdrew.

The following account was passed for payment:—

Expenses of Mr. J. J. McDonough in attending at Launceston on October 28, £1 5s. 4d. (Mr. Lyons.)

At 1 o'clock the Committee adjourned *sine die*.

THURSDAY, OCTOBER 31, 1912.

The Committee met at 2.30 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, Mr. Lee, and Mr. Lyons.

The Minutes of the last Meeting were read and confirmed.

The following Accounts were passed for payment:—

M. O'Keefe, personal expenses, October 25-28, four days, at £1 per day, £4.

W. H. Lee, personal expenses, October 26, one day, at £1 per day, £1.

F. D. Valentine, personal expenses, October 25-28, four days, at £1 per day, £4.

C. R. Howroyd, personal expenses, one day, at £1 per day, £1.

James Belton, personal expenses, October 26, one day, at £1 per day, £1.

J. A. Lyons, personal expenses, October 25-28, four days, at £1 per day, £4.

F. C. Green, personal expenses, October 25-28, four days, at £1 per day, £4.

E. O. Rowland, personal expenses, October 26-28, three days, at 10s. per day; and railway fares, including sleeper, £2 16s. 1d.—£4 6s. 1d.

Ordered, That the following witnesses be summoned for Tuesday, 12th proximo:—

Mr. C. C. Nairn, Chief Engineer of Existing Lines, Tasmanian Government Railways, at 10 o'clock.

Mr. James Fincham, C.E., at 11 o'clock.

At 2.50 o'clock the Committee adjourned till Tuesday, 12th November next, at 10 o'clock.

FRIDAY, NOVEMBER 15, 1912.

The Committee met at 10.15 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Howroyd, Mr. Belton, and Mr. Lyons.

The Minutes of the last Meeting were read and confirmed.

The Chairman put in—

Return, prepared by the Statistician's Department, showing the Agricultural Statistics for the Municipalities of Westbury and Beaconsfield for the Year 1911-12. (Appendix D.)

Mr. Charles Cameron Nairn, Chief Engineer of Existing Lines, Tasmanian Government Railways, was called, made the Statutory Declaration, and examined.

Mr. Nairn withdrew.

Mr. James Fincham, Civil Engineer, was called, made the Statutory Declaration, and examined.

Mr. Fincham withdrew.

The Committee deliberated.

Resolved, That the Chairman confer with the Honourable the Premier, and request him to allow a professional officer of the Government to report on the proposed line, as suggested by Mr. Nairn. (Mr. Belton.)

The following Accounts were passed for payment:—

M. O'Keefe, personal expenses, one day, at £1 per day, £1.

C. R. Howroyd, personal expenses, one day, at £1 per day, £1.

James Belton, personal expenses, one day, at £1 per day, £1.

J. A. Lyons, personal expenses, one day, at £1 per day, £1.

E. O. Rowland, refund of money paid for transcription of evidence, £2 1s. 8d.

At 11.30 o'clock the Committee adjourned *sine die*.

SATURDAY, NOVEMBER 23, 1912.

The Committee met in the Tourist-office, Launceston, at 10 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, and Mr. Valentine.

An apology was received for the absence of Mr. McKenzie.

The Minutes of the last Meeting were read and confirmed.

The Chairman reported that he had been interviewed on the subject of getting a professional report on the proposed line of railway, and that he replied that he would consider the request.

Mr. William Knight, Millwright and Engineer, Phoenix Foundry, Launceston, was called, made the Statutory Declaration, and examined.

Mr. Knight withdrew.

Mr. Horace Ethelbert Walduck, Storekeeper, Beaconsfield, was called, made the Statutory Declaration, and examined.

Mr. Walduck withdrew.

Mr. Charles Francis Heathcote, Civil and Mining Engineer and Superintendent of the Tasmania Gold Mine, was called, made the Statutory Declaration, and examined.

Mr. Heathcote withdrew.

V

The following accounts were passed for payment:—

- M. O'Keefe, personal expenses, November 23, one day, at £1, £1.
- J. Belton, personal expenses, November 23, one day, at £1, £1.
- J. A. Lyons, personal expenses, November 23, one day, at £1, £1.
- F. D. Valentine, personal expenses, November 23, one day, at £1, £1.
- J. K. Reid, personal expenses, November 23, one day, at £1, £1.
- E. O. Rowland, personal expenses, November 22 and 23 two days, at 10s., and railway fare, 19s. 6d., £1 19s. 6d.
- H. E. Walduck, expenses in attending as a witness before the Committee, £1 1s.
- C. F. Heathcote, expenses in attending as a witness before the Committee, £1 16s.

At 12.40 o'clock the Committee adjourned *sine die*.

FRIDAY, NOVEMBER 29, 1912.

The Committee met at 2.30 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Lyons, and Mr. Howroyd.

The Minutes of the last Meeting were read and confirmed.

Mr. Charles Walter Lord, Retired Surveyor, was called, made the Statutory Declaration, and examined. Mr. Lord withdrew.

The following accounts were passed for payment:—

- J. Fincham, professional fee for attending as a witness, £1 1s.
- M. O'Keefe, personal expenses, November 29, one day, at £1, £1.
- J. Belton, personal expenses, November 29, one day, at £1, £1.
- C. R. Howroyd, personal expenses, November 29, one day, at £1, £1.
- J. A. Lyons, personal expenses, November 29, one day, at £1, £1.

At 3.40 o'clock the Committee adjourned *sine die*.

SATURDAY, DECEMBER 7, 1912.

The Committee met at 9.30 o'clock.

Members present.—Mr. O'Keefe (Chairman), Mr. Belton, Mr. Howroyd, and Mr. Lyons.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.

The Chairman brought up the Draft Report, and the same was read by the Clerk, as follows:—

The Select Committee appointed by your Honourable House on the 3rd day of September last, for the purpose of "inquiring into and reporting upon the advisability of constructing a Line of Railway to connect the Deep-water Port at Beauty Point with the existing Railway System," has the honour to report as follows:—

1. That in the event of it being decided to establish the Deep-water Port at Beauty Point, your Committee is of opinion that a Railway should be immediately constructed to connect that port with Launceston.
2. That in the event of the Deep-water Port being established on the eastern side of the Tamar River, your Committee recommends that a Light Line from Beauty Point should be constructed to serve the Districts situated between the Tamar River and the Western Line of Railway. This Light Line, if circumstances warranted it in the future, could be ultimately extended to connect with the existing Railway System.

Resolved, That Paragraph 1 stand part of the Report. Motion made, and Question put—That Paragraph 2 stand part of the Report; (Mr. Belton.)

Committee divided.

AYES.

Mr. Belton.
Mr. Lyons.

NOES.

Mr. Howroyd.

So it was resolved in the Affirmative.

Draft Report, as read, agreed to.

Resolved, That a bonus of £7 7s., in addition to £3 3s. already granted, be granted to Mr. E. O. Rowland, Government Short-hand Writer on account of special services rendered to the Committee.

The following accounts were passed for payment:—

- M. O'Keefe, personal expenses, December 7 and 8, two days, at £1, £2.
- J. A. Lyons, personal expenses, December 7 and 8, two days, at £1, £2.
- J. Belton, personal expenses, December 7, one day, at £1, £1.
- C. R. Howroyd, personal expenses, December 7, one day, at £1, £1.
- E. O. Rowland, bonus for special services rendered to the Committee, £7 7s.

At 10.45 o'clock the Committee adjourned *sine die*.



WITNESSES EXAMINED.

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Allison, Wilfred Harold, Warden, Beaconsfield	3
Ashman, James, Codlin Moth Inspector, Deviot	30
Aulich, Ernest, Miner, Beaconsfield	8
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Bradley, John James, Master Mariner, Launceston	34
Brailsford, William Wood, Orchardist, Bridgenorth	26
Brown, Thomas Graham, Butcher and Farmer, Beaconsfield	14
Buchanan, Alexander, Boilermaker, Beaconsfield	10
Campbell, Neil, Farmer, Winkleigh	27
Douglas, Adye, Beaconsfield	15
Fincham, James, Civil Engineer, Hobart	49
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French, Maurice Samuel, Farmer, Bridgenorth	25
Gowans, Walter Charles, Farmer, Glengarry	31
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Martin, Henry Barnard, Farmer, Rosevears	24
Nairn, Charles Cameron, Chief Engineer of Existing Lines, Tasmanian Government Railways	48
O'Toole, William Henry, Sawmill Owner, Beaconsfield	13
Petrie, David, Master Mariner, Launceston	43
Plummer, Victor Iden Ernest, Orchardist, Rosevears	32
Reilly, Martin, Farmer, Winkleigh	32
Robinson, Henry, Orchardist, Frankford	21
Scoble, William, Mine Manager, Beaconsfield	10
Spotswood, Christopher Coram, Council Clerk, Beaconsfield	18
Squires, Thomas, Farmer, Black Sugar Loaf	39
Tindale, Charles, Engineer, Beaconsfield	13
Towers, John James, Orchardist, Frankford	18
Walduck, Horace Ethelbert, Storekeeper, Beaconsfield	51

EVIDENCE.

THURSDAY, OCTOBER 3, 1912 (AT BEACONSFIELD).

GEORGE LOCKWOOD *called and examined.*

Mr. Lockwood made the Statutory Declaration.

1. *By the Chairman.*—Your name is George Lockwood? Yes.

2. What is your occupation? I am a fisherman.

3. You have had considerable experience on the River Tamar? Yes; as a fisherman and as a master mariner.

4. Will you give the Committee your views with regard to the respective ports at the mouth of the Tamar? I may say in the first place that Lagoon Bay is not a safe anchorage for a ship, as has already been proved. I discovered a rock in mid-channel with only 24 feet of water, and 100 feet alongside of it. The next obstacle is the Porpoise Rock, and if that were removed the ships could be brought to Beauty Point without danger at any tide, but the Porpoise Rock is a bad turn and dangerous with a strong tide. We have deep water then to this channel ending just about Beauty Point, which gives a clear navigable channel right to the Point. There are a few faulty places in the channel in the top end which may be easily removed and made a thorough deep-water port, and the tide running here is only slight. There is a shoal place across that deep water where a beacon should have been placed years ago. Snips have caught on that place, and 250 feet north of this place, which is almost mid-channel, there is a small patch with about 16 feet of water at low tide.

5. Is that in the channel? Yes. A ship drawing 30 feet could not pass over that. There is 36 feet inside and about 70 outside; that is, about 250 feet from this mooring pile.

6. How big would that obstruction be? It is not very large. I was brought in through the bay with Pilot Evans, and asked to show that shoal place which I had reported on, and when I came there it was the time the "Kakapo" was at Porpoise Rock, and she was anchored over the top of it. We tried all round her, and found 36 feet inside and 28 feet alongside the ship at high-water, and 40 to 70 feet outside. This wharf here offers shelter for large or small vessels in all weathers. Even the smallest of boats could get shelter above the wharf with up-winds, and the others down.

7. The other boats have not experienced any difficulty in getting in? No; except just opposite the channel; but it has not hurt them.

8. Do you think a railway would be beneficial to the port? It should be; it could bring produce to the ships. For offering the daily steamers their berths, this place cannot be surpassed.

9. That is the interstate steamers? Yes. They could come in in any weather that ever blows. Once the steamers could not pick their passengers up; but that was bad management on the captain's part. They went against the wharf, and knocked their boats about, and then cleared off.

10. You are in favour of the interstate steamers calling here? Yes.

11. According to that, you would favour a direct route to Launceston? It is like this: They have spoken of Bell Bay, which is a very bad place indeed for a deep-water port considering the tide and the

strong winds and rough water. There is a place in Long Reach which offers a good berth for big ships, but no place for small vessels.

12. You have had experience of that side as well as on this? Yes; a great deal, too, to my sorrow. It may be cheaply built to this side, but at the same time the water is so rough. For instance, we have 2 miles of fetch from Brandy Creek to this wharf where any vessel could lie, where the barque is now. Over there at the Long Reach we have 6 miles of fetch of wind and of sea, and a much higher sea. Over there with a south-west wind at mid-tide it causes a big sea, and those daily steamers could not go against the wharf.

13. You think Beauty Point would offer more security? Oh, yes; ever so much. The sea is quite smooth here, except at odd times.

14. *By Mr. Lyons.*—Whereabouts is the exact position of Lagoon Bay? It is just about half a mile from the Pilot-station this way, on the eastern side.

15. You would recommend, in order to make Beauty Point properly accessible, the removal of the Porpoise Rock? Yes.

16. That is a recommendation made by Mr. Hunter? Yes.

17. To deal with either port, Porpoise Rock would have to be removed? Yes.

18. You mentioned that there have been cases of boats going aground quite near here? Yes.

19. Could that be obviated? Easily, if they kept in the channel; they kept too far to the east.

20. Was that the fault of the passage? No; it was the fault of the masters; it was bad navigation.

21. Why is it that Bell Bay is rougher than this? I have had all those years' experience, and will tell you why. From here to Bell Bay is something like 5 miles of fetch of wind and sea and strong tides, whereas the land from here at Sawyer's Point is only 2 miles away, and on this side there is little or no tide.

22. What wind would be the worst in Bell Bay? South-west and south to south-east.

23. What would you regard as the prevailing wind in this port? It is chiefly from the north and into the south-west.

24. So, from the points that affect Bell Bay, you get a fair proportion from this? From the westward it would be affected very much, too, but from north-west and north-east it would be sheltered.

25. There is much less current here than at Bell Bay? Not one quarter. The lower end of Long reach is the best place for building a wharf for big shipping.

26. There would be no difficulty here with bigger boats than have come in up to the present time? No. The only difficulty we have here is you could not turn these big steamers coming alongside without first putting a rope on a pile and dropping anchor, and letting the ship swing round.

27. You could not handle them as you could in the Derwent? Oh, no; nor as at Sawyer's Point.

28. How would they be at Bell Bay? There is plenty of swing in the deep water, but the tide is much stronger, which makes big ships awkward to handle.

29. Would the disadvantages of the two places just about equalise them? I reckon it would. We have no tide to hurt anything here.

30. *By Mr. Howroyd.*—According to Mr. Hunter's report, he says that the site at Long Reach is absolutely landlocked and sheltered? One part is, but it depends where. Bell Bay is $1\frac{1}{2}$ mile on a dead lee shore.

31. Where he recommends the wharf is the length of Long Reach which lies to the eastward of Sawyer's Point? That should be the best place for big shipping; still, in south-east weather it is very rough.

32. As far as the question of moving the boats is concerned, you say over there there is a certain amount of difficulty? They have not sufficient room in this blind channel to steer their boats round. They would have to drop anchor and let her swing.

33. And over there there is something like a half a mile of swinging water? Yes.

34. In regard to this port, there seems to be some idea which Mr. Hunter refers to that it is shoaling, and the shoaling is likely to get worse? I have been here for 40 years, and it never seems to get any worse.

35. *By Mr. Belton.*—If you were asked to make a choice, taking all the advantages and disadvantages into consideration, between the two sites, which would you as a navigator and a master mariner prefer? I would prefer the other for the large ships only, because there is a better way of doing things, but for small boats it is impossible for them to go there. I have seen a vessel with the water covering her, and the captain did not shift her for 12 hours.

36. *By Mr. Howroyd.*—What size of vessel? A boat of 50 tons; but there are plenty of small boats come here.

37. *By the Chairman.*—Would the squalls at Bell Bay have the same effect as on the 10,000-ton boats? No; the sea only runs so deep; it would just wash against a boat the same as against the wharf.

38. In connection with the difficulty in turning, could not that be overcome by the dredging? By taking a bit of the point away.

39. It would not be a big undertaking? I think it is all soft ground.

40. How long would it take to dredge a portion fit to turn the boat? I could not say. There is about 16 to 22 feet over it at low tide now; I have been hundreds of times on top of it.

41. *By Mr. Valentine.*—You have only spoken of one rock that would have to be removed to make Beauty Point a deep-water port. Would not the other rocks have to be dealt with—Bombay and Barrow? No. Bombay is a beautiful turn, provided the ship has steering-way on.

42. Could she always have good headway on? Yes.

43. You are aware that for a big vessel to lay safely, they recognise the fact that she should always have her head to sea, and you admit that a big boat could not come in and turn? She would not turn round at low tide very handily unless they let her swing round herself.

44. Would the Bell Bay site give them that advantage? Yes.

45. A boat of any length? Yes.

46. You spoke of Bell Bay not being suitable for small boats? Yes.

47. What would you include as small boats? Our daily steamers.

48. The interstate boats, in your opinion, would not be able to lie there? In bad weather they would never go near it. We have a cross-tide there. In the summer it is all right, but in the winter the tides alter very much. This time of the year, on the eastern shore, there is a great head of tide; in the sum-

mer that is a strong flood tide. Then the up-tide, again, there would be a head of tide 100 yards in length, so any vessel coming in would have two tides to fight against. We always get the tide about the one thing here, as nearly as possible.

49. It would be difficult to work lighters, then? They would never float unless they were large. The sea would smash them up, it is so high. I have seen boats have to stay for days and days. My vessel once went ashore there, and she had 2-inch hardwood plank bottom, 4-inch timbers, and 10-inch keel, inch lining-boards inside her, and there were rocks 2 feet high inside her in one hour's time.

50. Are there any other difficulties for large boats to contend with at the mouth of the Tamar? No; none whatever, if they keep in the channel. As far as the Bombay Rock is concerned it is a very easy turn indeed, but the Porpoise Rock is in everyone's road, even the small coastal steamers.

51. *By Mr. Lyons.*—Up to what tonnage would you say Beauty Point has the advantage? Up to ships of 500 feet in length. They could be turned easily here.

52. What would that length represent? From 9000 to 10,000 tons. I have seen them turned quite easily. They do not steam them round; they are swung just easily round. Pilot Evans showed himself a clever man by putting them right along the wharf.

53. How did he berth them? He did not turn them.

54. Would there be any real disadvantage in having them berthed that way? No; none whatever. The ship steams straight up, and when she goes away she has to turn.

55. She would swing out from the wharf? Yes; quite easily.

56. And has plenty of room? Oh, yes.

57. *By Mr. Valentine.*—With regard to the site, in relation to which you seemed to be a little in error, at Bell Bay—the site is almost opposite Wolverine; is that the one you think unworkable? We call it Taylor's Corner; that is below Bell Bay again.

58. Here is the chart [produced]; here is Anchor-age Shoal; and there are the proposed wharves, which are nearly opposite the Wolverine Light? Yes.

59. The position you spoke of is lower down? Yes.

60. Do you alter your views no was to the site being favourable or not? It is true I was speaking of more down here.

61. *By Mr. Lyons.*—Is this open to the same disadvantages? Every bit. Large ships there would be end on to the south-east gales; this way they would be side on to it.

62. *By Mr. Valentine.*—You still consider, then, even at the proper site small craft would be at a disadvantage? They would never float in the world.

63. *By Mr. Howroyd.*—Mr. Hunter, in making his report, recommended that particular site because of certain reasons, one of which was the shelter from wind and weather sufficient to permit barges and lighters with cargo or coal hulks to lie along the outer side of a steamer berthed at the wharf. He gives that as the only place which, together with other reasons, would meet all the requirements he has laid down? The only thing is where he was speaking of building the wharves. It would put his ships in south-easterly winds head to it, but in other gales they would be broadside on. But as for Beauty Point, ships could lay in all weathers.

64. *By Mr. Valentine.*—What is the largest boat that has been accommodated at Beauty Point? She was 500 feet long over all. I do not remember her name, nor her tonnage.

The witness withdrew.

WILFRED HAROLD ALLISON *called and examined.*

Mr. Allison made the Statutory Declaration.

65. *By the Chairman.*—Your name is Wilfred Harold Allison? Yes.

66. What is your occupation, Mr. Allison? I am an enginedriver.

67. You are Warden of Beaconsfield? Yes.

68. Can you give the Committee any information with regard to this proposed railway, and your opinion in regard to it? The proposition is to run a line from Beauty Point to connect with the railway system of Tasmania, either at Launceston or Westbury. Our object in desiring this is to avoid, if possible, the delay caused by steamers travelling to and fro in the River Tamar. It now takes them five hours to run from the Heads to Launceston and back. Our idea is, if we can get the intercolonial boats and others to call at Beauty Point, we can connect much cheaper than is proposed by dredging the River Tamar. I would like to point out that the acreage of this municipality is 137,000 acres. The population of the outlying parts of the municipality is 2262, and of the town of Beaconsfield itself 2300; making a total of 4562. The capital value of the municipality, taken as a whole, is just about £500,000. Come at it in this way: that the capital value of real estate is £429,396—that is private property—and the Crown lands is £35,000; making a total of £499,046, or roughly, £500,000. I may say that since the Council has started a great deal of settlement has taken place in the municipality, and that something like between 3000 and 4000 acres have been laid out in fruit, and we have a great number of persons, including Indian families, coming into the municipality and taking up land round Beauty Point. Round York Town land is being sold and laid out, and there are families coming here to go on when the place is further advanced, in three years' time. In the event of Beauty Point becoming a deep-water port, and the railway being constructed, we could bring water to the port within about 7 miles. We have all the figures and facts, plans, and everything, taken by Mr. Gould some years ago, showing that water could be brought in at a rate of about 2s. 6d. in the pound. Further evidence dealing with other details—mining, and so on—will be given by other witnesses. I do not think there is anything further I could tell you.

69. Which particular route would you favour? Myself, I would favour the direct route from Beauty Point to Launceston. The amount of compensation on that line would be very small indeed. From Launceston this way to Exeter, that is practically all given, and some of them have volunteered to give not only land, but a cheque for as much as £50. But from Beauty Point to the far end of York Ward the greater part of that land has been given, but there are some that would hardly know where the line would traverse their property, and they would not like to say definitely. They would give the land if the line did not come through an orchard or through the homestead, but they reserve the right for compensation in that respect.

70. You consider then the cost for compensation would not be very great? No; it would be very small. I had a large meeting in this room of about 25 settlers, coming from right through the municipality, some of whom were large landholders, and they promised the land if any sites were wanted for stations free.

71. *By Mr. Howroyd.*—With regard to the fruit, have you any record of the quantity grown during the last two or three years? No.

72. What would be your principal article for freight upon the railway? It would be general farm

produce, timber, and lime, and other things like that.

73. You have extensive limestone deposits in the district? Yes; they are very large.

74. That could be cheaply developed? Yes; it is quite close to the town; within 5 miles we have line that could be quarried from a face from 100 to 150 feet high.

75. Is there much timber? Yes.

76. Are there many sawmills at work? There are about three, or may be four, now.

77. Have they extensive plants in them? Yes; they turn out a fair amount of timber. They have only just made a start.

78. Where are their products mostly used? It is sent away from here, and some goes to Launceston. A good deal has been taken into Blackwall for apple cases. O'Tool and others are bringing timber to the Point down here.

79. You have no idea, I suppose, as to what is charged between here and the river ports for timber? No; I could not give you that.

80. The railway, if constructed, would very largely have to depend upon its freights, and the question is whether the freight cannot be carried cheaper by water than by rail? Against that the freight at present from Launceston to Beauty Point and up here by tram runs from 9s. to 11s. per ton.

81. Do you consider that excessive? Yes; and the daily coaches running to Launceston have practically run our best passenger boat off the river. That shows the road can compete against the river. You must also take into consideration the lightering of the produce. The stuff brought from the Old Country by the boats at present that has been taken up by punts to Launceston does not pay the Marine Board; although they pay 2s. 6d. a ton to have it taken up they are losing.

82. A good deal of the stuff coming to Beauty Point by the large oversea steamers is railway material? The last shipment was, but it is not always so.

83. *By Mr. Valentine.*—With regard to the capital value, has there been any increase during late years? Yes; a considerable increase is shown in the last assessment, but I do not know the difference.

84. That has been mainly brought about by the settlement on the land? Yes; by subdivision of the farms. There are large areas along the river that have been subdivided and let in blocks of 20, 40, and so on, acres.

85. Why would you prefer the direct route to Launceston, as against Westbury? Because of the quickness of getting mails and for passengers from the deep-water port to Launceston.

86. What is the difference in the distance, roughly, to Launceston direct and *via* Westbury? It is 25 miles to Westbury, and then round by the Western Line. I should think the difference would be about 20 miles.

87. *By the Chairman.*—It is 25 miles to Westbury from here? Yes; and then there is the journey to Launceston, which would make about 60 miles altogether, whereas it could be done in a straight line for about 30 miles.

88. *By Mr. Belton.*—Have you any timber beds of any magnitude in the district? Yes; lying at the back of Glengarry and out near Frankford are large belts of timber, and also other places.

89. You would require a good deal of produce in this community of Beaconsfield? Yes; from all the outlying places it nearly all comes here.

90. By water? No; it is carted.

91. From long distances? They bring it in from the Glen; that is 16 to 20 miles.

92. *By Mr. Valentine.*—What particular type of railway do you suggest? The railway should be of exactly the same type as the existing Government Railways, so that if one did run to Launceston they could run straight through. All trucks, engines, and everything else should be on the same principle.

93. Do not you think a light railway—I mean of the same gauge, but lighter in construction—would answer for many years, which afterwards could be built heavier? Yes; that could be done, of course, but you would have to get a lighter class of engines, as you would be running a separate lot. If you have the engines it would not be any expense, but if you have to get them the rolling-stock would all be separate.

94. Are you of opinion that the proposed railway would be a paying proposition? Yes; I believe that either route would pay.

95. What are the coach fares? It is 7s. return.

96. For a distance of about 30 miles? Yes. We had a motor service for a short while, charging 10s. 6d., but they did not last long.

97. What are the fares by boat? I could not tell you that.

98. *By Mr. Lyons.*—I think they come to practically the same thing in the end? The boat takes a long time, and makes a long journey, so it is not much used. It takes about six or seven hours going backwards and forwards from jetty to jetty.

99. *By Mr. Valentine.*—What is the principal reason why your council is anxious to get this railway—is it for the benefit of the district as a district, or to encourage traffic from abroad? For both things. We would like to encourage the traffic from abroad and to open up the back parts of the municipality through Winkleigh, Glengarry, and so on.

100. Which places you mention are served by good roads? I could not say. Bridgenorth has a road through Long Plains, which is in poor condition; one part a month back you could not walk on, and had to go into the paddocks to get along it.

101. Your opinion is that the railway would pay. Have you thought over the matter of taking on local responsibility in order to obtain the facilities you require? No; not as yet. I do not know whether the people would be prepared to accept it. We have been advocating this railway for a considerable time, long before Mr. Hunter's report was ever thought of; and when that came out and the estimate was so high, we considered it was the best thing to push on with our scheme, as the other would be so expensive. The proposition we are putting forward could be carried out for less than one-third of the other.

102. What are the rates of the municipality? At present they are very low. Our road rate is 1s., general rate 1½d., codlin moth 1s. per acre, rabbit ½d. in the pound, sanitary on the town area is 6d. per service.

103. Is the town supplied with water? No; nor have we light; being a mining town we have never considered it. A poll was taken at one time, which was favourable, but the Government would not lend us the money. Mining towns are, of course, up and down, and they were afraid if they lent us £15,000 to £20,000 and the mine went down there would be a difficulty in financing things. But in getting a deep-water port, a settled town would grow where Beauty Point is, and we would have no hesitation in asking the Government to lend the money to bring the water to the town, and then, as the population grew down towards the point, there would be another town growing if this one went down.

104. What is the annual value of the municipality? I do not know that, but could get it for you.

105. *By Mr. Belton.*—How do you work your annual value on a 4 per cent. basis? We have to get the figures from the roll.

106. *By Mr. Lyons.*—You say that one argument in favour of the construction of the line is that it would be a cheaper way of meeting the present difficulty than dredging the Tamar? Yes.

107. Do you offer it as an alternative? Yes; undoubtedly.

108. To compete with it? As it turns out now we are competing with it, but at first we were not competing with anything. We started this railway to try and save the waste of time in the river. The boats sometimes get fogged and are stuck in the mud.

109. *By the Chairman.*—And the deepening of the river will not obviate fogs? No; the boats will be still hung up.

110. *By Mr. Lyons.*—Then, with regard to the gain in landing the mails, what would it be? The gain in time would be you would save four to five hours' running up from here.

111. You could not say five hours. From Beauty Point to Launceston, what does the "Loongana" take? At the best, three hours.

112. It is 28 miles—taking the shortest route, what would it take? An hour and a half.

113. Then the gain would be there 1½ hours. Do you think that gain in regard to passengers and mails of 1½ hours would of itself justify the construction of the line? Yes; simply because it is sure, and the other is not. You must bear in mind that whilst the train is taking an hour and a half to run the boat is lying at the jetty taking in cargo and putting it off, whereas if she is running to Launceston this time is practically lost. On one occasion I had stuff brought from Melbourne which was taken to Launceston three times, as they said they had no time to take it off.

114. *By the Chairman.*—That was in the tourist season? Yes.

115. *By Mr. Lyons.*—In regard to ordinary freight which would be unloaded, would that be carried by rail rather than by boat to Launceston from Beauty Point? I do not see why it should not.

116. You think the railway would compete in that direction? Yes; seriously, with the short route and the present boat charges.

117. You are aware, I suppose, that on the Derwent Valley line, from New Norfolk, for instance—do not the boats get the best of the deal? But they can run regularly there; there is no mud or fogs to hang them up. An old gentleman recently came over by the "Loongana" and was stopped twice in the river on account of the fog, and once in the mud; they had three stoppages on the way up.

118. You prefer the direct route because of the saving of time. Will that direct route serve the district as well as by a branch off to Westbury? Yes. The direct route taken well back will serve the Beaconsfield Municipality as well as the other, and with a light line 10 miles through you could get to Westbury. A short branch line would link up both.

119. But for the line itself. You think it would serve the district between the river and Westbury? Yes.

120. How many passengers do you estimate travel by coach daily from Beaconsfield to Launceston? As a rule the coach is taking a fair number; I cannot tell you exactly, because a lot come from Launceston to Exeter, and they are being dropped all along the road.

121. Would there be any means of ascertaining that? It might be given you in evidence later on.

122. You say that not many people travel on the boats? No; only those living along the river.

123. Have you gone into the question of compensation for land on the Westbury route? We have not, but some information in regard to it is in the hand of Mr. Gowans, which I think you will get at Westbury.

124. Has any thought ever been given to the route to Westbury that would be followed if that way were adopted? Not that I know of, but a route is being laid out now; that you will get out there.

125. We will only get that at Westbury? Yes; or Frankford.

126. Mr. Valentine has asked about the question of local liability; that has not been put to the people. Would you be prepared to recommend the people to accept local responsibility? I would certainly recommend that rather than this municipality being taxed to dredge the Tamar.

127. You do not think you would be accepting any great responsibility in taking it? No.

128. You would not be afraid of much loss on the line? No.

129. I want to find out what faith you people have in it? A definite direct answer cannot, of course, be given until a vote is taken.

130. I was asking you what you would recommend? I would recommend that we would rather pay the tax on account of the line than pay for the dredging of the Tamar.

131. Do you think any of the municipalities would refuse to accept liability in regard to dredging the Tamar? I am almost positive they would; my council is very much opposed to it.

132. *By the Chairman.*—You think both routes would serve the back country? Yes.

133. But you think the direct route would serve the back country nearly as well as the western route? It depends upon how far they keep back.

134. The construction of this line would cause greater production, I presume—that is, both lines would? Yes; if you could get the two it certainly would, and the Westbury stuff would come straight to the deep-water port.

135. The construction of a railway to the deep-water port would encourage greater production? Yes; undoubtedly. They have good land and cannot cultivate it, because they cannot get their produce out. That is the trouble, you will find, amongst the farmers. This system of voting assistance to farmers is ridiculous. You get them £50 where they hundreds, and it is really wasting money.

136. You would be in favour constructing railways rather than roads, then? Undoubtedly.

137. *By Mr. Howroyd.*—I take it you consider the principal value of this railway will be the question of through freights; that is, the stuff being collected at Beauty Point and being carried thence to Launceston? Yes.

138. And you think it would pay to bear the extra freight by rail from Beauty Point to Launceston in the place of sending it to Launceston in the same bottoms? I cannot quite follow you.

139. The present system is that the interstate boats like the "Loongana" can take their stuff to Launceston, but under your proposal you would advocate her being unloaded here, and the shippers would have to pay the rail freights to Launceston. That would make a difference to them, but there would be compensation in the saving of time and the extra expense running up and down.

140. Another thing in connection with the district trade: most things would have to be carted comparatively short distances. How far is the Western line—its nearest point—from the river? From Beaconsfield to Westbury is 25 miles. I do not know where that strikes the line.

141. But is it not generally admitted that 15 or 20 miles is a fair carting distance? Not where you are shipping fruit. If you have a large orchard lying back you must get your fruit away to catch the boat. A man told us at Exeter the other day that it takes as much as 12 hours to bring out one load, and any man who has to take a long time to

bring his fruit out is at a disadvantage compared with a man who can bring it out in one load.

142. You cannot form any idea, I suppose, of the amount of freight that would be available? I cannot give you that; others probably will at Winkleigh and Glengarry.

143. I take it the interest on the cost of construction and the cost of running a train once a day each way would come to about £10,000 per annum? I cannot say whether the freight would approximate that. That will be given you by another witness, but in the event of a naval base being established down here it would mean a lot of stuff would be required.

144. I take it the establishment of a naval base at Beauty Point would mean a lot of supplies being wanted? I understand they reckon to have there a very large number of men. The population of Beaconsfield is worked out at about 2000, and add on 4000—that would be 6000 souls.

145. How did you get the idea of 4000 men for the naval base?—It is only a sub-base for torpedo boats? I took it from the conversation I had with Messrs. Jensen and King O'Malley.

The Chairman. They would in any case only be here at certain periods.

Mr. Howroyd. From Admiral Henderson's report, as far as I remember, it would be for torpedo boats; that is the smaller boats.

146. *By Mr. Belton.*—Do you regard railways rather as a means of development than from a revenue-producing standpoint? As a means of developing the country, undoubtedly.

147. *By Mr. Valentine.*—What river facilities has your municipality besides Beauty Point?—Are there any other jetties? Oh, yes.

148. Is Exeter served? There is a jetty at Blackwall, 2 or 3 miles from Exeter; one at Sidmouth, Resevears, and, in fact, all along the river.

149. The municipality is served, then, by jetties on the way to Launceston? Yes; there are jetties all along.

The witness withdrew.

WILLIAM HAMMERSLEY *called and examined.*

Mr. Hammersley made the Statutory Declaration.

150. *By the Chairman.*—Your name is William Hammersley? Yes.

151. What is your occupation? I am a miner.

152. You have had considerable experience in mining in Beaconsfield? Yes; for 30 years.

153. Will you kindly give the Committee some information regarding your experiences during that period with regard to the mineral industry at Beaconsfield? The object of this meeting, I take it, is to consider the advisability of constructing a line of railway from Beauty Point to connect with Launceston, and the possibilities and probabilities of that line being payable, and a source of revenue to the country, instead of a source of debt. I may briefly state that I have every confidence in that line paying, and my reasons are based upon the following facts:—I have made mining, both theoretically and practical, my hobby during that 30 years. I have taken particular notice of the geological formation of the country and countries in which I have been mining. I have studied various geological writers, in addition to having had practical experience. Beaconsfield is famous for the Tasmania Gold Mine. Of course you have heard a great deal of that mine which does not need recapitulating. It is a wonderfully rich mine, and stands unique as being the longest shoot of gold in the world. That shoot extends from the surface to a depth of something like 5000 feet. You will

find that in almost any other country these shoots are being broken, and that blanks have taken place, but the blank has never occurred in the Tasmania Mine. Another thing, I am firmly of opinion that the Tasmania Mine will be at work for the next 20 years. I have my reasons for thinking such a thing. I have been in the district and connected with the mine for a period of from 23 to 25 years, and I can see from various observations that the mine will be at work steadily in the same position for the next 20 years as it is to-day. You will notice that during the last 10 years it has kept steadily on, and although there have been no dividends paid, it has been reproductive and a source of revenue to the State. The district itself is rich in minerals, but owing to the slump in mining, and the fact that the water is so quickly encountered near the surface, it has not been very greatly prospected, because it has been so expensive. But there is a line of country in which a fracture has taken place—that is through the Blue Tier and Salisbury, right through the North Tasmania, and through the Abelard. There is the whole of that country, consequently your conclusions will lead you to the assumption that this fracture goes immediately away from the Tasmania Mine not above a quarter of a mile, and there is water in the shafts within 2 feet of the collar of a shaft, showing that that fracture, although extending north and south for many miles, does not extend more than a quarter of a mile west. The water is on the surface. Due west the contact country strata comes in there—that is the contact between the original strata—and where this dislocation has taken place and caused a fracture, and in the early history there have been thousands of feet of that hill washed away. Another unique position is this—that containing such a rich mine, with many millions of pound worth of gold, there has never been any alluvial source traced, and I am of opinion that this deep lead lies over the back of Cabbage Tree Hill, comes in from Salisbury, and expands there out by Jackson's orchard; that in my opinion will ultimately be found to be the deep lead that has taken place in connection with the wash-away and the creeping of the Tasmania lode. I am fully convinced that that will ultimately be proved to be the deep lead, and will employ more men than the Tasmania Mine has employed since its inception. To go a little further afield, there is the Avala line of country past the North Tasmania. I have prospected there, and went down a considerable depth not obstructed by water, and found gold. It is well known to you that a lot of gold has been taken at Salisbury; that is the southern portion of this break. After you leave Salisbury you get into the limestone country. It is quite possible, and is a fact, that galena has been found in the country, whilst down round Badger Head you have the copper. Beaconsfield has always been under a cloud, especially during latter years, in the way of prospecting, but it is possible, and very probable, that the Tasmania Mine for the next 20 years will prove a source of revenue to this proposed line of railway, and my remarks are based upon 25 years' experience of Beaconsfield and the district. I know that the Tasmania Mine has been supporting a large number of people, while for the last 10 years the mine, as a means of occupation for these people, has gradually retrograded, and orcharding has come to the front, and many thousands of people are gathering round this district who would not be brought here by the mine. I am not dealing with the agricultural part of the question, but would draw your attention to the fact that, together with the revenue likely to be derived from the mine and the mining shows likely to be opened up, you will have thousands of other people settling in the district every day, which will prove a further source of revenue and freight for this

line. And now, gentlemen, I may state I am a Tasmanian, and have a pride in my country, and sink every other consideration, and make everything subservient to this fact—that I place my country above all else—and if I did not think this line would pay and be a source of revenue to the State I would taboo it in every shape and form; but I firmly believe it will be a payable undertaking.

154. You believe that the field outside of the Tasmania Mine is well worth prospecting? I am positive of that.

155. And that it would be almost as valuable as the Tasmania? I consider the alluvial from the back of the hill is superior to the Tasmania Mine.

156. You have worked there, have you? Yes; and there has been something like 100 tons or over of dirt got out of that alluvial by struggling miners. They have twice driven into it, and at the lowest level it has gone from 3 to 5 dwts. That is highly payable. In Victoria it pays at 2 dwts. to the load, and there are thousands of tons of dirt from that 3 to 5 dwts., which has been actually proved.

157. With regard to the Salisbury field, have you had experience there? Yes. The Salisbury field has proved rich, both with alluvial and quartz. I have seen as much as 17 dwts. to the dish there, while other men have washed 44 oz. of the truck of dirt.

158. Another field, between Beaconsfield and Salisbury, was working at one time. You have had experience of the Eagle Hawk Gully? There is a very large reef existing there, and miners are sore upon the point. There is a lode there some 20 feet wide, going from 2 to 5 dwts., to the load, that would never be lost sight of in Victoria.

159. You think if depth were attained at the Blue Tier a good lode would be likely to be unearthed? That is all that is required—depth. I have been told that it was thought to be driven through thoroughly stratified country.

160. *By Mr. Lyons.*—You referred to the fact that Beaconsfield had been unfortunate in regard to prospecting. Why is it? The reason is on account of the water anywhere in the Tasmania Mine where they try. The object of mining is to get as near to the ridge as possible, but they could not get anywhere near the Tasmania Mine without encountering this water, and the mine is under considerable expense to drain that. Another reason is that the Tasmania Mine has absorbed so many sections. These were all worked once, and would be to-day, only for the amalgamation having taken place. Once you get outside that you have the country at your own disposal, but near it it is all taken up and held by mining investors. There is ground such as the East Tasmania, held for 30 years, and not a pick put in it.

161. The difficulty in regard to water refers to a restricted area? Yes; and beyond that any prospecting which has been done they would not get out of what they call the mineral zone. That is a straight line of country going between the two rock-formations, and that zone has been held by mining areas, and they have not been strong enough to develop themselves, and the Tasmania Mine has gradually absorbed the lot. Above to the west of the Tasmania Mine land is lying idle that has gone 11 oz. to the ton.

162. You have made a comparison between the alluvial worked in Victoria and Tasmania, that 2 dwts. pays in Victoria whilst here you have 5 dwts? Yes.

163. Is that being worked? By a company, but not at the present moment, because they are not strong enough to sink the shaft in this water, and they are not near to the surface to open the mine up.

164. Is there any prospect of this trouble being overcome in the future? Yes; to inspire confidence

in outside investors. They look askance at that, because big investors have not taken it up. As a practical miner I consider it in advance of the Tasmania Mine, and that it would employ more labour. It is the bed of an ancient river, and that is where the deep lead of Beaconsfield is concentrated. My experience of that alluvial was this: I went into debt trying to get into it. I even wrote to the Secretary for Mines to grant me an easement to go on to another section to open it up, and he wrote back to me and gave me to understand that an easement would not be granted on a prospector's licence; that I would have to first take up the ground under lease, and then they would consider it. I was prepared to put my labour into it, but not to take it under a lease. I gave that letter to Mr. Ogden, who said he would inquire into it *re* the easement being granted under a prospector's licence, and would try to have it rectified.

165. *By Mr. Howroyd.*—I have been informed that the Tasmania Mine since the pumps have been put in is draining the country? Yes; in this line of fracture.

166. Would that help in regard to this alluvial land? Most decidedly it would help to prospect.

167. But they are not prospecting in spite of that? No. Dr. Thompson holds a lot of Blue Tier, and the Tasmania is held by the Tasmania Company; most of the ground is held.

168. It is practically your opinion that the chief difficulty is that so many sections are being held out of use that could be worked? Yes.

169. Have you any idea as regards the alluvial as to what depth the deep lead is? It has been bored to 100 feet, and the bottom not found then.

170. It seems to me that if more facilities were given in the way of assisting prospectors it would open up much more country? Yes; most decidedly.

171. You could not say anything from a commercial aspect as to the value of this line—the quantity of freight offering? As I have said before, I have been in the district some 25 years, and I have looked all round me, and I can see a coach running on that road, which has been a good-paying concern.

172. Is it one coach each way a day or two? Two each way, and I have heard on good authority that the parcels alone pay for the running. Then there are the steamers and the carriage by other outside teams and wagons, but during the last 10 years the West Tamar has increased abnormally.

173. Have you any idea what is the carrying capacity of the coaches? The average passengers would be about 10. Sometimes I have seen 15 to 20 on each trip.

174. That would be 40 a day? Yes.

175. What about the amount of through freight?—Are there any through wagons on the road between here and Launceston? Yes; there is practically a wagon run by Egberts. He runs a conveyance for the purpose of both passengers and freight.

176. How often does he run? About three times a week, but he is always loaded. He recently took over a butchering business, but went back to the one he was originally at.

177. Is he the only public carrier on the road? No; Campbell and Pennystone are often on the road to Launceston and back again.

178. Would they travel once a week on the average? Yes. Another man from Launceston is Colgrave, whose charges are pretty heavy.

179. He does not carry ordinary goods. He carries furniture, and is therefore expensive.

180. *By the Chairman.*—I believe there are some carriers or hawkers from Launceston every week? Yes; there are several. Morey is one, and Goss another.

181. *By Mr. Howroyd.*—They would sell on the way down? Yes. The only evidence I can give on the commercial aspect of the matter is this: There have been hundreds of thousands of pounds derived from Beaconsfield up to the present, and the past has no comparison with to-day, and the place is growing in importance all the time. This orchard industry is making great strides, and if the revenue in the past was sufficient to keep Beaconsfield in the important position it holds, then the future will see it far more developed than it is at present.

182. *By Mr. Belton.*—You say Beaconsfield is under a cloud. Do you think if the Government had a diamond-drill brought along it would help the district? It would be one of the greatest helps they could possibly offer on the place. It is done so cheaply and gets to such a depth so rapidly.

183. *By Mr. Lyons.*—Would you recommend the Government having its own plant? Yes; most decidedly, both for Salisbury deep lead and the Abelard end of the field.

184. *By the Chairman.*—A drill would determine the value of the lode at Salisbury? It would determine everything it passes through, even the alluvial. It is likely in the search for the alluvial, or *vice versa*, the opposite would be come across. You might strike the lode boring for the alluvial.

185. *By Mr. Howroyd.*—With a diamond-drill you might of course miss the lode? As a rule the lodes underlie, and they allow for that.

186. *By Mr. Valentine.*—You have a great opinion of the possibilities of Beaconsfield? I have.

187. Has the industry been handicapped for the want of a railway? Yes. There would have been a deep-water port at Beauty Point, and there is no doubt if that were opened up there would be additional revenue to the line by the fact of the "Loon-gana" berthing there, and the passengers being brought to and fro, which would be a big item in itself, and make no difference to Launceston, because they would merely tranship from one to the other, and the merchandise would follow.

188. Do you consider Beaconsfield has not been well served by the coaches and carriers? No; but the freights are very high. It is about 10s. a ton, where it ought to be 2s. 6d.

189. And the fares? It is a significant fact that when opposition came they were immediately lowered, and put up again after the opposition withdrew.

190. Do you know what the coach fares are? They are more than the Main Line railway.

191. Is the charge according to mileage? Yes; but the time is the object of the facilities. There are any number of times when the coach is overcrowded. You lose your passage and are put to all sorts of inconvenience.

192. *By the Chairman.*—Do you think the construction of a railway would encourage the development of the fruit industry? That must follow. Ground worth 5s. an acre would be bought for £6 to £7 an acre. There are hundreds of acres of that land along the railway route.

193. *By Mr. Valentine.*—Are you a property-owner? Partly; but I place my country and principles above everything. If I did not think there was a possibility of the railway paying I would sink every consideration to save the country going into it.

194. Would you, as a ratepayer and property-owner agreed to incur local responsibility? Yes; I would. I will share the burden with anyone else.

195. *By the Chairman.*—In connection with compensation with regard to the route, do you think the claims would be exorbitant? I can speak for myself. We hold land which probably the line would go through, but as far as I am concerned I will want no compensation. They can take what land they

want through us by giving us a little land at the side of it in place of it. That is the understanding between my partner and myself.

196. Then this proposed route would go close to the Salisbury goldfield. It is marked so on the chart? It would go very close to it.

The witness withdrew.

ERNEST AULICH *called and examined.*

Mr. Aulich made the Statutory Declaration.

197. *By the Chairman.*—Your name is Ernest Aulich? Yes.

198. What is your occupation? I am mining at present, and I am a farmer.

199. We have called you, Mr. Aulich, to get your ideas with regard to the mineral resources of this field, and whether you consider this proposed line of railway will be warranted, looking at it from a mining standpoint? I have been at Beaconsfield since before it was Beaconsfield, when it was known as Brandy Creek. I have worked on the Tasmania Mine for 17 years. I have also had mining experience in Western Australia. I think the future of Beaconsfield is good. The railway should have been here long ago for the benefit of the place, as it would have been very much further ahead. I do not think Beaconsfield will be properly established until we have the railway and deep-water port. At the present time we own a farm at Badger Head of about 1300 acres, and that has been my occupation, although I have taken a contract here for the Coronation Gold Mining Company—a Melbourne company. That has kept me here, although the farm is still going on just the same. Badger Head is supposed by Mr. Gould (a Government Geologist of former days) to be of mineral wealth. Copper mines were worked there years ago, and up to lately. I have had a look through that district over and over again, and certainly it contains copper, and also galena and iron, and valuable oxides of iron. These oxides of iron I showed to French Bros., of Launceston, and they classed it as the highest material, with a value of about £16 a ton. I have only found specimens of that. One specimen I gave to Mr. Keating (our member) which weighed about 14 lb. in one lump. I have similar pieces in my possession, so there is a quantity of it there somewhere. There is also a large belt of limestone suitable for building and for cement, and is said it will make good plaster-of-paris. Further, there is also good agricultural land in that locality. Badger Head is situated about 10 miles from here in a westerly direction, and the copper mines are here [shown on chart], and there is good agricultural land right from York Town to the end of the hill. I selected 1300 acres on the eastern slope. I was the first to select there, and was thought to be wrong in doing so, but others have gone wrong there since, and have taken up practically all the Crown land.

200. As a property-owner you would not have any hesitation in recommending this proposed line? I should uphold it for all I was worth, as far as the railway and the deep-water port are concerned.

201. If this copper mine were developed it would bring increased population, of course? Certainly it would. It simply wants prospecting. The only work done there in the form of prospecting for minerals is one tunnel put in about 20 feet. They got metal all the way. It was a Melbourne company, and a shaft was put at the other end of the hill.

202. Have you had any experience in connection with the iron deposits? No; but there is a large iron belt running up the middle of that hill.

203. What about the timber in that district? At the back of the hill there are millions of feet. Adams and Co. formed a syndicate about 12 months ago and paid a man to go and show them the district through the timber, and I forget how many feet they counted per acre, but I know it was enormous. However, the idea was abandoned, but they considered the timber was of the first quality, and there was any amount of it.

204. In time to come, with the orchards getting into full bearing, there will be a large amount of timber used for the making of cases? Yes; there must be.

205. You have had some experience in connection with the limestone deposits? Yes.

206. I understand it is an excellent lime? Yes.

207. In the event of that deposit being tested it would afford a great deal of manure for the orchards and farms, would it not? Yes. It is right up the hill, where it can be worked easily.

208. It is of good quality? First-class. It was analysed by the Government Analyst, and he classed it as pure carbonate of lime suitable for any building material. That was about two years ago.

209. Do I understand there is a deposit in connection with this limestone deposit that could be polished up into handsome stone? Not down there, but there is pure marble lime at Beaconsfield, which has taken first prize at the Sydney Exhibition. That is owned by the T.G.M. Company at the present time.

210. Which particular route would you favour in connection with this railway—going to Launceston direct, or to tap the Western Line? I think it should go to Westbury; we have to consider the most payable route. It would go then through the farming districts to get the accumulated stuff for export.

211. Do you believe if the railway went through there there would be greater production? Yes; and there would be more revenue. By running too close to the river the river trade would damage the receipts to a great extent, as far as the Government is concerned.

212. *By Mr. Lyons.*—What use do you make of the 1300 acres you hold at Badger Head? I graze on it, and cultivate about 60 acres; then I have about 155 acres up here.

213. But the 1300 acres are at Badger Head? Yes.

214. And 60 acres are cultivated? Yes.

215. How much of it is agricultural land? All of it. It is all flat country, and there are thousands and thousands of acres of flat country there, and since I have taken up my land there are about 8000 acres taken up.

216. Would the construction of the railway to Beauty Point enable you to increase your cultivated area? Not the railway, but the deep-water port would. The railway would make no difference to me, as I should have to cart just the same.

217. Are there any facilities for shipping now? I have to cart to Beaconsfield or else ship from Kelso. That means 5 miles carting.

218. And then where would you send it? I could ship to Launceston then. The steamer calls in any time you want her to. In the event of a deep-water port at Beauty Point I would send merely to Beauty Point.

219. How far is Beauty Point from Badger Head? About 9 miles by water, including the 5 miles to Kelso.

220. But if you had to cart to Beauty Point? It would be about 10 or 11 miles.

221. So there would be about 6 miles further than to Kelso? Yes.

222. Would not that extra carting also make up for having to ship to Launceston to catch the interstate boats? I do not think so. I could get my stuff taken from Kelso by the river boats for about

3s. a ton to Launceston, and probably I could get it taken to Beauty Point from Kelso for about 1s. or 1s. 6d. cheaper to Beauty Point.

223. Can you get your produce to Launceston at a ton? Yes.

224. What would the steamer charge? Five shillings; but the sailing boats take it for 3s. I have sent any amount of sheoak from Kelso and paid 3s. a ton.

225. *By Mr. Belton.*—Is not wood cheaper? No.

226. *By Mr. Lyons.*—Have you sent any produce at all? Yes; I have sent potatoes.

227. By the ton? Yes.

228. What did you pay? The steamer charges 5s.; she took them.

229. In regard to the proposed route, you say you prefer the Westbury one? Yes.

230. If this direct route to Launceston were taken do you think it would pick up the fruit along the river, or would that be sent by boat? It would pick up a good deal of fruit, but on the whole I think that all on the eastern side of the main road would probably go to the river.

231. That is why you recommend it should serve the agricultural land and go to Westbury? Yes. You would be bound to get the trade further back, and also a good deal of the trade on the western side of the road.

232. In other words, you think it would be better to serve these agricultural districts than to save time with the mails and passengers? I do not think the Westbury route would suit the passengers.

233. But it would be better to develop the land than to save time on the river? Yes. The fares are so cheap that I fancy the railway would be opposed in that by the coaches, and the traffic for passengers is not so very plentiful. I think the produce would be the main support of the railway.

234. In regard to the district you have referred to the mining areas. Do you think the railway would have any effect on that—those districts not touched at the present time? It would have nothing whatever to do with the railway any more than if it turned well; a branch line might be run to the port.

235. If a big discovery were made the fact of having no line between Beauty Point and Launceston you think would not interfere with its development? No.

236. As a rule, the railway follows the discovery? Yes.

237. *By Mr. Howroyd.*—You favour this route *via* Westbury. Of course, you are aware that would make it practically 60 miles to Launceston?—Do not you think the freights would have to be prohibitive? Yes; the freight would be extra.

238. You do not think a line direct from Beauty Point to Launceston would pay? I have not gone into that.

239. But you are against it? No; I am not against any railway, but I think the other would return the best revenue.

240. With regard to produce, in answer to Mr. Lyons you said you paid 5s. a ton freight by the steamer? Yes.

241. If a railway were built, would you send to Beauty Point for Launceston? I would send it to the steamer at the deep-water port for export, say, to Sydney.

242. But for Launceston? Probably it would have to go through to Launceston; it would not pay to cart it to the railway.

243. Do you think there is any manipulating in the river trade at all between the owners? I can not say.

244. Do you think the freights are excessive? No; I do not think so. It has not been, but they are

raising the freight a little, owing, I think, to the higher rates of wages.

245. They do not come under that? Well, perhaps it is in expectation of it.

246. *By Mr. Belton.*—You said there was good agricultural land at Little Badger Head. What is its character—is it basaltic or alluvial? Mostly alluvial. It is chocolate soil close to the mountains; close to the flats it is more loamy—but it is all rich.

247. What crops have you grown on it? Last year I grew about 2 tons of hay, and that was a bad season; but I think it is more than an average yield. I have also had good potatoes, but they were faulty on account of the black spot, which spoilt their appearance.

248. They would be what are called “off-colours”? Yes; so I decided not to grow potatoes there on that account.

249. How do oats grow? Beautifully.

250. There is a good area of that land? Yes; very much of it.

251. Approximately, how much is there? I suppose 15,000 acres, including the freehold land held by Gillett, Squires, and others.

252. Would that land be served by the railway at all? No; they would have to cart to Beaconsfield.

253. You said you were working a show now—where is that? About a mile west from here; it is gold.

254. *By the Chairman.*—Are you working for wages? It is a contract.

255. *By Mr. Belton.*—It is prospecting, practically? Yes.

256. Has the iron deposit been worked at all? Not in that locality. It has been worked at Anderson's Creek, about 4 miles away.

257. What class of timber is there? Mostly stringy-bark.

258. Is it good sound timber? Yes.

259. Is there any blackwood? Not much there.

260. Have you any idea of the soils between Westbury and your locality? No.

261. That would be benefited by lime? Yes; any soil will be not as usually termed a manure. I am confident lime is not a manure. It kills destructive insects that live on the plants, and by putting on lime it makes the land fit and destroys the insects.

262. It is thought that with cheap lime and transport it would be a great boon? Yes. There is one of the best lime belts at Badger Head that I have ever seen.

263. *By Mr. Valentine.*—Have you had farming experience generally throughout the Beaconsfield district? Yes; I have been on Beaconsfield, and am always on the top, farming as well as mining.

264. Is that industry developing at all in the municipality? Yes; it is progressing at an enormous rate. The last four years I believe that farming in this district has gone ahead further than during the last 14 years, so it is going ahead as far as farming and orcharding are concerned.

265. That is on the banks of the river? Not only there. It is going on further back, too. The land being taken up is wonderful, and the prices given for it.

266. Do you think the farming industry, as far as it has gone, has been handicapped for want of a railway? It has. I believe that farming would have been much further ahead if we had had a railway sooner. We would have had thousands of acres cleared which is at present bush. People have been frightened of the mining field breaking down and having to go away, but since then a great many miners here have taken up land and gone on to it and made little homes for themselves. I was one of them.

The witness withdrew.

ALEXANDER BUCHANAN *called and examined.*

Mr. Buchanan made the Statutory Declaration.

267. *By the Chairman.*—What is your name? Alexander Buchanan.

268. And your occupation? I am a boilermaker.

269. I understand you have had experience in the iron mines here some years ago. Will you tell us something of it? I came here for the Iron Mines Company in 1875.

270. Can you give the Committee any information in regard to the value of the iron deposits? Not as to the value; but there is a good quantity of it, and I know something of the percentage.

271. What is the assay value? It runs from 70 per cent. to 75 per cent.

272. Is there a large quantity of that? Yes; but there is more in Burns' paddock than in the mines.

273. How far is that? A couple of miles; it is the same belt.

274. How many men were employed when you were working there? About 150

275. They did not work there long, did they? They were out about 18 months.

276. Why did they close down? I could not say, but I know the manager told me that when the manager went to New South Wales he said, "You will see there will be larger works here than ever." I was at Home three years ago, and went through some large steel works there, and if I had not known our iron was all gone I would have sworn the iron they were using came from here. It was not good for the foundries there was too much chrome in it. I sent some away from Burns' paddock a number of years ago, and it went 75 per cent. and 3 per cent. of chrome.

277. Do you think a railway would be of any benefit in developing it? Yes; but I do not say it would pay to put up iron works. Three bores were put down up there, and I understand each one went through asbestos. I know where one of them is; I have sunk on it. It is the same quality of iron as at Burns' paddock.

278. I understand they were using lime as a flux? Yes; they must have lime or shale. While the manager was away we made much more iron per week. We made 300 tons per week, but whilst he was there only 250 tons was made.

279. I understand there is another appearance at Swift's jetty? It is good iron there. You can puddle that in a forge—I have tried it; but there is not much of it. Another deposit is up above Ilfracombe, on the Sugar Loaf, which is free from chrome. That would do for foundry work.

280. I take it the principal difficulty in connection with the smelting is the question of fuel? The fuel was too dear.

281. What did they get for the iron? Two pounds a ton more at Home than in the colonies.

282. Did they ever manufacture this iron into anything in Tasmania, such as ovens? No; they could not. We have made plates about the size of this table here many inches thick, and as soon as you got them to the air you would hear a report like a gun; the iron was too hard. It is iron that suits for steel rails, or even bottoms, or anything heavy.

283. You would recommend the opening up of those mines again? Yes; I would like to see it. I do not think it will pay without you get bores down and see if there is iron good enough. They are 150 feet down.

284. The question of getting cheap flux would enter largely into the question. In relation to the use of lime as a flux there are unlimited quantities of lime here? Yes; but I have seen where the Broken Hill Company is floating an iron company. It would pay to ship the iron in its raw state for that.

285. Do you think the railway would be of service for that? Yes.

286. Which route would you favour? I would recommend that it go over by the iron mines and away to Flowery Gully, coming out somewhere up near Westbury.

287. You favour the running of the railway through the back country? Yes; to open it up. Then there is limestone out that way.

288. *By Mr. Lyons.*—You said the question of the cost of fuel interfered with the working of the iron? Yes; we paid 22s. a ton for fuel from Bulli. We had coke to make after that, and we used 200 tons a week.

289. Could you get fuel cheaper to-day? I could not say; I do not know the price now.

290. *By the Chairman.*—The Tasmania Company pays 10s. a ton? That would not do; that is slack.

291. *By Mr. Lyons.*—Do you think the construction of the railway to Beauty Point would tend to renew the industry? Yes; if there were sufficient iron there to build furnaces, or if not it might pay to send it Home in its raw state.

292. The actual quantity has not been proved yet? I could not say as to that.

293. *By Mr. Howroyd.*—Whereabouts are these iron mines situated? Down by Beauty Point, about 1½ mile away.

294. How would a railway through here to Launceston or Westbury benefit those mines? It was surveyed when we were there for some 16 or 17 miles.

295. But if it went that way it would not benefit Winkleigh and those places?—

The Chairman: Yes, it would; it would go right through the iron mines.

296. *By Mr. Howroyd.*—I am speaking of the connection between these iron deposits and Beauty Point. Strictly speaking all you need is a tramway? Yes.

297. The railway which we are inquiring into would not benefit except indirectly? That is so.

298. Have you any idea in reference to the amount of freight that would be available for any railway between Beauty Point and Launceston? No.

299. It would have to be largely the through traffic and the goods that would pay, because of the short distance of carting by road? Yes.

300. You favour a connection with Westbury, or somewhere in that district? Yes; through where there is any amount of good agricultural land and timber.

301. Where would you get your chief revenue from for the railway—from freight or passengers? I could not tell you that.

302. You are, of course, aware that by running a railway that way it would take about 60 miles to get to Launceston, and the haulage for the greater distance is dearer than for a short distance, so that it would mean a pretty heavy freight to make it pay? Yes.

The witness withdrew.

WILLIAM SCOBLE *called and examined.*

Mr. Scoble made the Statutory Declaration.

303. *By the Chairman.*—What is your full name, Mr. Scoble? William Scoble.

And your occupation? I am mining.

305. The Committee would like your views with regard to the mining industry in Beaconsfield, and whether you consider a railway to Beauty Point would be of benefit to the district and the industry? I think there is a great future for Beaconsfield if we can only get the capital to prove our mines. The

North Tasmania Mine tributors are prospecting now, and there is very rich stone, going from a half to 8 oz. On account of its being shallow the ground is unsettled, and there is a lot of trouble to follow the lodes. It wants to go about 600 feet to prove the lodes. Adjoining that we have a show going now. We have a shaft down 265 feet, and we are cross-cutting now to cut the lodes. We expect before long to be on payable gold, and I think if we can get more capital to come along and put a shaft down 700 feet they will be highly payable. Another shaft is over 300 feet further on in the Cabbage Tree field; that is only down about 80 feet. We have had assays from Launceston of 16 dwts. I think if we had a little money and could get down Beaconsfield will look up and come to the front again. I have been on a lot of the shows here, and could tell you of them. What we want is depth. The country is unsettled, and it is a job to follow them. Some of them you follow for 100 to 150 feet, and then you lose them. It wants good experienced men to follow these things. Rich stone has been found going 4 to 5 oz. Regarding the deep-water port, I think that with a railway, too, Beaconsfield would be greatly benefited.

306. You are strongly in favour of the railway? Yes.

307. Which route do you favour? To go out in the back blocks, through to Westbury. I do not believe in going along the river. You cannot compete with the water, and the other way would open up the country. Mining has been at a standstill through bad prospecting, and not putting the money to the proper use.

308. There are several lodes you consider practically undeveloped here? Yes.

309. You would be under more advantage now than in the early days, on account of the country being drained? Yes; that is in the line of lode. There is no water to contend with, and we can trace the gold right out to the West Arm. I am sure the lode would be found again if money was spent in the right way.

310. *By Mr. Lyons.*—You have no doubt these lodes will be developed? I am pretty well certain. It only wants depth, and they will turn out payable—the Leviathan, the Cosmopolitan—stone has been taken from 150 to 200 feet showing $\frac{1}{2}$ -oz.; from 200 to 400 feet, 8 oz. The mines which improve as you go down to a depth are the best, in my opinion. The last we took out lately gave 5 oz.

311. *By the Chairman.*—Do you favour the diamond-drill as a method of prospecting? No; not for this. You might bore down to get at the underlay of the lode, and these breaks will throw the lode 300 feet off the proper course. You might put the drill in one place and be right off the show of gold, so that if you did not bore in the right place you might miss the shoot of gold.

312. Do you think a bore on the alluvial deposits would be a good thing? I believe it would prove them. I have a good opinion of them, and there is a good belt over the back. There is a lot of water there, and you could prove that, too, under the lode.

313. *By Mr. Lyons.*—Would it not be possible with a series of bores to follow it to the break? It would be very expensive.

314. *By Mr. Belton.*—So expensive as a shaft? No; not if you can be sure you can get it.

315. *By the Chairman.*—It would be quite possible to put a bore in horizontally instead of vertically, would it not—then you would have a chance? Yes; you would. With several bores, of course, you may do it.

316. *By Mr. Lyons.*—Would you say the construction of the line would have any effect on the develop-

ment of this prospecting? No; but if we had money here, and it was helped along it would make things mend.

317. There is a big future, you think; and if they go ahead it will all help in the future of the district? Yes.

318. *By Mr. Belton.*—You think a railway would be of advantage to Beaconsfield? Yes.

319. Why do you favour the Westbury route? Because the other cannot compete with the water, and by going out there you are opening up farming country.

320. Do you think a railway running to Westbury would be likely to carry passengers from Beaconsfield? It is a longer route, but it would open up the country.

321. *By the Chairman.*—I do not think you take into consideration the question of the passengers at all? No. I understand, of course, that the idea of people coming here is to get to Launceston as quickly as possible, but still I think the other would be the best in the interests of the country.

322. The primary object of a deep-water port is to encourage vessels to come: not passengers? Yes; that is my meaning.

The witness withdrew.

ROBERT VICTOR JILLET called and examined.

Mr. Jillett made the Statutory Declaration.

323. *By the Chairman.*—What is your name in full, Mr. Jillett? Robert Victor Jillett.

324. And your occupation? I am a butcher.

325. You have had considerable experience in mining and agriculture in Beaconsfield? Yes; I have worked at mining and farming and orcharding.

326. Will you kindly give the Committee your views with regard to the proposed railway, and the mining industry generally? There are some matters I have been interested in which may have some bearing on the situation. I will first mention the lodes I know to exist in the district. One is the Coronation prospecting show, of which I have the first half-yearly balance-sheet and report. That is practically a Melbourne company. So far as that is concerned, with myself and a friend, we paid away a sum amounting to £22 a year for four years, in addition to complying with the labour covenants, before we were successful in floating it. Since then we sunk a shaft 265 feet, and expect to cut two lodes existing on the adjoining property. To assist in forming this company we put our own capital into it, which was a guarantee to the Melbourne and Launceston people as to our sincerity. We expect in the near future these will be very good lodes. In the adjoining claim (the North Tasmania) they had gold up to 20 oz. to the ton. Another one is situated between this range of hills out here and the Blue Tier. That is the King Victor. We put £500 in it, and sunk a shaft and timbered it, and have taken out 16 tons, which crushed 2 oz. 12 dwt. 8 gr. This was not payable, although the lode exists right at the top of an alluvial wash in Eaglehawk Gully; that is still lying there, and as far as I know is not held by anyone, and with a good shaft sunk. We think these things are not generally known to the public, who do not come here unless purposely for something. We think if the railway came it would bring more capital, and the fact of a lode being there some 8 or 9 feet wide is a good proposition, particularly in view of the Tasmania Mine having 3½ oz. stone at the 1500-foot level, and we might look upon this district as something special, inasmuch as gold has been got at the 1500-foot level. So this district is somewhat different to other districts, where the gold has cut out at a few

hundred feet, which shows that the gold here leads down. So far as the line is concerned, we want it to go to Launceston for various reasons. In the first place some people have said that it should go to Deloraine, some to Latrobe, and some to Westbury. So far as Latrobe and those places up there are concerned, if they have anything for the deep-water port they can send it round by water, and so they are supplied. With regard to Westbury they are only a short distance from Launceston, and if we have a line linking up with the deep-water port connecting with the terminus of all other lines at Launceston, then they will all be served. There will probably be a line to Bell Bay on the other side of the river, and if that is so, then Launceston would be robbed to some extent, and the people of this district would not be served by that line, but if the line went to Westbury the people of this district would not be served at all, because all the produce now comes by boat and the passengers by coach.

327. That is for local consumption? Yes. If the line went to Westbury, people wanting to go to Launceston would go by coach or boat still. We would not go to Westbury if we wanted to go to Launceston, nor would the goods. They would not come by rail because of the water. It costs now from 8s. to 11s. a ton for every ton of goods consumed here. That must be a big consideration, and something for a line to carry. I take it the railway would carry direct at less than 11s. per ton. The coach brings a good deal, too. A line to any other part but direct to Launceston would not serve Launceston or the people, nor the consumption of this town. So I think a fairly direct route—I do not mean along the edge of the water, of course—would be of advantage to everyone. And apart from that, if Launceston is to be served—they cannot make a deep-water port at Launceston—then they must be linked up quickly with a deep-water port. If there had been a deep-water port on the other side the solution, more or less, would have been established in Launceston. If the line went along the back people would not travel by it—it would take too long; and similarly with the goods; and the water would probably be cheaper. If it costs more than from 8s. to 11s. per ton to get goods to Launceston, then the water will get the traffic. The coach fares now are 4s. single, and 7s. return, and I take it a line would run for that.

328. *By Mr. Lyons.*—What is the fare by boat—to reach Beaconsfield? The same as the coach; they charge 7s. 6d. and 6d. for the conveyance to go down. It takes an hour longer; that is the only difference. Another matter that may be overlooked is that of the butchers' meat. Eighty per cent. of the meat coming to the town comes from Newstead sale; in fact, all of it this time of the year. There are few fattened in the district. During the year 1911, 536 cattle were slaughtered here, and 4730 sheep and 594 pigs. The freight on the Scottsdale line for a truck of cattle carrying eight is 30s. each, for 40 miles, or nearly 9d. per mile per head. We pay 2s. per head by road, and cannot get them when we want them; and very often they are not fit to kill on account of the overdriving. If we had a line most of the stock would come by rail, seeing we could get it, if not at the same price, at any rate a little more, than we pay at present by road. I may say, so far as the district is concerned. I have 320 acres of ground situated at the back 9 miles away, which is a splendid bit of land; but I cannot go into potato-growing, and cart them 9 miles to send to Launceston and on to Sydney, and the consequence is the land cannot be put to its proper use on account of not having port facilities. If we have them the people are plucky enough and energetic enough to provide produce for the Home

markets and those on the mainland as well. There are many things I could deal further with, but you will probably get them from others or have had them already. I have brought something which probably you have not seen. It is a chart showing the depths of water in the river.

329. That will be very useful. Is it Captain Bradley's chart? Yes.

330. You are a fairly large landowner in this municipality? Yes.

331. Would you be prepared, as a councillor and landowner, to have this railway constructed under "The Local Liability Act." I think so; if it goes through my property, or if you want to tax my property, or if it goes through my orchard, I am prepared to pull up my trees and let them have the land they want.

332. As far as you are concerned there will be no question of compensation? No.

333. *By Mr. Lyons.*—What would it cost to cart from Launceston here on the road? The carriers are pretty expensive. I doubt if you could get it for less than 10s. a ton.

334. Would you get it as low as that? You may, but not less; though I doubt it.

335. You say you are 9 miles from Beauty Point; that is, your potato land? Yes.

336. You would have 5s. a ton to pay to send to Launceston? Yes.

337. Under those conditions, is it impossible for you to grow them? It would not be impossible except in certain years; but there is this disadvantage—there is no regular boat calling, whereas if a boat were calling regularly, instead of my potatoes going 40 miles up and down the river I would save the 5s. a ton and be placed on the same footing as others with regard to the Sydney market. You can sell any quantity of stuff at Sydney now.

338. Is not it a fact that the production comes first as a rule, and the facilities follow? Production cannot come first, because if people are not given facilities they will not produce anything.

339. But on the North-West Coast people had to start with little boats; would not that apply here in connection with the Sydney service? Perhaps it would. You might get a sailing boat to go that way.

340. But if they had the produce, do not you think the Union Steamship Company would send boats? They do not like to take produce from this port, because the Launceston merchants do not like it.

341. *By Mr. Valentine.*—Have you had any interstate boats calling here at all? Yes; the coal boat and a Holyman's call occasionally from the Coast.

342. Will they take back freights to Sydney? I have not made personal inquiries, but I think other people can tell you in connection with the timber. One man said in connection with that that he got into communication with Sydney firms, and after several letters the result was they were told they had better deal through Messrs. J. & T. Gunn, of Launceston, and all the timber cut has to be sent through that firm to Launceston. The companies are working with the Launceston merchants, probably because it is an advantage to deal with them as big firms. We have been given no encouragement to ship from this port or grow anything for it.

343. But if there were any quantity of produce grown here surely there would be some means of shipment from Beauty Point for the interstate markets? It all has to go to Launceston. We had up north Hobart buyers last year buying chaff, and they offered the same price as Launceston, delivered to the nearest station. As a result a lot of the produce went to Hobart from the northern portion of this district. You probably know the conditions of the ordinary farmer, who has to cart

his stuff to Westbury, and if there are no trucks available he must leave his stuff and go back next day to get the trucks. Instead of that they get it on their own wagons and make an early start, and cart it right to Launceston.

344. *By Mr. Belton.*—The railway has not done them much good, then? No. Of course, you can take that two ways; that is the fault of the Government.

345. *By Mr. Lyons.*—With regard to orchard planting, at what rate are they planting out? I should think 520 acres a year, as nearly as possible. We had a rate of 4s. a few years ago, and now it is 1s.; that is the orchard rate. I would like particular stress to be laid upon the line being taken to Launceston. It would be so much cheaper now by having the station at the cattle jetty, in accordance with Mr. Hunter's report.

346. Would not that be a heavier cost to bridge the river? I do not think so.

347. *By Mr. Howroyd.*—I understand the proposal is to have the wharves from Town Point downwards? From the Launceston cattle jetty.

348. You want the crossing above where the steamers go to the wharves? Yes. Mr. Hunter says a little this side running up to the cattle jetties. The station would be constructed right on to the wharves.

349. And a line run down there? Yes.

350. Have you any idea of the amount paid in freight in the course of a year from here? No; we could not arrive at that; it would be very awkward. We could get it from the different boats, of course. You could, perhaps, get it in Launceston, but it would be a stiff job to get round here to the retail places, and you could add 5 to 10 per cent. on account of that coming by road.

351. The reason I asked you that is this—that roughly speaking the charges per train mile and the interest is usually about £6000 a mile, and I suppose you would have a return of something like £10,000 a mile? We do not want a line costing that much for our railway.

352. That is the cheapest ever built in this country? Well, this is all clear country, and there are no cuttings, to speak of.

353. The usual cost is about £8000 a mile; there is no getting away from statistics. So you would have to have a return of about £10,000 to meet the interest and running expenses? One fact you seem to overlook in that respect: we are not only saying this railway would be an advantage to this district, but to Northern Tasmania generally, and that must be linked up sooner or later with a deep-water port.

354. We are not representing any particular portion of Tasmania, but inquiring into the possibilities of a railway, and I would like to get at the amount of freight likely to be available? You can get it from statistics showing how much this population would be likely to consume. Most lines that have been put in have not so many people to serve, and this line would serve all Northern Tasmania and Launceston as well. According to Mr. Hunter's report the imports had increased and the exports had decreased, from which it would appear that the river has gone back, and the producers have not produced the same quantity of stuff.

The witness withdrew.

CHARLES TINDALE *called and examined.*

Mr. Tindale made the Statutory Declaration.

355. *By the Chairman.*—Your name is Charles Tindale? Yes.

356. What is your occupation? I am an engineer mechanic.

357. I understand you are interested in some asbestos properties? Yes.

358. Will you kindly give the Committee some information as to the value of those deposits? I have some samples here, which I will show you. This [witness showed the sample] is the first formation you find on the surface. It is what we call picrolite. It is making into the fibre, and here it is stone. This bit has been put into water, showing how easily it is made into plaster or millboard. It goes through no machinery whatever. This is the most valuable stuff we have; it is called chrysolite, and is worth from £50 to £70 per ton; it is like silk. As you get further down the formation develops through three stages to this last. This fibre is worth from £15 to £20 per ton; as it becomes more fibrous it becomes more valuable. This asbestos is £2 better than the Indian asbestos. It works down very much smaller than the specimen shown.

359. Can you give us an idea as to the amount of the deposit you have there? We have a lot in view; there is a big deposit of it.

360. You think it is likely to be developed? I am hoping so. I have been 15 years waiting for it. I came for the New Zealand Asbestos Company to open it up.

361. *By Mr. Valentine.*—What is keeping it back from being opened up? Well, one reason is that one of the members embezzled £11,000.

362. *By the Chairman.*—Do you think you are likely to get this on the market shortly? Yes.

363. The workings would employ a lot of labour? Yes; a great deal. There is the milling, and so on.

364. Would the railway be of any benefit in regard to this deposit? I think it would—a great deal.

365. You favour, then, the construction of the railway? Yes; as it would open up the district very much.

366. The fibre you spoke of is in its natural state worth from £15 to £20 per ton? Yes; and without any preparation.

367. Is it intended to manufacture this into a marketable article in Tasmania? Yes.

368. Is there plenty of sale for it? Any amount for machinery; every place in the world uses asbestos packing. As it goes through the rollers it is squeezed tighter and called millboard. There are asbestos paints, and many other things it is used for. A large company has been floated for making asbestos socks for corn cures. It is used for ballet dresses, fireproof curtains, fireman's ladders, and so on.

369. *By the Chairman.*—Is there any other part of Tasmania where it exists? Yes. I found it on the West Coast 20 years ago.

370. *By Mr. Lyons.*—If it were further developed would it, do you think, provide freight for the railway? Yes; if it were developed there would be a big freight. It would be for export, of course.

371. *By Mr. Valentine.*—You are assured of a payable deposit? Yes: there is a big outcrop where this comes from.

The witness withdrew.

WILLIAM HENRY O'TOOLE *called and examined.*

Mr. O'Toole made the Statutory Declaration.

372. *By the Chairman.*—What is your name? William Henry O'Toole.

373. And your occupation? Sawmiller.

374. You have a fair general knowledge of the timber industry of Beaconsfield? Yes; for the last 10 years.

375. Will you give the Committee an outline of your knowledge of the industry, and an idea of the timber belts of the district? The main belt of first-class timber lies through Holwell and Frankford, where there are some splendid beds.

376. What kind of timber is it? Stringy-bark and stringy-gum.

377. You cut a good deal of timber? Yes; I have been sawmilling for the last four years. For the last two I have been on a fairly large scale.

378. Do you export much? Yes; pretty well all of it.

379. To the interstate market? To Sydney and Victoria.

380. Do you think the construction of a railway would be a benefit and give you better facilities? It would benefit us to a great extent. The timber I speak of through Frankford and Holwell is too far away to put into the market, owing to the distance to cart it.

381. Would you go in for more mills if you had a railway? I have timber enough in sight at present that I would not hesitate to spend a thousand pounds to put in a mill, provided there were any way I could cart it.

382. Have you any blackwood timber? I have been milling practically in blackwood for the last two years.

383. There is a good demand for that in the States? Yes. My biggest trouble is shipping away so far, and I practically can only work on the timber close at hand owing to the cartage. The demand is increasing rapidly, not only locally, but also for the mainland.

384. What particular route would you favour in connection with this railway? In my line it would be of advantage to the Frankford and Holwell districts. I should think it could go out through Glengarry, where it would be a benefit to them.

385. To connect—where? Somewhere through Westbury to Bishopsbourne. Of course, in regard to the railway, the shipping is our biggest trouble. At present I have two mills working, and have to send part of the timber to Launceston—that is the hardwood—to get it through the middleman to go to Melbourne, as I cannot get boats regularly to take it away. It is practically only by begging I can get boats to come, and they just come when it suits them.

386. If a railway were constructed it would carry other produce, and be some encouragement for the boats to call? Yes. At the present time there are thousands of pounds' worth of timber being destroyed yearly by the small farmers. The land is no use to them with the timber on it, and it is too far from the market, so they ring it and burn it.

387. Is it good timber? Yes. Anywhere there you can see beautiful trees which have been rung, and the underscrub burnt. Those trees are dead. I have sent timber to Sydney and Melbourne, and it has been highly spoken of.

388. *By Mr. Lyons.*—Would the direct route to Launceston be any use to your timber? Very little. The only thing is it would encourage shipping to this port.

389. *By Mr. Valentine.*—Your trouble is want of shipping facilities? Not altogether. This timber I have spoken of at Frankford is too far to cart. From Frankford to Beauty Point is about 16 miles. If the railway came through Glengarry it would strike it at a distance of about 6 or 8 miles.

390. *By the Chairman.*—I believe other mills are starting up there? Yes; out Winkleigh way.

391. Will there be any good timber beds there? Yes; some fairly good timber, but nothing like the

other way. There is not the quantity; it is too much opened up. That is the reason the timber has been destroyed by the farmers.

The witness withdrew.

FRIDAY, 5TH OCTOBER, 1912.

THOMAS GRAHAM BROWN *called and examined.*

Mr. Brown made the Statutory Declaration.

392. *By the Chairman.*—Your name is Thomas Graham Brown? Yes.

393. What is your occupation? I am a butcher, and do farming.

394. The Committee decided to call you, Mr. Brown, to get your views with regard to this proposed railway. We will be pleased to hear anything you have to say in regard to it? I have not been connected with any movement that has been made, and I do not know in what way one would be expected to give evidence.

395. Well, we will question you, then. You are a large landowner in the district? Yes.

396. Will you give us your opinion as to whether the railway would pay? I do.

397. Or whether it would be a benefit to the district? I do solemnly believe it would pay, but perhaps not directly from the start; but the indirect benefit would be more than it is possible for me to estimate. There is some of the finest land that one could wish to see a little way out here, and it does not pay to grow anything there at present.

398. Is that because of the limited market? Yes; in Launceston, and the difficulties of getting it there.

399. What particular route would you favour? I would not like to see it too close along the river, but would like to see it link up with Launceston. I believe that is best.

400. You have a fair knowledge of this district? Yes.

401. Here is the chart, Mr. Brown. You see the route marked there; how far would that be from the Westbury line, say, at Rosevale? About 8 to 10 miles; that is to connect at Hagley in a straight line. I could not say where you could get a line through on that.

402. You remember a route being surveyed some years ago? Yes.

403. Was the survey completed? I do not believe it was, but I could not say definitely.

403A. Do you consider that this route to Launceston would be an easy grade, and cheaply constructed? That is tapping Winkleigh, Glengarry, Rosevale, and Bridgenorth, and coming out this side of Launceston—yes; I do. I do not know of one obstacle, other than the Tamar.

404. The bridging the Tamar? Yes; and that does not appear to be very great.

405. You are a councillor of the Beaconsfield Municipality? Yes.

406. Would you be prepared, as a councillor, to recommend the people taking this line over under "The Local Liability Act," and constructing it? On one score I would, but on another I do not know that I would, because that is not the system by which railways are generally constructed. To my mind this would be a national question.

407. But you are so satisfied that the railway would be a paying concern that you would be prepared to recommend it to the ratepayers? Yes; I would. You see the difficulties that farmers are under here are very great. I have known them to send potatoes to Launceston at pretty considerable cost, and then have to take £2 less at the least under what you could get at Devonport for the same class

of potato—off-colours we call them here—and taking the price at Devonport we were fortunate if we could get here within £2 of it. If you had any quantity you could not sell them at all unless in time for the Sydney boat, and the average cartage would be about 12 miles.

408. *By Mr. Lyons.*—Where—to the nearest port? Yes; that would be the average distance. After we get them there we send them up on the river boats. The charge is not too great on that; it is about 4s. a ton. Their back freights are heavier, and it puts us at such a disadvantage that much land that would be used has to left alone.

409. Why is it you get £2 less in Launceston even if you catch the boat? There are only a few merchants there handling stuff. I am sorry to suggest any such thing, but I think there is a ring. It is the most parochial place I have ever known of, and anything bringing about a better condition of things would help us very much.

410. *By the Chairman.*—With regard to the agricultural industry, you think that will go ahead? Yes; I do, indeed; and when you get back a little—the people with extensive means like to get near the river—but the best results will be achieved a little bit back. The orchard industry will thrive further back from the river; those who have orchards at the back are doing better.

411. *By Mr. Valentine.*—What is the attraction? To be on the Tamar; and those with land on the Tamar naturally say it is the very best.

412. In your opinion, would a railway through the back parts bring about a different result as to the choice of land? Yes. I think if the people had better facilities it would.

413. *By the Chairman.*—The people who are settled on the banks of the Tamar are wealthy people as a rule, and settle there as a summer resort, and combine their growing of fruit with pleasure? Yes; there is no doubt. These people, some of them, come from India; and, in fact, some of them have bought land some distance back and have paid a great price for it.

414. It is a tribute to the beauties of the Tamar? Yes. I feel sure if the people only had a chance of getting their products away the settlement a little further back would be very great.

415. *By Mr. Valentine.*—What is the production of potatoes? Since the Irish blight came it would be difficult to say.

416. But before that? I suppose in our municipality there would be a couple of thousand tons grown.

417. Have there been any means of getting products like that away to the interstate markets? No.

418. Have any overtures been made to the companies trading to take the produce from Beauty Point? Not in a very united form, and of course without the Launceston merchants, who are the people through whom the business is done, without some one has the means and pluck to manage it on his own, the stuff would have to be bought in order to get enough to induce a boat to run. He would want at least 50 tons.

419. There is not sufficient co-operation to arrange for a shipment? The people being for the most part struggling people would not like to take the risk. I would take it any time if I could get them to join with me.

420. *By Mr. Howroyd.*—Do you think they would call for 50 tons? I have thought they would.

421. *By Mr. Valentine.*—Would not Holyman's call? They do not go to Sydney. If we had people like them to deal with we would not be hung up.

422. What about the coal boats? They will not take return freight to Sydney. The "Wakatipu"

is the only boat in the trade, and it is nothing to see two-thirds of the stuff shut out in Launceston.

423. *By the Chairman.*—You think there is practically a ring in Launceston? Yes; that is my opinion.

424. In connection with the question of compensation, you, as a large landowner, if the railway traverses your land, I do not suppose would be too hard on the Government? I do not think we would be getting the best results for the State generally to link up with the Western Line, or for our municipality, but I have been in bad places where I would like to see it go. If it goes through any land that either my father, myself, or my brothers have, we do not expect any compensation; certainly not for the land. If it should strike a building, of course, it would be different.

425. *By Mr. Lyons.*—You think, Mr. Brown, there is a middle route that would be preferable to either the Westbury or the river route? Yes: I do not think along the river would be good, because there would be possibly heavy compensation, and you would not strike the farming districts enough. It should go to some central place like Winkleigh, I should think, and then you would go across, tap Glengarry, and bring you within 7 miles of the centre of Frankford.

426. *By Mr. Belton.*—Could you show us on the chart where you mean [produced]? Yes. If it went anywhere about where this blue line is it would be pretty near it, I think.

427. *By Mr. Lyons.*—What is the land within the red ink ring? I do not know quite, but the National Bank holds a large area within that.

428. *By the Chairman.*—You are quite satisfied this railway would mean increased production? I cannot estimate it. At the present time a man with two horses can only take about 1½ ton. If he had three horses and a wagon he might manage 2 to 2½ tons. Still, it is not too payable unless the price is very fair.

429. *By Mr. Belton.*—What was your production of potatoes per acre—the average? About 5 tons.

430. You said there were 2000 tons grown? Yes. The general thing has been about 5 tons, and even last year, which was a bad one, the average was 4 tons.

431. Have the promoters of this movement prepared any statistics regarding the production of the district? I have not seen any, but I believe some have been prepared.

432. *By Mr. Howroyd.*—Those are obtainable at the Statistician's Office? I have heard that something has been compiled to lay before this Committee.

433. *By Mr. Valentine.*—What is the annual value of the municipality? I do not know that.

434. *By Mr. Belton.*—You have spoken of settlers not having the means to send their produce to market. I suppose for the most part they are struggling settlers about here? They are not men in big ways. They might have perhaps a pair of horses, which is the average farmer's stock. With regard to the annual value, I am sure it is fully one-third greater than it was last year, and is as much again as it was five years ago.

The witness withdrew.

ADYE DOUGLAS called and examined.

Mr. Douglas made the Statutory Declaration.

435. *By the Chairman.*—Your name is Adye Douglas? Yes.

436. What is your occupation? I have no occupation just at present.

437. You reside at Beaconsfield? Yes.

438. You have, I believe, an intimate knowledge of this district? Yes; I have been in the district for just on 40 years.

439. You have had considerable experience farming and mining? Yes; and also sawmilling.

440. The Committee would be glad to have your views with regard to this proposed railway, whether you think it warranted or not. You should be able to give us some idea as to the advisableness of constructing a railway? As to the agricultural possibilities, there is a fair area of land in this district. It is not in large areas, being a hilly, broken country, with some good valleys in it; some land cultivated, and some wild. There is a lot of land that with proper facilities for getting produce to market could be brought into profitable use, quite as much more as there is under cultivation now.

441. Can you tell us anything with regard to the timber resources? There is a good deal of timber in detached blocks, but the best of it has been killed out by the settlers through ringing and clearing.

442. There are some timber belts in the Frankford district? Yes; there is a good deal there yet, back from the road—and good timber.

443. Do you think a profitable trade could be opened up with the other States if facilities were offered? Yes; at the present price of timber. There are several sawmills started in the district lately, and I think more would follow.

444. You have had some experience in the iron mines, have you not? I had nothing particular to do with them. When I first came to the district these mines were just about starting, but the people who had to do with them did not seem to know much about the business, and many thousands of pounds were expended quite unnecessarily. There were failures there with such as Ilfracombe, for instance, where they built a furnace, and through fault of construction or want of knowledge they could not smelt the ores, although in small trials they smelted successfully; but when they came to build their big furnace, through some means or other they could not run the iron. The furnace is there still, and I believe there is a clinker charge in it yet.

445. The treatment now would be much different to what it was then? It was simply because the people knew nothing about it; that was my impression. With regard to Swifte's iron mines, he smelted iron successfully while the thing was running, and that, I am given to understand, was worth £2 a ton more than the best Swedish iron. How I remember it was that I thought of taking those works over as they were suspended, and I wanted a partner. I made inquiries as to the possibility of getting rid of the iron, and I found I could have sold all I could smelt there at the top market price.

446. Which particular route would you favour in connection with the railway? I should say take the line through Winkleigh and Glengarry, then direct into Launceston. I do not see what advantage there would be in connecting with the Western line at Westbury or Hagley.

447. You are a landholder in this district? Yes.

448. In the event of the railway traversing your land would you expect compensation? No; I would give the land without any compensation.

449. *By Mr. Lyons.*—What advantages do you think the river route has over the Westbury route? For one thing, supposing you wanted to send produce from this district or from Winkleigh or Glengarry, you would not want to send it all round through Westbury. The cost of transport would be more than sending it by wagon or boat. The same with passengers; you could ride to Launceston as quickly as you could get there by going round to Westbury; it is nearly three times the distance.

450. *By Mr. Howroyd.*—Have you any idea of what freight there would be available for a railway? No; I have not gone into that. If a railway were made no doubt the freight would be increased very much.

451. I suppose goods for this district at the present time come either by carriers or by the river? Mostly by the river. Some ship by way of Beauty Point, but principally at Exeter.

452. But as far as this end is concerned, it is all shipped to Beauty Point? Yes.

453. You have a boat once a day? Yes.

454. Have you not an extra boat—the "Bass"—too? Yes; and I think there is a sailing boat on the river as well.

455. Are there any public carriers plying between here and Launceston? I could not say, but I saw an advertisement the other day of a man in Launceston who was carrying through to Glengarry and Frankford. That is the only instance I know of.

456. In your line of business you have not come into contact with the freight trade much? No. As regards the mining possibilities of the place, there is the iron mine, of which you have no doubt had evidence. The district has been opened up a long time, and nothing of any consequence outside the Tasmania has been discovered; but some time or other there will be. It is impossible to say how long they will lie dormant; but I am an old prospector, and spend a good deal of time even now in the bush when the weather is fine, instead of going to races and that sort of thing, and I have found opal, for instance, in three different parts of the district. Some day, no doubt, there will be good stuff found. Gold is distributed over a good area. I have found it at Anderson's Creek, and all along the Blue Tier and over the main range at the back—the Asbestos Range. There are traces of copper from Frankford to Badger Head, pretty well 15 to 20 miles, all along the range. There are also great lime deposits at Flowery Gully, Winkleigh, and Glengarry.

457. *By the Chairman.*—There is a copper mine already there, is there not? Yes. I would not like to say it is payable, but it is a fair prospecting show so far.

458. You think there are great possibilities of something being found in the future? Yes.

459. That is the conclusion you have come to from the prospects you have had on the surface—you think if the lodes were followed they would prove reproductive? Yes.

460. Would you recommend deep-sinking on the Blue Tier? I think there is a good chance of finding something there.

461. They have had fairly good results on the surface, I believe? Yes. There has been a lot of alluvial gold found at the other end of the Tier, and some very rich patches in the lode formations.

462. *By Mr. Howroyd.*—With regard to opals, have you seen any other indications of any other strange or rare minerals or metals other than opal? With the exception of gold and copper I have not come across any other mineral. Of course the opal is outside the metal line.

The witness withdrew.

PATRICK JOSEPH MANION *called and examined.*

Mr. Manion made the Statutory Declaration.

463. *By the Chairman.*—Your name is Patrick Joseph Manion? Yes.

464. What is your occupation? I am a baker and farmer.

465. You have a fairly intimate knowledge of Beauty Point as a port? Yes; a good knowledge.

I have been living on the river, you may say, for the last three years, and boating on it; and I know the winds and tides.

466. Will you give us some information with regard to it? With reference to Beauty Point, the tide there is very little, and there is a good depth of water; I should say from 48 to 80 feet. There is a width of channel of about 1000 feet, and length for ships I should say of $1\frac{3}{4}$ mile; that is for big ships. All small ships could be accommodated inside that line of wharf; that is ships like the "Aurora," which used to lay at the wharf before the end was on it. They could lay broadside on to the tides. Now all the ships of this length of wharf I spoke of would lay fore-and-aft on to the tides, and the only wind touching them would be southerly.

467. What size boat could they bring into Beauty Point? Any boat that could come past Garden Island. The biggest ship in the world could come in there.

468. You think the port would warrant connecting up by railway? Certainly; and not only that, I think the prevailing wind for nine months in the year is north-west, and there is not a ripple on the water from that direction. Sometimes from the east it blows, but the fetch is only $1\frac{1}{4}$ mile to where the ships would lay. It would be, I think, about a mile, and would have no effect on the vessels. There is another thing worth mentioning with regard to this harbour, and that is that we have one of the finest water-supplies in the State. The place for the reservoir is a natural reservoir, and there are thousands of tons of good rock to build it with, and with the pipes they have now it could be done as cheaply. It would run mostly through serpentine country, which is valuable.

469. You are a councillor? Yes.

470. Would the municipality be prepared to go in for a water scheme? I am sure they would; and I might state we tried to get the money from the Government. Our member waited on the Government, and was told it was no good putting it before Parliament, so they could not get the money. Since then Beaconsfield has progressed so. Land a few years ago unsaleable at 5s. an acre is bringing up to £7. Then there is another point, which is the undeveloped mines of Beaconsfield on the south of the Tasmania.

471. *By Mr. Valentine.*—You have no fear but what this line would pay? Not the least.

472. Straight away or in the future? Directly. The thousands of tons that come to Beaconsfield I am sure would pay for the line itself. When you take into consideration the Scottsdale line and the line itself to find that the stuff we get to-day costs twice as much, and Beaconsfield is only 28 miles to Launceston, and 48 is the distance from Launceston to Scottsdale, and our stuff costs us twice as much. Our population is more than six times that of Scottsdale. Our surroundings, too, are becoming closer together. A lot of people are taking up, say, 25 acres, and are residing there.

473. You think the railway would increase production? Yes; in every way. And in regard to tourists, there are hundreds of people who would come here if there were better facilities. The mining is only in its infancy here at present. If the ground were proved to 400 or 500 feet, and driving north and south, we are sure there is something there. I believe as much as 4 oz. to the ton have been taken from the Leviathan and Cosmopolitan.

474. *By Mr. Belton.*—Which route do you favour for the railway? My suggestion would be that the line goes in along the back and strikes by the Glen-garry Police-court, then through Rosevale, and

strikes the road about 3 miles out in the ridge in the hills; and that, I believe, would make our railway within 10 miles of the Westbury railway.

475. Do you know anything of the production of the district—how many tons of potatoes per acre are grown on the cultivated land? I have seen 10 to 12 tons to the acre grown, and 5 tons of hay grown on one farm.

476. Are you satisfied that the fruit industry will develop into enormous proportions? The development within this last few years has surprised me. There were some properties here assessed at £1 per acre, and now, where it is orchard land, the capital value is £800 for 30 acres.

477. That is through the development of the fruit industry? Yes. Another thing I would like to point out is that our municipality is dealing as lightly as possible with the orchards that are coming along until they bring in some return to the owner. In the Huon district every acre of orchard that was planted was considered to be worth £100, but we make the average a lot lower than that; our estimate is about £30. When they are bringing in returns we will expect a return to the municipality.

478. *By the Chairman.*—You are thoroughly convinced this railway would be of benefit to the district? Yes. If a railway were constructed that would touch somewhere near Frankford there would be made available thousands of tons of timber suitable for palings, which is a valuable asset. The railway would save a lot of cartage. That timber is within 12 miles of Beaconsfield.

The witness withdrew.

SAMUEL OCRA JARMAN *called and examined.*

Mr. Jarman made the Statutory Declaration.

479. *By the Chairman.*—Your name is Samuel Ocra Jarman? Yes.

480. What is your occupation? Limeburning.

481. Is the lime industry a paying one? Yes.

482. With further facilities, do you consider it would be a big asset to the country? It would be far better if we could get more boats to call for it. Last year we worked up a trade in Melbourne, where they use about 30,000 bags. The boat was taking it very well, and then they missed us out. If we do not have a boat to take it away it bursts the bag.

483. Are not you sending limestone away? Yes; to Launceston, to the smelting works, for flux.

484. I believe it is excellent flux? Yes.

485. You have sent lime to the other States? Yes.

486. Is not there a certain amount of risk to the boats in shipping lime? I believe so.

487. Are they prepared to take it and incur those risks? If it is fine weather they will? It is reckoned good cargo.

488. With facilities there would be a big trade done? Yes; to Melbourne, because it is the best lime they had had.

489. Have you an unlimited quantity of stone. Yes; any amount of it, and just under the surface. It is the best lime in the country.

490. *By Mr. Valentine.*—What could it be quarried and sold at per bag? Three shillings a bag. It goes by measurement, so many inches in a bag; I think it is 24 inches.

491. *By Mr. Belton.*—That is burnt lime? Yes; just ready for use.

492. You would not send any of that by rail? Yes; we would send it to Beauty Point, and have our timber brought up by rail, which would save a lot of carting.

493. Do you have any difficulty in getting fuel? It costs a good bit on account of the carting.

494. *By the Chairman.*—In connection with the burning of lime, any class of wood will do? It has to be pretty good wood.

495. But it does not matter how big it is? No. The bigger the timber the better it burns.

496. Provided a railway were here, then, it would help the farmer to clear his land by sending you the firewood? Yes; we have now to cart it a long way.

The witness withdrew.

CHRISTOPHER CORAM SPOTSWOOD *called and examined.*

Mr. Spotswood made the Statutory Declaration.

497. *By the Chairman.*—What is your full name, Mr. Spotswood? Christopher Coram Spotswood.

498. You are the Council Clerk of this municipality? Yes.

499. The Committee would be very pleased if you could afford us some information regarding the annual values of the Beaconsfield Municipality? We have just finished the revaluation, and are making up the clean copy of the roll now. Last year we, through an unfortunate slip, did not get our roll through, so we did not get the increased amount, and this year we have just got it through the revaluation, and so I cannot give you the exact figures. If it would be any advantage in two or three days I could give it by affidavit.

500. *By Mr. Valentine.*—That would be before the people have had a chance of appealing? Yes.

501. *By the Chairman.*—As a matter of fact, the values are going up every year, are they not? Yes. The council came into existence in 1908, and the annual value then was £21,345. This year our annual value is £23,546, and now it will be at least £2000 more than that; that is, allowing for any possible appeals, it must be over £25,000. The acreage of orchards in 1908, when the council was formed, was 724. The acreage now is 2392; that is for 1911. The rate of planting is something over 400 acres per year. The increase will, I think, be greater in the future, as the orchards come into bearing.

502. *By Mr. Howroyd.*—Mr. Spotswood, do you not every year have to furnish to the Agricultural and Stock Department a return showing the products and everything in the municipality? The police do that; it is the Stock and Crop Return.

The witness withdrew.

JOHN JAMES TOWERS *called and examined.*

Mr. Towers made the Statutory Declaration.

503. *By the Chairman.*—Your name is John James Towers? Yes.

504. And you reside at Frankford? Yes.

505. What is your occupation? Fruitgrower.

506. The Committee is here to day, Mr. Towers, to take evidence with regard to the proposed railway to connect Beauty Point with the present railway system, and would be pleased to hear your opinion in regard to the matter? I have prepared a statement, which I shall be glad if you will permit me to read, which fully sets forth my views.

507. Will you proceed to read it, please?—

My first words to you, Mr. Chairman and gentlemen of the Committee, are words of welcome. This is a day to which we have looked forward for many years, and we hope your visit here will be fruitful of many benefits to us.

You know, the five municipalities of the Tamar have decided to make great improvements in the river for the purpose of making, at Bell Bay, a deep-water port, which will have no superior in the world. As the ports on the mainland are shallow, it is hoped that the Tamar will become a distributing centre for Australia, and that the largest vessels afloat may come here with cargo, which will be forwarded from the Tamar to various ports of the Commonwealth, and will load cargo here for the European markets. Such is the position to-day. For its realisation two railways will be needed—one to connect Bell Bay with Launceston, and another to connect Beauty Point, the adjunct of Bell Bay, with our railway system. The appointment of your Committee, Mr. Chairman, is, of course, for the purpose of ascertaining the advisability of connecting Beauty Point with our railway system. I know the opinion is held that our Tasmanian railways are run at a loss. But this alleged loss is only apparent; in other words, it is a matter of bookkeeping. The officials responsible for the figures deal only with the direct profits, and ignore the indirect profits. This is wrong, because the indirect profits are of greater importance even than the direct profits. The pessimists overlook the enhanced value of the land, the greater production, and the increase in population which follow the building of a railway.

Let us examine in a broad way the question whether our railways are a success or a failure. Close down our railways, and what follows? Stagnation of industry, tremendous decrease in production, paralysis of business, exodus of people from the State, and financial ruin. From these evils we are saved, and the State placed in a position of almost unprecedented prosperity by the payment of a deficit of a few thousand pounds yearly on the direct returns of the railways. The deficit should be looked upon as an insurance premium. Railways are as necessary to a modern State as blood is necessary to the body. Without them life is impossible. I would ask you, therefore, Mr. Chairman, to wipe from your mind all belief that our railways are not a great success, and we know to a certainty that the limits of success have not been reached. Extension of our railways is necessary, because in their absence the opening up of this country is impossible, for profitable cultivation cannot be carried on if farmers have to cart their produce 15 or 20 miles. I will now pass to the consideration of the best line of route for the Beauty Point railway.

I share the views held by the Premier of Tasmania, and, I believe, by the leader of the Opposition and by Mr. Hunter, the engineering expert, that a line should not run along the Tamar, but should be sent inland to open up new country and country too far back from the Tamar to be served by the Tamar. Experience shows that railways cannot compete against water-carriage, and no railway for farm produce should be built within 10 miles of the river.

At a public meeting at Frankford a resolution was passed unanimously that the proposed railway should connect Beauty Point with the Western Line. We recommend the acceptance of the line of route preferred by the surveying party which went over part of the ground about 22 years ago. Starting at Beaconsfield, we follow that line until Cameron's, at Glengarry, is reached, then we swing to the right and go through the Black Bottom at Frankford, about 11 miles from Blackwell, our shipping port on the Tamar; then on through or near to McBain's and Meadowcroft's at Black Sugar Loaf. From this point the line of route will be carried on by the Committee chosen at Westbury. I understand no engineering difficulties present themselves on this route, and a large proportion of the land needed will be given free of cost.

In the event of a manœuvring area being secured in the midlands, this line would offer the shortest connection between it and Hobart and the naval station on the Tamar. It would also serve the back country of Winkleigh and Glengarry, and the whole of Frankford and Black Sugar Loaf. It would also offer a new outlet, and in many cases a cheaper outlet, for the products of Westbury district and the midlands, and in these days when competition is so keen every diminution of expenses is of importance to the producer, and also to the workmen employed by the producer, because the producer can only pay wages out of profits, and the lower the expenses of marketing the higher the wages.

Frankford is a hilly, densely-wooded district, about 10 miles in length. Population, according to last census, is a little under 300 souls. Settlement of the district started about 30 years ago. This hall is in the centre of Frankford, and is distant 19 miles from Westbury, our nearest railway-station; 15 miles from Blackwell, our nearest shipping place; and 29 miles from Launceston. The land varies in quality from very good to moderate. The bulk of it may be described as good agricultural land. Our claim for a railway is based on three grounds: (1st) Agricultural and horticultural products; (2nd) milling timber; (3rd) possibilities of development

of our copper mine. Detailed accounts will be given you by other witnesses. Not much is under cultivation. Our grievance is we are shut out from cultivation by reason of the heavy cartage. As showing the difficulties of getting produce to market, I may say that this season I have sent away about 1000 bushels of apples, carted by lorry by the Frankford carriers. The difficulties overcome to get them dispatched are almost beyond belief, and require the display of patience equal to Job's. Some weeks on every night after the day's work was over I had to go along the road to make inquiries as to whether the lorry had arrived, or whether any tidings were to hand as to the probable date of its arrival. Every trip along the road brought me in touch with someone likewise anxious to learn when the lorry would arrive. Distance and the hilly nature of the road would sometimes throw the arrival even a fortnight late. You can see at a glance the impossibility of developing and cultivating a district under such a handicap.

Our chief difficulty is not the growing of crops. Capacity of production is here. Our need is facilities for getting our produce to market. A great future stands before Tasmania, possessing as we do a temperate climate and standing in the closest touch with countries like New South Wales and Queensland, with a semi-tropical and tropical climate. These States are increasing rapidly in population and wealth, and their purchasing power is growing enormously. The development of the Northern Territory undertaken by the Federal Government will give us another market. As these immense territories, as large as European kingdoms, are populated, a boundless demand will set in for the products of our temperate climate, so that no justification exists for a policy of timidity which would clog our advance with doubts and fears.

If you wish for the growth of population here, and would prevent the exodus of our young men, you should strip country life of some of its hardships. Thirty years are needed for the making of a bush farm, and young men now-a-days will not sacrifice themselves and bury their best years in the bush when town life offers so many attractions. High wages, amusements, and animation of life draw away young men to the towns, when the bush can offer only the dreary perspective of monotonous toil. Life here is hard. The years bring no abatement of labour, and the struggle is precarious in issue.

Now, Mr. Chairman and gentlemen of the Committee, I wish to appeal to you not as business men, but as statesmen, to whose care is entrusted the welfare of this State. To me nothing is more certain than that we shall have to defend the independence of Australia. It is the policy of Germany, our great and terrible adversary, to call upon the towns to make sacrifices in order to rear a sturdy and vigorous rural population—a chief defence in danger. It is, unfortunately, the policy of Australia to force the country to make sacrifices in order to build up the towns with a weakly and delicate population, a poor defence in danger. I say the time has come when prudence as well as justice calls for a reversal of that policy, and Parliament should be asked to pay back a measure of the debt owing to the country, and owing especially to the pioneers who have given their best years to a wearisome and unprofitable struggle against the wildness of nature.

508. I think I may say I am echoing the sentiments of the Committee by congratulating you on that very excellent statement you have made, Mr. Towers. We will now ask you some general questions on the matter? In connection, first of all, with the apple trade; you grow a good deal? Yes; about 2000 bushels altogether.

509. Is the climate of Frankford suitable for apple-growing? It is first-class, for the late-keeping varieties especially.

510. These apples would be good ones for export? Some of the best. I have sent apples to England—Ribstone Pippins—and I got the third highest price out of 60 who sent.

511. That speaks well for the capabilities of the district? Yes; and I have been told some of the Frankford apples are superior to any others in Tasmania.

512. *By Mr. Belton.*—Presuming it were decided that a railway be constructed from Beauty Point via Beaconsfield to Launceston, touching within 5 or 6 miles of this district, would that be an advantage? Five or six miles from here would do, of course, if it comes to the flats of Frankford.

513. *By the Chairman.*—What distance is Frankford from the Glengarry school? It is about 5 miles to the flats from here, and the school would be about 3 miles beyond that; that is, roughly, 8 miles.

514. If there were a station there, would it serve you? Not very well, as we should have to go down Blades' Hill. We want it this side of that.

515. You would be in favour of linking up with the Western line? Yes; certainly.

The witness withdrew.

ALFRED FORBES *called and examined.*

Mr. Forbes made the Statutory Declaration.

516. *By the Chairman.*—What is your full name, Mr. Forbes? Alfred Forbes.

517. And your occupation? I am a farmer.

518. You are a resident of Frankford? Yes.

519. The Committee would like to know from you what you consider would be the best route this railway could take? I have been living in the district this last 25 years, and I know something of the district, and the route I should advocate is through the Sugar Loaf, connecting somewhere about Longford, through Westwood. I think that would be central.

520. It would be a considerable distance to connect with Longford, would it not? It would be under 50 miles, but it is central for the district, and would touch all the agricultural land. It is far the best route, and would pay handsomely, I am certain. The Westwood estate is shortly to be cut up, and there are about 14,000 acres in that. One of the trustees told me he would favour it through there.

521. It would be a long line of railway, considering we could connect with the Westbury line? It would be under 50 miles from Beauty Point.

522. It would traverse a big district? Yes; and it would touch all the agricultural land.

523. Do you think if the railway were constructed the people of the Longford district would send that way. I do, indeed.

524. Would you be strongly in favour of that route? Yes; I would favour that. I know the class of country.

525. Do you know the route proposed by the Railway League at Beaconsfield? Yes.

526. Have you seen that? Yes; but I do not think it would pay.

527. You would not favour linking up with Westbury? No; not at all. I am out to do the greatest good for the greatest number. I think the route I propose will do that. It will not come near me within 10 to 12 miles, so I am speaking not for myself, but for the people.

528. *By Mr. Lyons.*—How far would that line of yours be to a point crossing the road to Westbury at Glengarry? I can hardly say, but I think about 15 miles.

529. But from Westbury to a point where this line would cross the Glengarry-road? I hardly know exactly how far that would be.

530. *By the Chairman.*—How far would your railway be from the station at Hagley? I suppose it would be about 8 miles.

The witness withdrew.

CHARLES IRWIN KNIGHT *called and examined.*

Mr. Knight made the Statutory Declaration.

531. *By the Chairman.*—Your name is Charles Irwin Knight? Yes.

532. And your occupation? Farmer.

533. You reside in the Frankford district? Yes.

534. The Committee is anxious to obtain some evidence with regard to the advisableness of constructing a railway to connect with Beauty Point, and we will be glad to hear anything you have to say on the matter? I have written out what I consider to be the simplest way, and if you will allow me to read it first I shall afterwards be glad to reply to any question.

In placing before you the following facts as to our proposed railway from Beauty Point to the Western Line, I wish to point out that I have confined myself, with exception of the last paragraph, entirely to that portion of the railway that would be in the Frankford district; that is to say, about 4 miles, commencing at a point near Mr. Cameron's on the Supply River to Brumby's, and the traffic would all be from one station. The rest of the line, that is to say, from Beauty Point to Glengarry and from the Sugar Loaf to the junction with the Western Line, I have left others to deal with.

About 1890 there was a grant made by the then Government for a trial survey of a line from Beaconsfield to connect the Western Line. At a public meeting I was one of those appointed to see the surveyor, with the object of getting the line brought to what is known as the Black Bottom, from Mr. Cameron's. This we did, and upon traversing the ground the surveyor told us that there would be no difficulties in the way. Unfortunately about that time a great depression set in, and the whole project was abandoned, and until the present time there has never been another chance of getting our wants supplied.

For 30 years we have been struggling against almost impossible conditions in the shape of long cartage and bad roads, and it will only be fair to us now to bring the proposed line as far into the district as the nature of the country will permit.

The 4 miles of line mentioned will serve about 25,600 acres of land, cut up into some 260 selections, almost the whole of which are being worked, and the production from which would be increased immeasurably if there were facilities for getting produce to market. Besides these selections, there are about 3500 acres of Crown lands at present unselected, the whole of which is first-class milling timber.

Of the selected land, a large quantity, nearly half, is still carrying green timber, which would all be made use of, either for milling or splitting, in the event of railway facilities. At the last census the actual number of persons living here was 280, and in the event of agriculture being made payable resident population should be almost immediately doubled, as many absentees are only away on account of the impossibility of getting produce to market.

In conclusion, taking the proposed line as a whole, the length would probably be about 45 miles, and if carried by the route we suggest would absorb the traffic of 450 square miles of country, or 288,000 acres that are at present too highly handicapped by long cartage to make the average price of produce a paying proposition. I have taken the area 4 miles on the other side of the line and 6 miles on this side as the ground that would be worked by the railway.

535. How far is Cameron's place from Frankford? It is about 6 miles to where the original survey came in. The Blackbottom, about 1½ mile from the Paling Flats, where the old sawmill is, is where we should have our station. It is a direct line from Cameron's to Brumby's Creek. It is really nearer than going across the Paling Flats?

536. *By Mr. Belton.*—You are speaking of going to Westbury? To the Western line, as far as we are concerned, the best route should be somewhere to junction with the Oaks. We would go over an immense area with a railway to the Four Spring Estate, the Quamby, Selwood, the western portion of Carrick, and the whole of Entally—none of them supplied with railway facilities. It is the tremendous grain-growing area of Quamby and Entally that will provide immediate use.

537. *By the Chairman.*—What would you consider a reasonable distance for farmers to be from a railway? The limit, I think, payable is about 6 miles.

538. But the Oaks and Carrick are served, according to that, by the Western line? In giving my acreage I have only reckoned up to within about 5 miles of the Western line.

539. Perhaps if you take into consideration the deep-water port that may be opened at Beauty Point the big steamers will come in, and people could ship to the Home markets? Quite so. Personally I have never supported the idea of a railway to Frankford alone, but that line junctioning with the main service of the State, it means that Beauty Point will be the shipping port of all Tasmania if Mr. Hunter's scheme is adopted.

540. In the event of a portion of it being turned down, with regard to the deepening of the Tamar, would not you favour a railway traversing this district within, say, 5 miles—would not you favour a direct line to Launceston? Not that way. Take it over to the eastern bank of the river, where Mr. Hunter says. You will only have about a 30-mile trip to Launceston. This way you will have 40 miles at the nearest point. At the present time the Black Sugar Loaf people, who are 8 miles from Westbury, go to Blackwall, as water-carriage from there is cheaper than rail from Westbury. If we have to cart down Blades' Hill we are all on level ground to Blackwall, and a railway would not serve us.

541. To give the facilities to producers you would recommend the line to tap the Oaks? To give facilities for the whole State the line, when it leaves this district, should run as nearly direct as you can get it to the Oaks, or Little Hampton. The Oaks was the station originally suggested as being the most advisable. You tap the Oaks, you touch the Carrick and Entally estates, which are the biggest grain-growing districts we have.

542. You believe if a railway went in that way it would have the tendency to cut up these big estates? They are nearly all under grain now.

543. The Westwood estate is not? Of course, it stands to reason that if a man has a railway through his place, the very fact that every man down there has offered land free, with facilities for a station, shows that the big landholders know what a railway means, and it must be for the grain. It is the open country that the railway must be made to pay in; it is not the passenger traffic.

544. *By Mr. Belton.*—Would not they be looking for the enhanced value of the land? Very probably they are, but if the land goes up in value it must be going to produce more.

545. *By Mr. Lyons.*—You spoke of the district about Carrick. Do not you think that well served either from Launceston or by the Western Line? Yes; but it is not served for the overseas trade. This line is to serve the markets of the world, and would bring Carrick within about 25 miles or so of the port without any second handling. Their produce now goes to Launceston for the overseas, and it has to be handled twice. Where you have the railway direct to that port it goes straight on to the boat.

546. *By Mr. Belton.*—It would be nearly as cheap to open up the upper reaches of the Tamar? They could do that for some boats, but when it comes to the 18,000-tonners you cannot get up without lightering your stuff, and that means a second handling.

547. *By Mr. Howroyd.*—I suppose if a line goes down the other side of the river, as suggested by Mr. Hunter, it would do for passengers? But you could not collect freight.

548. *By the Chairman.*—You think the country could be best served by a railway on each side of the river? Yes.

The witness withdrew.

HENRY ROBINSON *called and examined.*

Mr. Robinson made the Statutory Declaration.

549. *By the Chairman.*—Your name is Henry Robinson? Yes.

550. What is your calling, Mr. Robinson? I am a mixed farmer and fruitgrower.

551. Where do you reside? At Frankford.

552. The Committee would be pleased to hear anything you have to put before it in regard to the proposed railway? I have prepared a statement, which I will read—

Sir,—in compliance with your request to be furnished with all possible information as to the resources of the various districts embraced by the Tamar Farmers' and Fruitgrowers' Association, and which are likely to benefit by the construction of a line of railway to the deep-water port of Beauty Point, I may say that I immediately communicated with the various centres concerned and the Secretary of the West Tamar Railway League, with the result that active steps are being taken to meet your wishes. I convened a public meeting in my own district of Frankford for the 21st instant, and was rewarded with a very good and most representative attendance. A resolution was unanimously carried in favour of a route to connect with the Western Line, and which is hereinafter described, and a committee was formed to arrange for collecting and preparing evidence over and above that which I submitted to the meeting, and which I will furnish hereunder.

I have also prepared a plan or table of the holdings in the district, which shows there are 88, comprising 14,213 acres. Area under grass and in a rough state is 6317, and the cultivatable area is 1778. About 60 of these holdings are at present occupied, and the population is 258; the number of children on the school register totals 46.

The producing capacity of the land should not be gauged from the present output, which, owing to the distance from market and high cost of labour for clearing the land, producing the crop, and putting it on the market, is of necessity very restricted, but should rather be estimated from the land's capacity for producing such crops as would provide freight for a railway or tramway when such is constructed to our district. The land here has been proved. It will produce first-class "off-colour" potatoes, which will hold their own for quantity anywhere. The average crop without manure can be estimated at from 4 to 5 tons, but given more than ordinary cultivation this average can easily be increased to 6 or 7 tons an acre on virgin soil. As much as 11 tons has been dug on our own farm off 1 acre, and on small plots of a few rods each even a higher yield has been dug without any manure. The soil is well adapted for producing turnips, mangolds, and other roots; also cereals, and particularly oats and peas. Without any exaggeration the land in Frankford is recognised as being second to none in the West Tamar districts. Apples do very well, and although they do not attain that high colour seen on lower levels (the altitude is approximately 900 feet), the quality is undoubtedly superior. There are at present only two commercial orchards in the district, the output of fruit from them this year being upwards of 3000 bushels, and this quantity will annually increase.

At the present time apples for shipment to England have to be railed to Hobart. The nearest railway-station is Westbury, 22 miles distant from these orchards. A good load for such a distance is 40 to 50 cases, and to go and return in one day necessitates a 16 hours' day. Further comment is superfluous. For Lannceston and Sydney markets our produce has to be carted to Blackwall, on the Tamar, distant 14 to 18 miles. Our nearest market is Beaconsfield, from 12 to 15 miles distant, according to the location of the holding. It is a good market for dairy, farm, and orchard produce in limited quantities, but the road to it is of such an execrable character owing to its switchback nature, and to the fact that there is constant heavy timber traffic passing over it, making parts of it impassable during winter time, this market is not cultivated to the extent it would be if made reasonably accessible; and I might here suggest that members of your Committee should institute enquiries as to the possibility of a light tramway put back from Beauty Point into the timber areas in and around Holwell and beyond being made a payable proposition, in view of the heavy expenditure of reconstructing and maintaining so expensive a road, I would especially emphasise the importance of having this looked into. This can never be a good road until arrangements can be made to divert the timber traffic to another channel, excepting at very great cost.

Having put before you the area of the land in the district, the quality of which is, for producing, beyond question, and allowing for only half of it being available for cultivation, an estimate can easily be formed of the amount of freight likely to be provided therefrom. Apart, however, from the producing capacity from an agricultural point of view, there are large beds of excellent milling timber, such as blackwood, stringy-bark, string-gum, &c. It is from this district that future supplies of material for fruit-cases must be drawn, and in view of the enhanced value of Tasmanian hardwood and the impetus given to the timber trade through the increased demand from the mainland, the necessity for quick and cheap transit facilities to the district was never more pronounced than it is to-day, and any railway to be constructed should be made available to the great resources of this district. Another question not yet touched upon is that of being able to obtain adequate supplies of agricultural lime. The Frankford soil is said to lack lime, but owing to the long and heavy cartage, which is accentuated by the higher altitude of this district, advantage cannot be taken of the concessions now in force for carrying agricultural lime over the railways. I was approached recently by the owner of lime-kilns, and asked to take a truck of agricultural lime, but was obliged to answer that the distance of cartage made it a prohibitive proposition; and the same remark might with equal force be applied to the using of artificial manures, which after some years of cropping has to be resorted to in moderate quantities, although we have taken as many as 18 crops from some of our land without applying any manure.

It will be seen from the foregoing that our district is considerably handicapped by its distance from rail or shipping facilities. The hard life inseparable from pioneering work has had a tendency to enervate, not to say demoralise. The linking-up of our district would at once bring us in touch with commercial activity, and would stimulate the development of those latent resources to which reference has already been made, and would reward the self-sacrificing spirit of the pioneers of this district, many of whom have spent from 25 to 30 of the best years of their lives in battling with the primeval bush, and who, from lack of facilities for marketing timber have burnt on their holdings and otherwise destroyed more than would have paid for them could they have turned it into cash. Apart from the agricultural and timber resources of our district, there are possibilities from a mineral point of view, and I would respectfully urge the members of your Committee to give their serious attention to this aspect of the question of possible traffic from our centre. Indications exist of the presence of gold, copper, tin, coal, &c., and it is possible that in the near future a copper-mine will be in full working order. Mr. Twelvrees, the Government Geologist, has, I understand, made most favourable reference to the district, and the Hon. the Minister for Lands and Mines, Mr. Mulcahy, promised me that, so soon as the Geological Department can be reorganised and the staff increased, he will give instructions for our district to be reported upon. I would respectfully suggest that your Committee make special reference to this phase of the question in its report.

Having given you some idea of the district's resources, I will now turn my attention to the question of a route. Two are advocated. The one from Beauty Point to Lannceston, *via* Winkleigh, Glengarry, Bridgenorth, and across the Tamar near the boat-sheds appeals to me, as it will give quick access to deep water and the northern commercial centre. It would, however, necessitate a branch line to our district, to be eventually carried through to Latrobe, or in that neighbourhood. The Sassafras farmers are even now looking around for some means of getting their wood, fencing, and building material. This is looking well into the future, however, and I doubt if your Committee will glean evidence sufficiently strong to warrant a survey being made as proposed by the West Tamar Railway League. It is to produce rather than passenger traffic that we must look to for revenue-production, and the route proposed as follows may eventually be found most acceptable:—Tap the Western Line at Longford, which is a large agricultural centre receiving all produce from Cressy and surrounding districts, comprising some of the finest agricultural land in the State; from Longford to Ilawarra, and thence through the Moat Farm, passing within about a mile of Carrick township. Continuing, it should pass through the Westwood estate, area 14,000 acres, owned by a syndicate resident in England, and which is shortly to be cut up for closer settlement purposes. Leaving Westwood for Rosevale, the line could pass between that district and Selbourne, and be made convenient to serve Bridgenorth; continuing, it would pass through Mr. Kennedy's property and Black Sugar Loaf to Paling Flats, to what is known as the "Black Bottom." A station or siding at this point would serve

Frankford district, and would be about 4 miles from the public hall and the general store of Mr. Derbyshire, both centrally situated.

I am indebted to Mr. A. Forbes and Mr. Gowans of this district for the foregoing information, both of whom are most reliable and practical farmers. Mr. Forbes has promised me that he will pilot your Committee over or near to the proposed route, and he has agreed to interview certain landowners with a view to obtaining concessions over land through which the line may pass.

Continuing from the "Black Bottom" I am told a comparatively easy grade can be secured to Messrs. Fawcner's and Cameron's. The former owns a selection of some 1200 acres, the bulk of which is carrying excellent milling timber, and who is most anxious for rail transport facilities, in order that he might put down a sawmill plant; he is also laying out an orchard, and will most likely go extensively into this industry in the event of these facilities being granted. The line would pass down the Supply Valley from this point for a few miles through the farm of Mr. O'Reilly, and on towards Mr. Jim Graham's, the land on the route being admirably adapted for agriculture, fruit, and hop growing, &c.

Reverting once more to the marketing of produce, I would point out that at the present time horses and bullocks are used to draw loads to Westbury or Blackwall, as the case may be. A ton to a ton and a half is a good load for a pair of horses when such a distance has to be travelled, and from 2 to 4 tons for bullocks, according to the strength of the team. Only three trips a week can be made with horses, weather permitting, and two with bullocks. It will be seen, therefore, that to market, say, 50 tons, it would take some weeks, and market values may fluctuate very much in the meantime.

Our roads are only lightly constructed, and any extra strain upon them would soon cause a collapse. To make produce-growing a paying proposition, unusually high prices must be obtained, and when we bear in mind the enhanced cost of labour and the great difficulty there is of obtaining satisfactory workmen, your Committee will readily perceive the great disadvantage settlers in such districts as ours are labouring under.

With better facilities for transport many things produced would find their way to market which are now lost to the consumer and of much less value to the producer.

553. That is a very comprehensive statement, Mr. Robinson, and you must have taken a great deal of time to gather all the facts. You would favour a light feeder from the Main line to connect with Frankford? In the event of the line being put down the river.

554. In the event of a railway touching at Glengarry, would not that give Frankford the facilities? Yes; but we would have to negotiate Blades' Hill.

555. Would you favour a light length of railway, say, from the western side of Cabbage Tree Hill traversing the iron deposits and up through Kelly's Look-out, connecting with the timber belts at Frankford? What I have mentioned is apart from that way.

556. Do not you think the proposed route to Launceston would benefit the Frankford producers? Undoubtedly; that is the line I favour, for this reason: I am a producer and want to produce more. I want to get to Launceston as quickly as possible. If we have a line to connect with the Western line it is a question which way would pay one best to go; *via* Western line is too round about. If I could drive to Glengarry and jump on the train I could get in and out in the one day.

557. *By Mr. Valentine.*—Would the line passing near Glengarry give you all the facilities you require? No. We should have to have a branch line up the Supply Valley to touch Faulkner's. He has 1200 acres carrying good timber, and there is Crown land there as well.

558. *By the Chairman.*—Would this branch line be a light line? That I leave entirely to the Department.

559. It would be less expensive? Yes. Of course, it is a question of uniform gauge right throughout.

560. *By Mr. Belton.*—Suppose the engineer says a light line means one that travels slower—do you not advocate a break of gauge? No. I understand the nature of the line.

561. *By the Chairman.*—How far would that branch line be? Five to six miles.

562. Would that tap the whole of the timber reserves in Frankford? It might. It depends upon the way it goes. It would need to go through Frankford (south).

563. About the Glengarry school? The nearest you can get would be the Post-office. I think you would have to go up the Supply Valley—that would mean tapping it near Tunks'; that would be nearer 9 miles to Frankford through there.

564. It would be rather a difficult route? I do not think so.

565. *By Mr. Belton.*—Have any surveys been made round this side of Blades' Hill? I understand a survey was made some 30 years ago, but I do not know whereabouts it came. I understand it came to Cameron's and Reilly's.

566. Two witnesses have said in regard to this that Blades' Hill is the objection to this route? The general opinion is that Blades' Hill is against it.

567. Is it possible to come round Blades' Hill and help you, and still connect with the commercial centre? I think so; undoubtedly. You could get that information from Mr. McBain.

568. I think you are under a misapprehension. Blades' Hill would be no detriment to getting the produce to the post-office at Glengarry? None whatever.

569. That would serve you fairly well? Yes; if we could negotiate the hill it would be better. I understand there is an easy grade, what they call the road *via* Cameron's, Faulkner's, and others. I do not think it would be economical to make us cart all our produce down there. There is nothing so destructive as timber on the roads.

570. *By Mr. Valentine.*—Has the timber been tested by sawmillers? Yes. There has been a good deal of timber, and our apple cases have been cut here for many years. I understand that Russell and Coogan are satisfied with the timber taken from here.

571. *By the Chairman.*—Blackwood is recognised throughout the world for its polish, and so on? Yes; and there is some blackwood to be cut there shortly. Mr. O'Toole is putting a mill down here.

572. *By Mr. Valentine.*—How do you get your produce away at present? It goes to Westbury and thence to Hobart. It costs 5d. a case for fruit to Hobart.

573. *By the Chairman.*—The land round here is very good potato land? Yes. Some years ago I instituted a potato competition, the area being limited to one acre. We were second in that. Mr. Nicholls said at the examination, "we will dig where the fork falls." This was done, and we dug 11 tons.

574. Is the reason they do not go in for additional production of potatoes the want of facilities? Yes; that is it. We have to get away very early in the morning, and by the time we get back at night we are tired out.

575. The Sugar Loaf district would be suitable for potato-growing, would it not? Yes; but not to the same extent as Frankford; but there is very good fruit land there.

576. Does the blight affect you much? It has affected some, but I think it depends upon how the potatoes are treated. When the blight was so very bad we put in about 4 acres, and used a little potato manure, and when we dug we got about 4 tons of good potatoes to the acre, and they kept till spring time. Another man used bonedust, and he dug two bags to the acre instead of four; this man resided at Glengarry.

577. If facilities were given with regard to obtaining lime, would you go in largely for agriculture? If we could get one ton of lime to the acre we would

grow more than under present conditions. With regard to potatoes, we sold some to Mr. S. Ritchie, Bay View, East Tamar, who wrote and said he had received two bags of excellent potatoes, and he asked that seed should be saved for him.

578. Would the farmers of Frankford, if offered facilities such as cool stores at Beauty Point, go in for fattening lambs for export? I have no doubt they would. There are many of the people here who are not practical enough.

579. Would you favour the Government establishing cool stores? That is a debatable question. I do not think the Government should interfere too much with private enterprise? I think the Government should make proper laws, and see that they are carried out, and give facilities for getting to the markets.

580. *By Mr. Lyons.*—If the Government established cool stores would you refuse to make use of them because the Government controlled them? No; I would help all I could. I always believe in looking upon these matters as broadly as I can. I was approached in Launceston to assist in organising the producers, but at the present time I would rather paddle my own canoe.

581. You are the Secretary of the Farmers' Association? Yes; and I have to travel 15 miles to go to the meetings. It is a great tax upon my time and energy. The meetings are held at Exeter.

582. *By Mr. Valentine.*—As an officer of that association, you consider railway facilities will help the fruit industry in this district? Yes; to a very great extent. Some people say "get near the water," but why not grow fruit here as well as on the river. They come here for their chaff and potatoes. We have the climate and the soil, which seems peculiarly adapted for potatoes and fruit. We do not get the colour in the apples, but the flavour is there. The river people themselves have said our sturmers are far superior to those grown on the river.

583. *By Mr. Belton.*—With regard to your remarks as to private enterprise, you do not hope private enterprise will give you a railway? No; I said the Government should give us facilities.

584. *By the Chairman.*—As a leading member of the Farmers' Association, would you favour the people themselves building the railway under "The Local Liability Act"? They do not seem to take on "The Local Liability Act" at all. I am personally prepared to take it on, but other people will not see it the same way. I do not think, however, we should be asked to. There are two things which should go hand in hand. We should be given facilities for developing the country and for getting the people on the land. In connection with my statement I also hand you a return showing the areas of the holdings in the Frankford district [*vide Appendix A*].

The witness withdrew.

JOHN McBAIN *called and examined.*

Mr. McBain made the Statutory Declaration.

585. *By Mr. Lyons.*—Your name is John McBain? Yes.

586. What is your occupation? I am a farmer.

587. We have called you primarily, Mr. McBain, for the purpose of obtaining some information regarding the route of the proposed line. What can you tell us concerning that? I came through there with Mr. Lord's party on one occasion. We went further up from Frankford than this. I was appointed to show him through. I showed him what I considered the best route through Winkleigh and Glengarry on to the Paling Flats.

588. Can you describe what you consider the best route? You come through past the blacksmith's shop at Tunks', and on to the Paling Flats. We miss Blades' Hill, coming right round the other end of it towards Beaconsfield.

589. There is a road comes out there after you leave Glengarry; it goes to the right? You saw a road after you left that place. There is a road turning off to the right—that is the road we came up, and that is the best way you can get up here. There is no other one I know of you can get up.

Mr. O'Keefe resumed the Chair.

590. *By the Chairman.*—In connection with that route would it pass through your property? No. It comes up from Reilly's, where the tram was to come. It leaves Tunks', goes up and turns off by Reilly's, and come through by Cameron's and out on to the Paling Flats. Mr. Lord, who was taking the levels said they could come out there easily on to the Paling Flats.

591. Was that survey completed? I could not say whether it was or not. I went through with them the day they came, and I left them up at Mr. Robinson's place.

592. Do you consider that route preferable to the proposed route to Launceston? I could not say.

593. Which would serve the district generally best? As far as Frankford is concerned the route this way would serve best. I do not know that it would make any difference as far as Glengarry is concerned. It would make no difference to me.

594. Most of the land is taken up now? Yes.

595. Regarding the question of compensation, do you think the claims would be exorbitant? It would be very hard for me to say.

596. Supposing the line went through your property, would you ask expensive compensation? No; I would only be too glad for it to come through. I would give the land for the railway.

597. *By Mr. Lyons.*—Do you think that the general feeling of the landowners? That would be hard for me to say. I have heard a good many say they would give the land, but that is only hearsay.

The witness withdrew.

SATURDAY, OCTOBER 5, 1912.

JOHN MALEY *called and examined.*

Mr. Maley made the Statutory Declaration.

598. *By the Chairman.*—What is your name? John Maley.

599. And your occupation? Contracting, farming, and mining.

600. You have had considerable experience in mining? Yes.

601. We would like to hear your views with regard to the mining industry of Beaconsfield? My experience is that there is payable gold, and it only wants prospecting. It is out of the reach of individual prospectors. The depth would be too great for individuals to think about engaging in it.

602. It is not a poor man's field? No.

603. You have made important discoveries yourself? Yes. In one instance I have had 44 oz. of gold from about three-quarters of a ton of dirt.

604. That is a phenomenal yield? Yes; that is what is called a pocket.

605. You have no reason to doubt that if that country were prospected to a depth payable gold would be found? No. The pocket I got was shed from a pyrites lode. The lode is poor in itself, but when coming together, as in this case, several pockets may be discovered. As far as my own opinion is

concerned, the idea I have is that when this pyrites lode and the splendid quartz reef that exists there junction, there should be good gold got.

606. What is the approximate amount of gold won at the Blue Tier? I could not give you that, but there has been a considerable quantity. I have heard it stated that 12,000 oz. have been taken.

607. That is alluvial and reef? Alluvial chiefly; it was very rich on the hill.

608. You have no reason to doubt, and have good grounds for believing, that if depth were attained the same prospects would accrue? Yes. Of course we cannot see under ground, but I feel confident it is there in quantities.

609. What is your opinion with regard to the advisableness of constructing this railway? I would be very glad to see it constructed, and the route taken from Beauty Point as direct to Launceston as possible.

610. You believe in the direct route? Yes.

611. Would that open up more valuable country than the route to connect with the Western line? My own idea is that a branch line should be brought from the Western line to join up with the direct one.

612. *By Mr. Lyons.*—Seeing that you regard it as beyond the individual prospector, would you recommend the Government assisting in prospecting? Yes. I think a bore should be put in in a vertical direction; you would have to cut across to prospect that country.

613. You have said you would prefer a direct route, but you think there ought to be a branch to Westbury. Suppose it was decided to construct either one or the other—that is, the direct route to Launceston or a line through Westbury to Launceston—would you declare in favour of the direct route? I think the route through Westbury would be a great feeder, but the direct route would be more suitable between Beauty Point and Launceston.

614. But if only one line were decided upon, either from Beauty Point to Launceston or to connect with Westbury, which would you prefer? The direct route would be preferable, because the other part is already provided for. It would save mileage, too. There would be something like 70 miles to travel *via* Westbury, whilst this way there would be about 30 miles, and the branch line coming in from Westbury would shorten the route from there.

615. *By Mr. Valentine.*—Do you know the district right through? Except Bridgenorth way. I know it to Launceston.

616. You think if a railway were constructed on the short route it would pay? I do. There would be so much coming in in conjunction with the deep-water port.

617. You are depending a good deal on the deep-water port? Yes; one in conjunction with the other.

618. *By Mr. Belton.*—Would you think, as a mining man, that it would be a wise policy for the Government to get one or two diamond-drills for the purpose of prospecting mining areas? Yes; I would. The witness withdrew.

HENRY BARNARD MARTIN *called and examined.*

Mr. Martin made the Statutory Declaration.

619. *By the Chairman.*—What is your full name, Mr. Martin? Henry Barnard Martin.

620. What is your occupation? I am farming now. I have been a miner all my life.

621. Where do you reside? At Rosevale.

622. The Committee is meeting here to-day for the purpose of eliciting certain information as to the

advisability of connecting Beauty Point with the railway system, and would like to hear your views in the matter? We have held a meeting a short time ago, and I was one of those appointed to write up the district, which was divided into three parts for that purpose. The third I took included Rosevale. The total number of acres of land amounted to 13,147, out of which 2792 has been under cultivation. The area under fruit at Bridgenorth and Rosevale is just on 50 acres, as nearly as possible, and in these two districts there are 59 houses, representing 259 persons, who would be served by the line that will pass through Bridgenorth and Rosevale. The number of acres suitable for sawmilling timber is, roughly, 4000. This is all pertaining to the railway that will serve these two districts of Bridgenorth and Rosevale.

623. In connection with timber, you say there is timber available suitable for sawmilling? Yes; there are about 4000 acres of it.

624. Would that be on the line of railway? Yes, close on either side.

625. Whereabouts is it? On the route of the line if it ran through to Rosevale from Bridgenorth.

626. Would that timber exist along the road coming from Bridgenorth to Legana Junction? You could see it if you took a motor up, but it is rough. There is a steep hill near Rosevale, with house on top of it. The route will go near there.

627. How far is the timber from that? About 3 miles north. This would be fully 9 miles from the river, and would serve such places as the Sugar Loaf and Selbourne and Rosevale, and come within 7 miles of Frankford, pass through Glengarry and Winkleigh, and away on to Beaconsfield.

628. What is the amount of produce grown in Rosevale and Bridgenorth districts approximately? There are a good few potatoes, but I cannot give the exact figures. There was a much larger area under cultivation when cereals were higher in price. Wheat-growing does not pay there at 3s. a bushel.

629. What sort of potato land is it? It is all very good. They generally go in for potatoes and peas, but if the line were there it would be cut up largely for orchards.

630. Would there be considerable quantities of firewood? Yes; thousands of tons.

631. That would be of advantage to Launceston? Yes; it is so close. If this kaolin deposit is any good it will be very useful. I have a specimen of it here, which I will show you. I do not know the extent of it, but I have seen 150 feet without getting to the outside of it.

632. Is it an outcrop? There is about 4 feet of surface. I showed that to Mr. Twelvetrees (the Government Geologist), who said it was pure kaolin, or the porcelain clay that the best pottery is made from. It is decomposed porphyry. This is a new thing here, and it is being tested now. This stuff does not take up water, and therefore does not shrink. There is a little tin in it, and it wants prospecting. There is a good thing in it if it were worked up, provided it is the genuine article.

633. You have not sold any? No.

634. Have you had any estimate of its value? I have sent some to the Minister of Lands.

635. With regard to the line, would you favour linking up direct from Launceston? Yes. I would not advise going round through Westbury, or even Longford. You would save 20 miles the other way.

636. Do you think it would be a paying concern? I think so. It would pay expenses on account of the timber, and there are a lot of lime deposits and that sort of thing that would be good freight for the railway. Cereals only last whilst the threshing season is on, but the timber is going all the time. Bulky freight is wanted for a railway.

637. Would the grade be fairly easy? Yes; there would be no difficulty in that.

638. Would the railway traverse much Crown land? The ground is pretty well all taken up that is any good. The rocky stringy-bark country is Crown land. It is being taken up now.

639. Do you think those holding the land in the vicinity of the proposed route would charge heavy compensation? I think most of them would give it once it was defined.

640. Has much land been surveyed lately for orchard purpose? Yes; a good bit. I suppose during this last six months there have been, roughly, 1000 acres.

641. *By Mr. Valentine.*—In your opinion, would a line going through this part of the country you mentioned bring about further production? Decidedly; and closer settlement in the shape of those 300 to 400 acre blocks being cut up into the 30 to 50 acres for orchards. Closer settlement would go on all the way, and instead of one man holding a big piece it would be cut up, and being close to the city and cheaper than the river land it would be taken up, while it is more sheltered from the winds than the Tamar land. I have an orchard there, and without a railway I would have to cart about 15 miles, which is not good for sending apples to England.

642. Where would the 15 miles bring you? To Launceston, which would be my nearest port at present. Mr. Gatenby, at Rosevale, has 11 acres, and he said he would put in another 11 acres if he were sure of the railway. His orchard is coming into bearing. He is in a fix, for by the time he gets his fruit to the port it will be pretty well smashed up by the roads.

643. You think the want of a railway is really keeping the district back, as far as orcharding and agriculture are concerned? I do. Rosevale is 18 miles from town, and it takes them two days to go practically. There is a big hill call Bust-me-gall, where they have to take their stuff in half-loads.

644. Would you be in favour of the municipality taking on the railway under the local liability system? Yes; I would be willing to pay my share. I cannot see why if the Scottsdale line is paying expenses this line should not.

The witness withdrew.

MAURICE SAMUEL FRENCH *called and examined.*

Mr. French made the Statutory Declaration.

645. *By the Chairman.*—What is your name? Maurice Samuel French.

646. Your occupation is—what, Mr. French? I am a farmer.

647. Where do you reside? At Bridgenorth.

648. The Committee is here to collect information with regard to the proposed railway to link up with Beauty Point, and would be glad to hear anything you have to say in regard to the matter? I have here a number of agreements stating the willingness of certain residents to grant a route through their land for the railway without compensation half a chain wide. Eight properties are represented.

649. Is there any other information you can give us in respect of the line? As for the construction of the line, I consider it almost a level grade from the top of Trevallyn right through to Beaconsfield.

650. Do you think it would be a paying concern? I think so, from the start.

651. What leads you to that conclusion? It would open up the country. I remember Box Hill and Doncaster when they were not much better off, and

after the railway see how they grew. There would be much more grown with a railway running through. The country is capable of growing enough to do two railways.

652. The number of acres under orchard now is pretty large, I believe? There are 200 to 300 acres in the Rosevale and Bridgenorth districts. I am referring to as far as the Glengarry-road.

653. Are they in full bearing now? No. They are recently planted, but the old orchards there are doing splendidly.

654. You think that land specially adapted for orchard purposes? It could not be better.

655. The orchard land on the Tamar is very valuable at present? Yes; it is.

656. How much Crown land would there be in that district? There is a good bit at the back, but within 5 miles I do not think there is much. There are 250 acres close to me; this is reserved to be cut up in orchard blocks. It was 500-acre blocks; last year half was surveyed into blocks of 30 acres. They are sold, and the upset was £2 per acre in the bush.

657. With regard to the timber belt, is there considerable timber for sawmilling? Yes.

658. Is there very much? Acres of it, and it is the best timber—the brown-top stringy-bark.

659. It is a wonder a firm like J. & T. Gunn does not try and get logs from there if it is a good timber belt? I think it was reserved up till 12 months ago for the timber on it, but no one took it on.

660. Firewood would be a big asset there? Yes, they cart it now into Launceston. There are thousands of tons of oak.

661. You particularly favour that route instead of linking up with the Western line? Certainly. It seems to me it would be taking the traffic away from the other lines, and the main point in this route is the quickness.

662. The real object, I take it, of a railway is to give producers a chance to get their produce to suitable markets? Yes.

663. And by adopting that route will it give the producers all the benefits necessary? I think so. I got some manure from the boat at Blackwall, and it cost me up to 10s. per ton to bring it up here, about 4 miles.

664. What about lime as a manure? It is just the thing we want.

665. There are magnificent lime deposits at Beaconsfield? Yes; it kills that sorrel. I tried it, and it took the sorrel clean away. I have to go to Launceston for it now, and it is too expensive.

666. *By Mr. Belton.*—You know Box Hill and Doncaster? Yes; I was there 26 years ago.

667. How does it compare with this district for fruitgrowing? This beats it hollow, I reckon.

668. The elevation has something to do with the colouring of the fruit? Yes.

669. How would your elevation compare with the Tamar? I should say we were 500 feet to 700 feet higher.

670. Have you grown any fruit there for export? No; none has been exported. It is all locally consumed. It is sold in Launceston.

671. Is it first-class quality or is it lacking in colour? No; it is beautiful.

672. What about the prices you get? We get 4s. a case in Launceston. None has gone away to the other States from here. It has not been grown in large enough quantities.

673. *By Mr. Valentine.*—Do you belong to the Municipal Council? No. There is something I omitted to mention, and that is that we have a large freestone quarry up there which the Synagogue in Launceston was built of, and there are thousands of tons of that stone available if it could be got at.

674. *By Mr. Lyons.*—Where do they get the free-stone now that is used in Launceston? From Ross, I believe.

675. In the event of the line being constructed this place would have the advantage of that? Yes. The witness withdrew.

WILLIAM WOOD BRAILSFORD *called and examined.*

Mr. Brailsford made the Statutory Declaration.

676. *By the Chairman.*—Your name is William Wood Brailsford? Yes.

677. What is your occupation? I am orcharding.

678. And you live—where? At Bridgenorth.

679. You are probably aware of the object of this Committee, Mr. Brailsford, and we would be glad to hear your views on the matter? I think there are very large prospects of the route running through what is known as Long Plains Valley. I expect you have been supplied with details of produce from the representatives who have collected evidence. My brother and I have 200 acres at Bridgenorth. We are cutting it up, and I intend to keep about 50 acres for orchard and other purposes; but I do not think I would stay if the railway did not come. It would be too far back.

680. Do you come from England? Yes.

681. Do you think a railway going through that district would encourage others to come out and take up orcharding? I do.

682. What leads you to believe that? The facilities and the quality of the ground for orcharding.

683. You are satisfied that if facilities were offered several others from Home would come and take up land? Yes. It is only my opinion, of course, but I certainly think they would. There is good land in that district for orchard purposes.

684. With regard to the timber belts there, I understand there is good timber? I do not know the line very well, but people in the district think there are large belts of good timber, besides any quantity fit for firewood.

685. Would you be prepared to give, free of compensation, any land that this line might traverse? We are willing to give the land free of compensation.

686. The fact of the railway going through increases the value of the land, provided it does go near a house? Yes; but it goes through a lot of blocks we have cut up; but for my part I am willing to give it.

687. *By Mr. Belton.*—Have you planted any orchard? Thirty acres all together; 10 last year and 20 this.

688. Are you satisfied with the prospects for growing fruit? Yes; quite satisfied.

The witness withdrew.

JOHN ANDREW JONES *called and examined.*

Mr. Jones made the Statutory Declaration.

689. *By the Chairman.*—What is your name? John Andrew Jones.

690. And your occupation? Farmer and grazier.

691. Where do you reside? At Bridgenorth.

692. The Committee appointed is here to make inquiries as to the advisability of linking up the existing line of railway with Beauty Point, and would be glad to hear you if you have any information you can give us on the matter? I have a few

notes here with regard to the acreage of land through the part I represent; that is South Bridgenorth and Eccleston. We have about 1030 acres cleared and about 275 under cultivation at the present time.

693. That is only South Bridgenorth? Yes. The acreage of orchard, as nearly as I can get it, is about 35 acres planted so far. We have a total acreage of 15,000, approximately.

694. Of selected land? Yes. In South Bridgenorth and Eccleston there is no Crown land at all. It is all freehold; that is the 15,000 acres.

695. That extends right to the banks of the Tamar? It does not take in any of the flats at all—the back portion of Trevallyn and Cormiston estate—none of the flats below the range. I could not give an estimate of the good orchard land through there. Plenty there are doing well, and a large quantity of it is good orchard land, I have no doubt. The timber for firewood is very plentiful, but there is not much milling timber. The largest portion of that has been ringed.

696. You are referring to South Bridgenorth? Yes; some of which has been ringed 30 to 40 years.

697. There is some milling timber in Bridgenorth? Yes; that is in the Long Plains and North Bridgenorth. The average yield of oats is from 20 to 25 bushels, peas 25 to 30. The ground in South Bridgenorth suits peas rather better than oats. Potatoes average 4 tons. The total acreage for Bridgenorth, Rosevale, and Eccleston is 35,200, out of which 4820, approximately, has been under cultivation, and about 1000 is under cultivation at the present time, with 200 acres planted in orchard.

698. Do you believe that if a railway were constructed it would pay? I consider it would. There are a good few properties, especially in South Bridgewater and Eccleston, which are practically idle. One property there has been advertised for sale of about 2000 acres. I know for a fact there have been one or two looking at it, who are satisfied with the land and the price, but the drawback was getting away from it. On that land there is plenty of orchard land, and on the pick of the Cormiston estate.

699. Do you think the orchards adjacent to the river—say, within a few miles of it—would not take advantage of the river to get their fruit to the port? Back there I do not think they would. I have a lot of fine orchard land, but have not planted it yet because the difficulty of getting it away is troubling me.

700. *By Mr. Valentine.*—What distance is it from the river? Blackwall would be the nearest port, and that would be about 12 miles.

701. *By the Chairman.*—You would not be in favour of linking up with the Western line? I consider this would be the best-paying line.

702. In the event of Mr. Hunter's scheme being adopted to deepen the upper reaches of the Tamar would you be in favour of a line being constructed to connect with the Western line? No; I still consider this route would be better than that.

703. Even if Mr. Hunter's scheme is adopted? Yes.

704. Do you think the railway could compete with the water? Yes; with that country.

705. The real object of the railway would be to open up that country? Yes; that is my opinion.

706. Have there been many settlers lately? I could not tell you exactly how many, but we have about 10 to a dozen fresh settlers within the last two years.

707. Have they been mainly taking up orcharding? Yes. On the back part of Cormiston estate there are 140 acres cleared, but none under cultivation at present. None has been under cultivation for the

last 25 years on that. There used to be six families there, and now it is a sheep-run; and also on Cameron's estate, which is for sale now. There are 150 acres or so cleared on that.

708. The railway, you think, would encourage people to settle on those places? Yes.

709. *By Mr. Lyons.*—Do you think the railway would have any influence on the cutting up of Corniston estate again? I do not think there would be any doubt about it.

710. It is the lack of facilities, you think, that has caused owners to go out of cultivation? It was the lack of facilities that caused it not to be sold last year.

711. *By Mr. Howroyd.*—Have you any kind of an idea of the approximate amount of freight that would be carried over the railway every year? I have not considered that.

712. *By the Chairman.*—What would it cost you to cart your stuff to Launceston by road? From where I live, for any carting I have paid 12s. a ton. A lot of this country is at the back of where I live.

713. *By Mr. Belton.*—What is the distance? Twelve to 13 miles.

714. *By Mr. Howroyd.*—What is the principal article of freightage at present from your district that you cart out? Oats, peas, and potatoes, and firewood.

715. Is there much of that produce grow there? About 1000 acres is under cultivation now altogether from Bridgenorth.

716. *By the Chairman.*—Is there much firewood carted? Not much. It is too far; but with facilities I consider a lot of firewood would go by rail.

717. *By Mr. Belton.*—What are the areas of those estates you referred to as having gone out of cultivation? There are about 1900 acres in one, and in the other I have taken it at about 3000.

718. Is it suitable for orcharding? A lot of it is at Corniston; there is also some splendid agricultural land.

719. Would it make closer settlement areas?—Do you think it would be a good proposition to purchase these estates and cut them up for closer settlement? I dare say it would.

720. How long have you been growing peas and oats on this property you spoke of? I believe, where I live—I was born there, and I am 32—they were growing grain on them about nine to 10 years before that.

721. And they still average 20 to 25 bushels per acre? I think it is now almost better. All the land takes manure well.

722. Would lime be a suitable manure? There is a certain amount of limestone in that country.

723. What would it cost you, approximately, to get manure back to the holdings? I always pay the same freight back as I pay in—12s. a ton.

724. Would the firewood trade be of assistance to the settlers?—Would it be lucrative enough? I consider it would. I consider it would pay well on my own property, but I could not cart it.

725. *By Mr. Howroyd.*—Is it not a fact that at the present time wood-carters are carting 15 to 16 miles and fetching wood? In some cases they are. Away back from where I live there are two wood-carters who have been carting all the year. They cut one day, and take it in the next, and get 12s. for it.

726. *By Mr. Belton.*—Have you any idea about pea areas in Tasmania; for instance, round Dunorlan and those places?—Have you noted the character of the soil there? No. I have never been there except by road.

727. Is there any evidence of your land getting what is called "pea-sick"? We always change the

crops about. I have seen no evidence of that sickness. I do not think any of them crop the same year after year. The peas have always done fairly well.

728. What is the value of the land in that district, roughly? One property I told you about, they were asking £2 10s. per acre all through.

729. *By the Chairman.*—That is the unimproved and the improved? Yes; all through.

730. *By Mr. Belton.*—How much would the railway enhance the value of that land, approximately? It would double it easily, I consider.

731. *By Mr. Valentine.*—You consider the want of better facilities for getting produce away is a drawback to the district? I do.

732. There are many places, of course, carting over 12 miles to market? Yes.

733. Bismarck, for instance, carts 14 miles over very rough country? Yes.

734. *By the Chairman.*—You are a councillor of the Beaconsfield Municipality? Yes.

735. And you have considerable property in this district of Bridgenorth? Yes.

736. Would you be prepared, in the event of the railway going through your property, to charge compensation? I would be prepared to give the Government what land they want through my own ground, and I think I could get guarantee in regard to the property I occupy, too.

737. *By Mr. Valentine.*—As a councillor, would you be prepared to support local liability for constructing this line? That is a matter I have not thought out; but I think the Government should take the responsibility themselves.

738. You do not think the people have sufficient confidence in themselves to take on local liability for the necessary outlay? I do not know. Personally, I have the confidence to undertake it.

739. *By Mr. Belton.*—What is the productive land you spoke of worth per acre? The assessment is about £8 per acre.

The witness withdrew.

NEIL CAMPBELL *called and examined.*

Mr. Campbell made the Statutory Declaration.

740. *By the Chairman.*—Your name is Neil Campbell? Yes.

741. What is your occupation? I am a farmer.

742. And your residence? I live at Winkleigh.

743. The Committee would like to hear your views in regard to the matter into which we have been appointed to inquire. Will you please give us your opinion as to the proposed railway? I have prepared a statement which, with your permission, I will read in connection with the subject:—

INFORMATION regarding the Winkleigh District, commencing at the boundary of the York and Glengarry Wards, and including the Settlements of Flowery Gully and Holwell.

In this statement the owners and occupiers are taken from the 1909 roll, but the areas of improved and unimproved lands are from personal knowledge.

The following return (*vide* Appendix "B") shows that the Winkleigh District comprises, approximately, 20,000 acres of selected land, and is owned and occupied by 105 different persons or families, and that about 7387 acres are either cultivated or in grass; the balance, about 12,000 acres, is, for the most part, fenced, and in some instances slight improvements, such as ringing, have been carried out.

Of the 7387 acres of improved land, we estimate that some 2637 acres are at the present time under grain, chiefly oats and peas, and that a further area of about 200 acres will be under potatoes and other root crops. The area at present under cultivation is considerably less than some years ago.

The planting of orchards is now receiving the attention of residents on a much larger scale than formerly.

Practically every holding has its orchard, of sizes varying from a quarter of an acre to 3 acres, but the new areas range from about 4 acres to 12 acres. The suitability of this district for fruit-culture has been proved beyond doubt by the small farm orchards, which contain trees of unusual size, and are prolific bearers, and very consistent. These orchards, or a number of them, have been planted for upwards of half a century, and have not received any proper attention. Some orchards at Winkleigh have not been pruned to this day, and are still bearing heavy crops of marketable fruit, one pear-tree of the Beaurre Bosc variety yielding 35 bushels of first-class fruit. There are facts that are operating in favour of planting on a more extensive scale, and seeing that the 12,000 acres of unimproved land is eminently adapted for fruit, this district must, in the near future command attention as a large fruit district.

744. That is very satisfactory, Mr. Campbell? In handing that in, I would like to explain that some 12 months ago, when we had a Parliamentary party here, we prepared similar information, got up in the same way. If the totals slightly differ it is because the boundaries of the districts are defined differently. We have taken in the districts of Flowery Gully and Holwell. I would also like to say that I have come before you as a witness from Winkleigh to advocate the direct route to Launceston. Some two years ago was the first time I identified myself with the railway movement, when a motion was before the Municipal Council to ask the Government for a survey of the line from Westbury. I could not see my way to support that, but favoured a direct route, and my reasons were as follow, although Mr. Hunter's report perhaps has slightly altered the position:—

1. Beauty Point has been proved beyond doubt to be a port suitable for shipping, and has already been equipped with wharf and gear that has been sufficient for vessels up to 9000 tons.
2. The present port at Launceston does not now meet the requirements of that part of the State for which it is the receiving and distributing centre.
3. To improve the river to Launceston will be very costly, as per Mr. Hunter's report, and will always be at a disadvantage compared with other ports nearer the seaboard.
4. The proposed direct line will give a quick connection between the port and the city.
5. This proposed line will also serve the town of Beaconsfield, and also the settled districts for the entire length, and should earn freight both to the city and to the port.

I wish particularly to stress that part of my view, because I feel that it has been a fatal mistake in the early days when the settlement was moved so far up the river at Launceston. Launceston now is seeing, and everyone recognises (including the Marine Board, which controls the harbour and shipping), that something must be done. They recognise that Launceston is losing the trade.

Mr. Belton: It is going to Burnie.

The Witness: I would like to see the whole question considered, and I would not like to see our railway proposal cut out from the port scheme, for instance; and I hope the whole question, from every point of view, will be considered by Parliament. I think, and I advocate this direct route to Launceston as an alternative to this big dredging scheme on the river. I consider it would be most costly and expensive, and while I will not say I am going to pick Mr. Hunter's report to pieces—which would be folly, in the face of his experience—I think every line of his report bears the mark of an expert; but as we have to foot the bill and abide by the consequences of the ultimate carrying out of the scheme, should express our opinions on it. I am a farmer, and am egotistical enough to think and say that

as one of the primary producers of this State, that the primary producers should receive first consideration; and I believe, even if this very expensive scheme of dredging is carried out and Launceston made suitable for the interstate trade and for the tramp class of steamers to call, it would be an expensive port for those shipping through it.

745. Why? Because it is too far inland; that is my opinion. The question I would like considered now is would it not be better at this juncture, when the Marine Board and all parties concerned have come to the conclusion that a fresh start must be made to establish a port for the larger vessels, and including the interstate service and mail service further down the river. I think the terminus of the service could be at some other place than Launceston. Mr. Hunter even recommends the wharves should be moved.

746. *By Mr. Howroyd.*—That is to save dredging? A lot more than that would be saved by coming further down. It is well known that the "Loongana," when taking up the summer running, has carried cargo back. Some that I wanted badly has been carried to Melbourne twice.

747. That is because there are not enough boats? But if the present proposal of some of our Federal members or of the State to run their own boats, or something of that kind, I think even if they brought about this change and had two vessels of the "Loongana" type that would still have to go to Launceston; cargo would still be overcarried. I advocate a port lower down on the river, with a direct line to Launceston, and the making of a port, say, at Beauty Point.

748. *By the Chairman.*—Your chief reason for advocating the line to Launceston is that you consider the dredging of the upper reaches of the Tamar is impracticable? Yes; as an alternative scheme.

749. Do you consider a railway from Beauty Point to Launceston would open up more country and give more facilities than if connected with the Western line? Yes; because I consider we would get better shipping facilities, and this line would be built to lead from the centre of the existing railway system to one port. What we term the direct route would tap the Long Plains and the Winkleigh districts amongst them. It has been urged that our direct line could not be a success because it is too near the water, and that water-carriage would beat the railway. I want to stress this phase of the question. The railway we propose would come within 2 miles of Winkleigh. The farmer could put two to three loads of produce with one team on the station each day. To take it to Blackwall it is only one trip a day, and that is a serious thing for the farmer, because if you have to deliver produce in a given time you have to employ other teams at extra cost. Even if the freight were higher by rail it would pay the farmer, in order to market his produce and catch the market. I have had experience of this, more particularly with regard to potatoes. The markets are up and down, and the potatoes might be ready to go and we can only deal with Launceston now for shipping.

750. *By Mr. Howroyd.*—Could they not be sent to Burnie or Wynyard? No; it is too far. The trouble is in Launceston the boats only come in about every 10 days from Sydney. I believe if we could place a given quantity of potatoes at Beauty Point that the Devonport boats—I believe a couple a week—would come in and load produce, and be out at sea again before they could get to Launceston. That would be money in the farmer's pockets in many cases.

751. *By the Chairman.*—You know the proposed route to Launceston—the direction it would take—

would that be of material benefit to Frankford? I take it it would be a benefit in this way: Frankford is beyond a day's journey with a team at the present time, and it would be within an easy day to our proposed line, and if that line were constructed they could send to Beauty Point, which would be more suitable than Launceston at the present time. Some of them at Frankford have to cart 15 miles to Blackwall and thence to Launceston, and the stuff has then sometimes to wait a week for the boat.

752. *By Mr. Valentine.*—What would be the distance of the proposed route from Frankford? About 7 miles, I think.

753. *By the Chairman.*—You are a councillor of the Beaconsfield Municipality? Yes.

754. You own a considerable amount of land in the district? Yes.

755. In the event of this railway crossing your land, would you ask compensation from the Government? I will give the line through any unimproved land, at any rate. I would have to consider it if it went through an orchard, of course.

756. Do you consider lime a suitable manure? Yes; we have had very good results from it. We have used it this last 20 years, and it is one of the coming fertilisers in the heavy lands of Tasmania. We have seen the results on a piece of land we used lime on 12 years ago on half a paddock, and the grain is a better colour and more healthy to-day than the other part.

757. *By Mr. Valentine.*—Is there lime in your locality? Yes; there are large deposits of lime within 2 miles of where I live.

758. The railway would not, then, be of use for carrying that to you? It would be useful, for I believe lime would be carried from there to other parts. I might mention also that there is a new method of treating lime. We used burnt lime, but they pulverise it now.

759. *By the Chairman.*—Could you give us any idea what it costs you to cart a ton of produce to Blackwall and ship it to Launceston? It would depend upon the kind of produce.

760. Well, say potatoes or oats? They would cost about 4s. from the jetty, and about 8s. to the jetty; that is about 12s. a ton; and then very often we miss the market. I would like to bring this point to the attention of the Committee: this proposed line will serve the town of Beaconsfield for passenger traffic to and from Launceston, and there is a population of about 3000 people. A direct route would always get that passenger traffic, although it would run within a few miles of the river.

761. Have you any idea of the amount of revenue the coaches derive from the passenger traffic at present? No; but I understand it pays very well. It is nothing unusual for them to have to refuse passengers, and I think this would be a good passenger line. There would be such a thing as week-end excursions and holiday excursions, which would be largely availed of by the residents.

762. I understand the Beaconsfield Council is taking steps to improve the condition of the beauty spots of the Municipality, with regard to encouraging the tourist traffic? It is quite true, especially along the river. Kelso Beach is receiving attention.

763. And the caves are to be attended to—is that so? We have not actually entered into any arrangement for that, but it has been talked of. I advocate this line, because it will serve as a connecting link between Beauty Point and Launceston.

764. *By Mr. Howroyd.*—I understand you favour this particular line, because you do not believe the dredging of the upper reaches of the river is practicable? I think that the dredging would be very expensive.

765. I thought you said it was not practicable? I would not say that when Mr. Hunter says it is.

766. You are aware, of course, that this proposed scheme must receive a vote of a majority of the municipalities? I understand that. I would like to say this: that I see Parliament will be the final court of appeal in this matter, because there are sufficient votes in Launceston to swamp all the others.

767. There is another thing I would like to know. You are looking at this matter of the port largely from the point of view of this district. I presume you are aware that if Launceston ceases to be a port the result would be to penalise the whole of the North-east Coast and a large portion at the back of Launceston? I cannot see that.

768. In order to get their goods to the port they would have a long haulage? Is it not proposed to build a railway on the other side, too, to Bell Bay?

769. So long as you understand that, having in view the building of two railways might meet the difficulty? Twelve months ago the aspect was different from that of to-day. My idea was then that from Beauty Point we might tap the centre of the system, but it would not be difficult to send the North-East Coast stuff down by rail.

770. The cost per train mile is 4s. per ton. You believe there would be sufficient from this district in passengers and freight combined to make the railway pay? I believe it would contribute very largely towards it.

771. You could not give any idea of the amount of freight likely to be carried over the line? No; but I could say with every confidence that if we had a railway-station within two or three miles of where this lime would go, that production would be increased in our district. I believe that with better facilities and a better port production would increase 100 per cent.

772. With regard to the freight trade between Launceston and Beauty Point or Beaconsfield at the present time, are there any public carriers? Yes.

773. Have you any idea how many? It is very hard to distinguish the carriers. There are a number of people who trade with Launceston and carry goods besides.

774. There are not two or three regular carriers? No.

775. Is there insufficient trade to warrant public carriers being in existence? There are regular carriers between Beaconsfield and Beauty Point. A lot of goods come to Beauty Point and are carted up.

776. Would not they be still carried by boats rather than by the railway? I think not. It would be landed right at the town by the railway. From Winkleigh district there are a number of teams doing that class of work, especially after harvesting.

777. You consider any farm or place situated at any distance where the carting cannot be done backwards and forwards in a day a drawback? Yes; any carting over 10 miles is too far.

778. *By Mr. Lyons.*—Referring to the question of the poll of ratepayers with regard to providing the interest on cost of the harbour works and dredging schemes: as a councillor of the municipality, do you think that the ratepayers of your ward would rather be excluded from the polling area?—Do you think they would rather take the chance of being swamped by the bigger places? I have not considered that question, but am certain in telling you that if a poll is taken it will be a strong negative one.

779. Even if it is a negative poll in your parts you will be forced into it if it is carried in the other parts. As a representative of the district I would like to hear from you what you regard as the attitude of the people in connection with it. We will

later on have to deal with the Bill, and it would be useful information. Do you think the people here in your ward would rather be relieved of the poll altogether? Yes; for this reason: when the Marine Board franchise was offered to this district the people did not understand anything of this nature; we did not ask for the franchise.

780. In the event of Mr. Hunter's scheme being adopted, or a portion of it, would you still be in favour of submitting that proposition to the rate-payers? Certainly.

781. *By Mr. Howroyd.*—Is the opinion in your district absolutely certain on this question, or is there a division?—Have you met any in favour of it? I have not met one person in my immediate district in favour of the scheme.

782. What area does that cover? Some 20,000 acres; that is the Winkleigh district.

783. *By Mr. Belton.*—Presuming the Bill demanded that the people in a given area would contribute a rate for the construction of this scheme, and your district thought they would not be served by it, and would sooner be included in a large area, where you might be swamped, would you think it a wise thing for legislators to assist in having your districts cut out from contributing altogether? I do not feel inclined to answer that question off-hand. The feeling, as I know it, is that they would like to see those districts mentioned for local liability extended. We considered every district not quite adjacent to the river would share in the benefits, if there are any. We consider the deep-water port would be a benefit.

784. We have had evidence from several that they thought the railway would be a paying concern. Are you of the opinion it is the duty of the State to construct railways for developmental purposes? Yes; and to go a bit further, and assist people when they have their produce grown to get it to the market.

785. Is Winkleigh a productive district? Yes.

786. What is the average crop of oats? Oats give on an average 30 to 35 bushels. We have had up to 50 or 60. About 1½ ton of hay.

787. And potatoes? Three to four tons. We have had eight tons ourselves to the acre.

788. Is that your principal crop—oats and potatoes? Yes; and there is a little dairying.

789. Is there any chance of the dairying developing as against grain-growing? Dairying is receiving more attention now; they seem off grain-growing.

790. *By Mr. Valentine.*—As a councillor who has taken a deep interest in this proposal, have you considered the cost?—The present type of railway is very expensive. Have you considered the question of a light railway as to whether it would give all the requirements? The special line I advocate would not be suitable with any other system than the standard system. I would want it to be part of it.

791. It could be the same gauge, but a light railway? I could not pass an opinion on that. I would like it to be a line that trucks coming from Scottsdale might be sent over it. If the line I advocate is not constructed, a tramway would be suitable for the back districts.

792. A light line would not give the same speed, or course? No.

793. You think a light railway with less speed would suit the district? No; because I favour a port down the river, to be made the landing place for mails.

794. *By Mr. Lyons.*—You want a good speed for the best railways? That is so.

795. Otherwise you do not gain much on the present conditions? No.

796. *By Mr. Valentine.*—Have you considered, as a council, the taking on of local liability? No.

797. What is your opinion about taking it on with regard to this particular railway? My opinion is

that if we have to shoulder local liability, and we had our choice, it would be for the railway rather than the dredging scheme. I am prepared to shoulder my share of responsibility in connection with the railway, if it is decided upon; but whilst other lines have been constructed by the State on the State's responsibility I am not in favour of singling this one out.

798. *By Mr. Howroyd.*—Would you consider an electric railway, which would be much cheaper, suitable? It is possible it may be, but it will not coincide with my ideas.

799. It would take your goods quicker, and negotiate steeper grades? The line I advocate is one connecting Launceston with the port, and should be part of the existing system. I am strongly in favour of electric railways generally.

The witness withdrew.

At this stage Mr. Lyons took the Chair.

JAMES ASHMAN *called and examined.*

Mr. Ashman made the Statutory Declaration.

800. *By Mr. Lyons.*—What is your name? James Ashman.

801. What occupation do you follow? I am inspector under the Codlin Moth and Rabbit Acts for the Beaconsfield Municipality.

802. Are you in favour of the construction of this proposed line of railway to connect Beauty Point with the existing system? Yes.

803. Will you give us your reasons? I go through this district pretty often in my capacity of inspector and can see the vast advancement from many points of view that has been made in agriculture, fruit, timber, and several other things. One thing particularly I would like to mention in connection with the railway is the housing problem of Launceston. I take it the railway coming into Launceston direct would fetch a lot of cheap land within 2 or 3 miles of that city, which would give the working people a chance to get homes of their own. Were a suburban service close to Launceston where there is any amount of cheap land the workmen of Launceston could make nice little homes of their own on land which could be bought for from £3 to £4 per acre.

804. Could not that statement also apply to the land through which the Scottsdale line runs into Launceston? Yes; it is just the same.

805. Is it availed of there to any extent? I do not know. I am thinking of the conjunction of the Trevallyn suburb, where within a couple of miles land could be purchased a little way back for £3 to £4 per acre. It might, of course, go up if a line were there, but it would be less than £25 for a quarter of an acre.

806. Would you favour the State purchasing that land before the construction of the railway was undertaken? Yes; certainly.

807. In order that the State might get the increased value due to its activity? Yes. There is another thing—the firewood—I would like to speak about.

808. We have had a good deal of evidence on that already? There is land not within 2 miles of the river, and within our boundary, and not passing below the Glengarry-road. There are some 43,000 acres of bush land, with 50 tons of wood to the acre, which would afford a considerable quantity of wood for use in the city. There is Crown land in that area, and on private property there is a good deal of milling timber. There are three mills erected now.

809. Which route do you prefer—to Westbury or direct to Launceston? Direct to Launceston.

810. You live at Deviot. How far back would the settlers begin to make use of the line in preference to the river? From Deviot I should say 3 miles.

811. How far should you think that would apply? I should think to 7 miles back from proposed route.

812. If those within 3 miles of Deviot would use the river in preference to the line, would that apply to other places along the river? No. The line would be further back from the river then, and it would be wider.

813. How far from the line—would it be 3 miles from Deviot? About $1\frac{1}{2}$ mile.

814. You think if the line were constructed it would be a paying proposition? I do. I see no better proposition in Tasmania to-day. The benefit to me personally is nothing, because I live on the banks of the river, within stone-throw of a jetty; but the possibilities of this district appeal to me, and my occupation brings me in touch with that particular part of the country. Outside our boundary there are vast beds of timber, from Holwell north to Badger Head—something like 10 miles of country practically untouched.

815. *By Mr. Valentine.*—You are the codlin moth inspector? Yes.

816. Are you interested in orcharding yourself? No.

817. You know the district through Bridgenorth, Glengarry, and Frankford; what is your opinion of the orcharding prospects there, if they get facilities for handling their fruit. They have the best class of fruit in Frankford in Tasmania, and also in the Glengarry district, Winkleigh, and Rosevale.

818. Can they produce good selling lines there? Yes; there are scarlets there which are splendid.

819. Are they of good colour? Yes.

820. You think this proposed line will induce orcharding to be further developed? I do. It will give them facilities they can launch out under.

Mr. O'Keefe resumed the Chair.

821. *By the Chairman.*—From your position as inspector you are in touch with the people in the municipality? Yes.

822. Do you think many would ask for compensation from the Government in the event of the line being built? I do not, as far as Bridgenorth is concerned. From Bridgenorth down I have spoken to many land owners, and a number were in favour of giving the land free; one in particular would give his land free for the line, and also for a siding if required.

The witness withdrew.

WALTER CHARLES GOWANS *called and examined.*

Mr. Gowans made the Statutory Declaration.

823. *By the Chairman.*—Your name is Walter Charles Gowans? Yes.

824. What is your occupation? I am farming.

825. And you reside—where? At Glengarry.

826. This Committee would be glad to hear you in connection with the proposed railway from Beauty Point. Is there anything you can tell us in regard to it? I think from a paying point of view I would not care to venture an opinion, because it has been found that there are very few lines that are paying. It appears to me, though, that a railway connecting with Launceston would in a short time become a payable proposition. In the first place we have the timber, which is a big consideration. I am doing a little in that line myself. The timber at present in most of the districts is being destroyed by burning, and for a few years the question of the timber would be a consideration as

regards freight. It is only a matter of a few years when the orchards will be in full bearing, which will mean a lot of freight, and the fruit freight is a productive one.

827. To make fruit thoroughly productive you need to get it to market with as little handling as possible? Yes. With regard to timber, I am a representative of a sawmilling company which started work in Winkleigh. The mill has prospered, and we have signed a contract to send out 20,000 feet a week.

828. Would the railway be of benefit for that? Certainly. The mill is prepared to turn out 20,000 feet a week at the present time, and the cartage is about 8 miles to the port.

829. Which port is that? Blackwall.

830. You are referring to the small crafts? It is for shipping to Melbourne.

831. You ship from Blackwall direct to Melbourne? They will call at Blackwall or Beauty Point for Melbourne. We have had a practical man to give an estimate of the quantity of timber the company has an option over, and it is estimated at between three and five millions of feet, superficial.

832. Have you sufficient resources in that district to supply timber for any length of time? I look upon Frankford as having a splendid bed of timber, and those ranges near Holwell. We have other timber nearer Exeter suitable for apple cases, but not for export. It is not so sound, and has not the length.

833. You do not require the best timber for apple cases? No.

834. Is orcharding going ahead in your district? Yes. I have some data here procured by several farmers and orchardists of Glengarry and myself with regard to it, which I will hand in.

835. From this it appears that you have some 306 acres of orchard in the Glengarry district? Yes.

836. Is the laying-out increasing? Yes; considerably. Three years ago I do not think we had more than, say, 25 acres. The figures supplied are just for Glengarry, and it is not within $2\frac{1}{2}$ miles of Exeter.

837. With regard to the other portions of the municipality, the fruit industry is going ahead there, too? It is, by leaps and bounds.

838. Are there many people settled hereabouts from other parts? Yes. I may say I have had an interest in some property down the Tamar which has been subdivided, and have the supervision now of clearing 187 acres out of natural bush for orchard purposes for planting next year; 100 acres is at Deviot and about 100 at York Town.

839. Would that be benefited by the railway? Yes; as far as Deviot is concerned; not York Town. I do not know much about York Town.

840. In connection with potatoes: the average is about 4 tons to the acre, approximately? Yes; that is the average.

841. Do you consider that a fair average? Yes. There is some very good potato land in the district.

842. Would a railway encourage them in growing more? Certainly.

843. Can you give us an idea of the cost of carting a ton of potatoes to the Blackwall jetty and shipping to Launceston, from Glengarry? I could hardly give an accurate estimate. To Blackwall, cartage about 8s. per ton. Freight is from Blackwall to Launceston. Since the introduction of the small potato bags freight is charged by the bag, and it runs into about 3s. 9d. It is roughly about 12s. a ton altogether. With the increase in wages it would be likely to cost a little more.

844. Do you use much manure in your district? I would estimate that our district uses roughly 50 tons during the year.

845. Would lime be a suitable manure for you? I have never used much, but I am inclined to think it would if it were available at a reasonable cost. I would try it myself.

846. It is used largely in some parts of the world? I am inclined to think it would be valuable in our district.

847. As a councillor of the Beaconsfield Municipality, do you think the residents who hold land where the railway would be likely to pass would charge excessive compensation? I do not think so, as far as Glengarry is concerned; but I could not speak for other districts. Any persons where the route is marked through their land have offered to give it free half a chain wide, and in two cases they have signed papers to that effect.

848. You believe in the direct route from Beauty Point to Launceston? I do.

The witness withdrew.

JOSEPH WILLIAM JARMAN *called and examined.*

Mr. Jarman made the Statutory Declaration.

849. *By the Chairman.*—Your name is Joseph William Jarman? Yes.

850. What is your occupation? I have been a farmer.

851. And you reside—where? Near Beaconsfield.

852. You are probably aware, Mr. Jarman, of the object of this Committee. What are your views in regard to the proposed railway? I consider it a great necessity, and am fully in sympathy with it in every way. I think it would be one of the most payable lines in the State.

853. What leads you to believe that? There is a lot of land to be opened up, and there is a lot of timber available if it could be taken out; and there is a lot of traffic, too. There is a great deal of land back, which now lies idle, which could be brought under cultivation. The carting is too bad there at present. A railway would be a good thing from Westbury to bring them to deep water.

854. Which route do you favour? The route I favour is under the Blue Tier Hill, touching at Salisbury, up to Long's Gully, about a mile, then up towards Frankford Police-office, and through by Stewart's across the Frankford-road, across the hop-grounds, and in to Bridgenorth. I do not know much of it from there, but I think it is fairly level to the Cataract Bridge. That would open up a great deal of cutting, and I do not think there is 15 feet of solid cutting in the whole place. Not from Beaconsfield to Bridgenorth.

855. Do you think if this line were constructed it would encourage people to settle on the land? I am quite sure of it.

856. You have a considerable area of land in this municipality? Yes.

857. A railway would enhance its value considerably? Yes; my own and others. I see there has been a line surveyed down nearer the river, and I cannot see why we want a line between the river and the road. To take it back would be of advantage to the people in opening up the country. It will benefit me, but I am prepared to give the land for the line, and also for a station if they can make it at the Rookery-road on my land. If they go down the other way I shall want paying well. Whichever way the railway goes it will have to go through my land, so I can clearly say I am speaking for the benefit of everyone.

The witness withdrew.

MARTIN REILLY *called and examined.*

Mr. Reilly made the Statutory Declaration.

858. *By the Chairman.*—What is your full name, Mr. Reilly? Martin Reilly.

859. What is your occupation? Farmer.

860. Where do you live? At Winkleigh.

861. We would like to hear your views with regard to this proposed railway from Beauty Point? I wish to speak particularly of the timber of the district, and my views are as follows:—The timber industry is now receiving attention on a more comprehensive scale. Although timber-getting has been carried on for many years past, it is only during the past few months that steps have been taken to establish it on a proper basis. Two mills are now erected right in the midst of the district; one will commence operations early in October, and upon inquiry we find that a contract has been signed for the delivery of 3,000,000 feet of hardwood, which has all to be delivered within a specified time. This company estimates that it will cut at least 20,000 feet per week with one mill, and that within a radius of 1 mile of the mill there is at least three years' work. Considerable quantities of blackwood are also in the vicinity, and with an unlimited market a large business must result. As the whole of this timber is for the Melbourne trade, it would provide considerable freight for a railway that would pass through the district and terminate at Beauty Point. Another matter of importance is that a great deal of the timber-bearing country consists of splendid agricultural land. In fact, it is a notable feature of this district that the better the timber the better the land; and as the timber is cut up and marketed this land must become a valuable acquisition to the farming community in this district. I would like to specially emphasise that this industry needs encouraging by every means in our power, as in the past many millions of feet of excellent timber has been destroyed by our settlers on their individual holdings in the process of clearing away the forest and fitting the soil for cultivation. It is a well-known fact that wherever timber-carting is carried on on an extensive scale it is a difficult matter for our Government and municipal councils to keep the roads in repair, it being found necessary to spend many hundreds of pounds each year in repairing the damage to roads caused by timber-carting. A railway would obviate the necessity for this in this district, and with the revenue it would derive may be the means indirectly of saving the Government many thousands of pounds.

The witness withdrew.

VICTOR IDEN ERNEST PLUMMER *called and examined.*

Mr. Plummer made the Statutory Declaration.

862. *By the Chairman.*—Your name is Victor Iden Ernest Plummer? Yes.

863. What is your occupation? I am an orchardist.

864. Where is your residence? At Rosevears.

865. This Committee has been appointed to take evidence as to the advisableness of linking up Beauty Point with the existing system of railways, and we would be glad to hear you in regard to the matter, if there is anything of importance you think you can tell us. Are you in favour of the construction of this railway? Yes; on certain lines.

866. Will you please give us your reasons? It must be a great advantage to the district, and will be a paying concern, I consider, on account of the development in the fruit industry.

867. Are you in favour of the proposed route to Launceston direct? Yes; the most direct route provided it keeps a certain distance back from the Tamar.

868. Has the fruit industry increased rapidly during the last few years? Yes. In the last six or seven years, more especially on the western side of the Tamar.

869. Do you think a railway constructed on the back portion of this municipality would encourage people to select orchards on that route? I am sure of it.

870. Would the land be as suitable as that existing on the banks of the river? Within a certain distance of the Tamar it is more suitable. They have more moisture and more shelter. For those two reasons it is more adapted for fruitgrowing than the other, if you do not go back too far, and the altitude is not too high.

871. Is your orchard in full bearing? Yes.

872. Could you give us the revenue derivable, say from 10 acres in full bearing? My first five acres were planted 7½ years ago; the first was one acre of Jonathans, and the net profit was within a trifle of £40. The highest price realised was 10s. to 11s. in Sydney, and there were 110 bushels from 100 trees. Cox's brought a return of somewhere over £30 an acre. Munro's produced one and one-tenth bushels. They were not so good in London, but some on the German market brought a good price, averaging about £25 net. What I call net is from the picking of the fruit off the tree, not including the cultivation. The Sturmers averaged one bushel to the tree, and they hit the main part of the market in England, and netted somewhere about 3s. a case, or about £15 per acre. The Scarlets went 80 bushels to the acre, or three-fourths to a tree, and netted somewhere about 5s. on the Sydney market, or about £20 per acre.

873. From your practical knowledge you have no doubt as to the future success of the orcharding industry on the Tamar? Not the slightest.

874. You believe a railway would give them facilities? Yes; it would open up the back country. There are tens of thousands of acres unsurpassable for fruit which would be served for fruitgrowing purposes.

875. Would there be other produce besides fruit grown? Yes; of course. I am speaking more particularly with regard to the end near Launceston. No matter what route the railway will take it must pass through Holwell, Winkleigh, and so on.

876. You are particularly favourable to the Launceston route? Yes.

877. *By Mr. Lyons.*—How far are you from Launceston? About 11 miles by road.

878. How far are you from the Rosevears jetty? I am right on to the river, but we have a large property at the back.

879. If the railway were constructed would you use it in preference to the water? Anyone alongside the Tamar would use it. There is a chain of hills parallel with the Tamar, and it would not be natural to expect people to cart over those hills when they have a railway running there.

880. How far in would they begin to make use of the railway? I should think within a few miles, on account of the hills.

881. *By the Chairman.*—You are a large landholder in this district? Yes.

882. In the event of this railway going through your land would you ask excessive compensation from the Government? I do not think I would ask any at all, as far as I am concerned, and I feel sure my brothers who own the property in conjunction with myself, would also willingly give it. I favour the line going down through the Long Plains, where there are practically no hills to deal with. There is some magnificent freestone there. Some 15 years ago Mr. T. Gunn examined this stone and said it was perfect in its way, but owing to the hills in the way there was no possible chance of getting it to the water.

883. Where is that situated? It is between Bridgenorth and the Tamar. There are two old quarries which were opened up many years ago. It is splendid stone.

884. *By Mr. Lyons.*—We have had evidence to show some stone was used for the Jewish Synagogue; would that be the same stone? Yes; that is it.

The witness withdrew.

MONDAY, OCTOBER 7, 1912.

HECTOR CHARLES AXUP *called and examined.*

Mr. Axup made the Statutory Declaration.

885. *By the Chairman.*—What is your name? Hector Charles Axup.

886. What is your occupation? I am a master mariner, mostly engaged as first mate, ship's officer.

887. You have been connected with the Pilot Station at Low Head for some time? I was in the pilot service for 11 years.

888. In what capacity? As one of the staff; I was one of the boatmen.

889. You have had considerable experience on the river? Yes.

890. Especially in the vicinity of the port at Beauty Point? Yes.

891. This Committee has been appointed by the House of Assembly for the purpose of inquiring into the advisability of constructing a railway from Beauty Point to connect with the existing lines. We would be pleased if you would give us your experience of the port at Beauty Point, and your ideas as to the wisdom of connecting that with the railway system of Tasmania? Well, I must tell you, for a start, that I am not up in the geography of Tasmania. In a general way I may tell you that I have been at sea nearly 50 years, and have been into many ports, including nearly everyone in the Australian States and other parts of the world. Some years ago there was a very progressive and up-to-date population at Rockhampton, who determined to make their port a deep-water port, and after spending much money they looked round and found two places suitable close to the entrance, and they connected these with light lines, with the result that it has been the means of making the city go far ahead. The lines are on each side of the river. I may say that some considerable time before Mr. Hunter came out I wrote a letter to the paper. There was a great controversy at the time, and the papers were being inundated advising deep-water ports at all sorts of impossible places. I am very glad to see that in several instances my views were endorsed by Mr. Hunter. In the first place he said if you wish to induce any large lines of steamers to call have your deep-water port as close to the entrance as possible. I cannot agree with Mr. Hunter's statement that the Garrow Rock is right in the fairway, but the Porpoise Rock decidedly is the greatest obstruction. I agree with him there, but I do not know how he can make out that the Garrow Rock is; that is in George Town Cove. All these obstructions are applicable to the whole of the river. It applies as much to Beauty Point as to Bell Bay. They are below both places.

892. We are only dealing with Beauty Point now? Well, I can say from my own experience there is an abundance of water, and not only in the channel. A few months ago I was employed in connection with Mr. Hunter's visit. It is 1000 feet from Beauty Point wharf to the Black Buoy. The depth of water was sounded every few feet, and found to be over 50 feet half a ship's beam from wharf, which continued pretty uniform until a boat's length from the Black Buoy, when it shoaled to 5 fathoms (30 feet); the whole distance from wharf to Black Buoy being 1000 feet, which is the width of channel opposite wharf.

893. *By Mr. Lyons.*—She could not steam round? She could with twin screws. In this matter I wrote about 18 months before Mr. Hunter came, and I advocated Bell Bay as an adjunct to Beauty Point, but the latter is already established, and the Board has laid out a great sum of money—about £10,000. At all events, in that letter I certainly advocated Bell Bay to serve one side, so that you would have two lines, one on each side of the river.

894. *By Mr. McKenzie.*—Have you a copy of that letter? No; but the “Examiner” could give it to you; they keep files.

895. *By the Chairman.*—The shoaling of the Middle Arm could be obviated to a considerable extent by dredging, could it not? Undoubtedly; but apart from that, there has been no shoaling of the channel itself. There is a tremendous flat there, and there is no doubt it is always shoaling, more or less; but that has nothing to do with the channel. The depth of water in the channel from the Heads up to Garden Island varies suddenly from a maximum of 244 feet to a minimum of 60 feet.

896. You really consider that the biggest ships could come into Beauty Point with safety? Yes; with perfect safety.

897. *By Mr. McKenzie.*—There is plenty of water at Beauty Point jetty? There is 50 feet at dead low water.

898. When you come along the channel, is there any obstruction for large vessels? No; not in the channel.

899. Is it a winding one or straight? It is not exactly straight, but to all intents and purposes it is. You have to veer a little bit when you pass Shag Rock to starboard.

900. Would it be suitable for very much larger vessels than have hitherto visited the Tamar? Yes; as far as the depth of water is concerned, and as for width, it is 1000 feet to the Black Buoy, so there is abundance of room for vessels to travel.

901. Have you given consideration to larger vessels than have hitherto come in? Yes; it would accommodate much larger vessels.

902. *By Mr. Belton.*—Regarding shelter, which do you consider the better sheltered—Beauty Point or Bell Bay? You must give me the wind.

903. Well, from all prevailing winds? From westerly winds there is splendid shelter at Beauty Point. I have never seen a sea on there. You have got the shelter of the point and spit before you come there. As a matter of fact, there is plenty of shelter at Beauty Point from almost any wind. Of the two places I think Beauty Point is better sheltered than Bell Bay. Bell Bay is in Long Reach, on the eastern shore. Long Reach, with the wind southerly there is a bit of a joggle, that is, with a strong south-east wind, and that is more than I have seen at Beauty Point—that is with a strong southerly. The westerly wind gives shelter of Sawyer's Point.

904. *By Mr. McKenzie.*—You consider that either side would make a good port? Undoubtedly; but you have one already established, whilst the other has to be made.

905. *By the Chairman.*—You would really recommend the construction of a railway from Beauty Point? Yes; undoubtedly; and the same on the other side, to tap the Scottsdale line; and it will be necessary in the future.

906. You believe it would be a great advantage to the northern part of this island to have these ports and the railway? Yes. This will always be the open door for the north of Tasmania.

907. Can you give us any idea as to the length of the vessels that have come to Beauty Point? I think there has been no vessel at present up to 500 feet, although there may have been.

908. I think they told us of one of 520 feet? I have never heard of it; but one of 600 feet could be handled just as easily.

909. *By Mr. Lyons.*—Do you think two ports and two railways would ever be justified? I do, although perhaps not immediately.

910. You do not think they are justified at the present time? They would not pay right straight away, of course, but on the American doctrine—start a church and hotel in a desert, and trade follows—they would eventually pay. Provide the facilities and the trade will follow.

911. Do you think if this line were constructed first it would tend to block the Bell Bay scheme? I do not see how it would if people will have a free mind in the matter.

912. Would it tend to postpone it? It is a matter of finance; it depends upon the finances of the country, and that is beyond me again as to knowing in what way it would operate in the minds of our legislators.

913. Do not you think there is a danger if the Beauty Point scheme is gone on with of it actually postponing the other one, on account of the facilities Beauty Point gives? It might for a short time, but eventually they would see the necessity for both.

914. Then you think even with Beauty Point, Bell Bay will be necessary as a deep-water port? Yes; it will eventually. It would serve the whole of the eastern side.

915. Have not some vessels touched the ground getting into Beauty Point? There was only one, and that was an unfortunate affair. If you pass the jetty you will, of course, come to mud.

916. In that case would you say it was not the fault of the port? Certainly it was not. There is a depth of water there, with a maximum of 244 feet to a minimum of 50 or 60 feet in the channel. The maximum of 244 feet is below Garden Island. The minimum of 50 feet obtains above the island up to Beauty Point.

CAPTAIN JOHN JAMES BRADLEY *called and examined.*

Mr. Bradley made the Statutory Declaration.

917. *By the Chairman.*—Your name is John James Bradley? Yes.

918. You are a master mariner? Yes; and hold a first-class certificate, and have been Pilot and Harbour-master for 36 years.

919. The Committee wishes to get your valuable experience during that time in regard to the construction of a railway from Beauty Point to connect with the existing lines, and we would be glad if you would give us your views on the matter? I could not say much about the railway, but about the port I may put it this way: I first selected Beauty Point as the port for all classes of vessels. There is not the slightest doubt about it that any vessel of any draft could come in. The wharf might need extending, of course. I have also held that if the east side of the river is to be served there will have to be the same as at Rockhampton, where they have a wharf on both sides. They might put wharves at Bell Bay to serve that side of the river, but it does not offer any of the facilities that Beauty Point does. I have handled dozens of very large steamers in Beauty Point. It is well sheltered, and there is no tide to speak of; and before the present wharf was built we had to turn round the corner where the little steamers go. But there is no comparison between the two places. Bell Bay, if the north-eastern side is to be served, will be the best place for wharves, but in heavy south-east winds it would be almost unapproachable, and there is a very strong tide running round the shore. When you come to handle a large ship you cannot do very much with her on a lee shore with a heavy tide setting in. At Beauty Point, no matter what the weather has been, I have always been able to handle ships up to 9000 tons, and nearly 10,000, with perfect safety.

920. Do you think there would be any difficulty in getting ships bigger than 10,000 tons to Beauty Point? None whatever. There is any quantity of water. There is a wharf there now with 40 feet of water alongside, and a little further up you could get 60 feet.

921. Is there plenty of room for swinging vessels? Up to 650 feet now, but with the twin screws in a couple of minutes if she were 1000 feet she could swing.

921A. Would you regard the passage as being tortuous? There is no tortuous passage to Beauty Point. It is straight after passing Shag Rock. I think down at Beaconsfield I said the same thing. If there is any tortuous channel, it is round to Bell Bay. I have no interest on the Beauty Point side, you will understand; I am just giving my opinion from a sailor's point of view. There is another thing, and Admiral Henderson endorsed my views. I was sent down—it must be 15 years ago—to make a running survey of the river, and to report to the Marine Board which was the most suitable place for the first large steamer that came here with machinery for the mine, and I selected Beauty Point. I have had no reason at all to alter my opinion since.

922. *By Mr. Mackenzie.*—What is the longest steamer that has yet been to Beauty Point? She was, I think, 485 feet on the keel.

923. And as you know very much larger vessels can go there? Yes.

924. To make Beauty Point or Bell Bay, or both, suitable, the rocks seaward would have to be removed—that is the Porpoise and the Bombay Rocks—the Porpoise Rock, certainly? I do not hold with them removing the Porpoise Rock, with these modern twin-screw steamers. The present pilot brought the last two boats in, one at half ebb, on the eastern channel, and the other at half flood, without the slightest trouble, and took them out again.

925. Having regard to the longest vessels, do you still adhere to that view? I believe in Captain Stanley's idea, and Captain Marsden's. They look upon the south-east point of Garden Island as one of the keys of the situation, and Saltpan Point as the other. I cannot see that the Bombay Rock is in the way of any ship that will come here. The arc of turn is about 43 degrees and the radius about 1600 feet, or more if you like. There has never been an accident with it. Every ship has turned at any state of the tide, so I do not see why Bombay Rock should be removed. I will quote from Captain Stanley—I was with him for months. He said it would be the greatest mistake in the world to attempt to touch the Garrow Rock; the arc of turn there was a very gentle one. It was a natural ground to cut the tide coming into the channel. If you move it, he said, you will have to set to work and remove the millpond. Instead of removing Porpoise Rock both Captain Marsden and Captain Stanley, two of the ablest surveyors in the British Navy, said: "Take 200 feet—and that could be done by coffer dam work, or a dredge—off Saltpan Point, and ease up the eastern channel; it is now 380 feet wide, and make it 580 feet; then clear away the *debris* at the back of Garden Island, and let half a tide go through." It was estimated to cost £3000 to £4000.

926. That would be to the westward? Yes.

927. And that would come out on the flats down by Kelso? Yes; but the ships would not go through it.

928. You recommend, then, the cutting off of a portion of Saltpan Point, in preference to the removal of Porpoise Rock? Certainly. The Porpoise Rock is a reef; it is about 320 feet by 460 feet.

929. *By Mr. Lyons.*—Did not Admiral Henderson inspect Bell Bay? I do not know. He was here some little time.

930. *By the Chairman.*—Did you accompany Admiral Henderson? No; but I was very pleased when I found he endorsed my views.

The witness withdrew.

SATURDAY, OCTOBER 26, 1912.

SAMUEL HEATHCOTE *called and examined.*

Mr. Heathcote made the Statutory Declaration.

931. *By the Chairman.*—What is your name? Samuel Heathcote.

932. What occupation do you follow? I am road inspector for the Westbury Municipality.

933. This Committee has been appointed by the House of Assembly to inquire into the advisability of constructing a railway to Beauty Point, and we will be glad to hear you in connection with the matter? I have a plan here of the proposed railway from Westbury Station, and the route over which I went—that is from Westbury Station to Four-Spring Plains—which was as far as the Westbury people have been instructed to go. I have everything here that you will require; all the different properties are shown, down to Reed's Bridge.

934. In connection with those properties on the route, do you think they would charge exorbitant compensation? I have interviewed the gentlemen owning Four-Spring Plains, and have also seen Mr. Von Bibra, of Selbourne, and they have given me to understand that they would give the land free. Mr. Mitchelson has intimated he will put no obstruction in the way. With regard to Mrs. O'Byrne's property, a piece of which is taken out, her son says he thought his mother would give what is required free, and it is a valuable property. Mr. Mackey here is a little bit against it, but very little of his land is touched. The engineering difficulties are very slight on the route we have taken, and the grade is superb; the only difficulty is the river.

935. You have had some experience in connection with railways? Yes.

936. Could you give us an approximate estimate of the cost per mile of this proposed railway? I do not think it would exceed £2000 per mile.

937. Would that be for a railway on the same principle as the Western line? Yes.

938. Of the same gauge? Yes.

939. Is that a conservative estimate? That is allowing for the compensation we would have to pay, and everything else. All those properties are assessed high. Some of them I do not think would give the land; it could not be expected. Everything is included in the £2000 per mile; the bridge and everything else.

940. From your experience amongst these people could you form any idea as to the production of these farms. Do you think the construction of a railway would increase it? I do certainly. Mr. Von Bibra has a place where for several years the cultivation has been very light, and he told me if he could get his produce away, which would only be half a mile cartage, probably the whole of his 2000 acres would be cultivated.

941. The only difficulty now is that they cannot get the stuff away? They cannot as they are.

942. Do you think the building of a railway to the deep-water port would be a very great benefit to these people? I do, because I have spoken to people all round, even up to Deloraine, and they say they would run down there.

943. Where do they ship now? To Buruie and Devonport.

944. That would be only for interstate boats? Yes.

945. That would not be Home boats? The fruit would go by the Home boats.

946. There are no Home boats coming into Devonport? I do not know.

947. With regard to the timber resources, are there not some timber beds at the back? Yes. One large firm has applied for 3000 acres, and they talk about putting a tram in to tap this railway.

948. You think the establishment of a deep-water port at Beauty Point, and the construction of a railway, would be of immense advantage? Most decidedly, and in all the surrounding districts the production would be greater. There would be more population here, and more land would be taken up. But the people cannot get there. I have seen them carrying goods on their backs out here where the roads are so bad, and they have to cross gullies.

949. *By Mr. Lyons.*—Where is that? In what they call the Gulf Country, between Dry Bluff and the Tier.

950. Would they be in a better position if a railway were constructed than they are with the present line? They would have to get much further to Launceston. There is a route here which almost taps them, being 12 miles instead of 25 miles.

951. How many miles is that from Westbury? It is about 12 miles as the crow flies, but with the new road it will be a little bit further. There is some prospect of the road being put into the timber.

952. Are you referring to this belt of timber just back from Cluan? Yes. It is only a few miles out, and at the back is the good country I am telling you of.

953. Is it not only hilly country at the back? Oh, no; there is all this cultivation I am telling you of at the Gulf Country; it is beautiful potato land.

954. *By Mr. Lee.*—But the construction of the railway from Westbury to Beauty Point would practically be of no value to that Gulf Country as a means of inducing cultivation? Yes, it would; most decidedly, because the people could ship their produce right straight through without unloading.

955. *By Mr. Howroyd.*—They can do that now? They would have to go through Bracknell.

956. *By Mr. Lee.*—They come to Westbury on foot now, do they not? Yes.

957. According to your statement the question of increased production is not so much dependent upon the railway as on the road? Partly; but my own opinion is, and the people have given me to understand, that it would be a great benefit if they had the railway straight to Beaconsfield.

958. *By the Chairman.*—I take it the primary object of the railway is to afford farmers and producers an opportunity of shipping to the Home markets? That is exactly the position.

959. Is that position understood? Most decidedly, by everyone.

960. *By Mr. Howroyd.*—You are aware, I suppose, that it is always the policy of a railway department to run in with the shipping, and make cheap rates to attract the trade; it does not matter whether it is long or short? I am aware of that, partly.

961. That would destroy your argument to a certain extent? My argument is that the people in these back blocks would grow more stuff, and there would be more timber shipped, if they had a railway to get it straight off.

962. That same principle would apply all over the State, as far as that goes? Yes.

963. *By Mr. Valentine.*—Upon what do you base your estimate of £2000 per mile for the railway?—Is that a fair average cost for the 14 miles or so? I have been through the route and taken out the grades just roughly, and worked on other railways. I have an idea of what the cost would be. I know

it is a low estimate, but there is practically no grade at all, and no blasting. It is a different thing if you have half a mile or so of rock-cutting to put through a hill; that is where the expense comes in. It is mostly loamy sand, except from the river point downwards. The other is all practically level, and the severance of the property is so slight.

964. You think there would be no difficulties in the way? None at all.

965. Is it 14 miles from Westbury to your boundary? Well, it may be 12 miles; it is all a perfectly level grade.

966. Is it good agricultural land all the way? Not for the whole length. Four-Spring Plains would, of course, be much more valuable if a railway were built, but it is only in a state of nature—parts of it.

967. What is the quality of the soil? Some is very fine and some very poor. It is sheep country, and there are some fine flats.

968. *By the Chairman.*—The land from Four-Spring to here would be first-class? No; only from the Meander River to Westbury. The Four-Spring Plains land is second-class land.

969. *By Mr. Valentine.*—Are the most of the freeholds through which the line would run handicapped for want of proper facilities? No; not this side of the river. Of course, they have 5 to 6 miles cartage, and would ship direct instead of to Devonport.

970. That is provided Beauty Point was the deep-water port? Yes.

971. *By Mr. Lee.*—I understand you to say the cost of construction would be about £2000 per mile? Yes. You must understand, though, I am not an engineer; but that is my contention. A great deal would depend upon the bridge they put across the Meander.

972. You have no idea, I suppose, what amount of compensation would be asked? You will get that from Mr. R. C. Hall, who is the Government Assessor.

973. Do you think that on this route there is any quantity of good land not yet utilised for agriculture? As far as I went I think about a half of it is good.

974. I have been given to understand there is a great deal of very fair land through there—that is, between Westbury and Beaconsfield? Beyond where that chart of mine goes, of course there is. Towards what we call Paling Flats there are a few hundred acres of land taken up, which is a bit poor; it is rocky, and you come into the Glen route.

975. Where does this come out into the Beaconsfield Municipality? I could not exactly tell you. It is somewhere by the Finger Post; my boundary goes two miles below that. I have only been to Reed's Bridge; the Frankford people have come in from there. Reed's Bridge is the other side of the Sugar Loaf.

976. *By the Chairman.*—The Finger Post is about a mile from the Beaconsfield boundary? Yes. It is about 2 miles from my boundary on the chart to the Finger Post; it is very barren.

977. Would it grow fruit trees? Some parts of it would not.

978. *By Mr. Lee.*—In connection with the question of the construction of a new railway we have to keep the financial aspect in view. Do you think from your knowledge there would be sufficient produce sent over this railway to the deep-water port to warrant its construction and make it payable, and be revenue-producing? Yes; provided the people would do what they promised, but sometimes people do not tell you exactly what they mean.

979. It is largely, of course, only conjecture? Well, the general opinion of the people is that they would put in double.

980. *By Mr. Lyons.*—How far from Westbury is the point where the proposed route here crosses the

Meander? Roughly, between 5 and 6 miles; that is from the Westbury Railway-station.

981. You are looking at this matter from the standpoint of the Westbury district? Yes; and the surroundings.

982. You are aware, of course, that one of the objects would be to serve Beaconsfield district, too? Yes.

983. Do you think the construction of a line from Westbury to Beaconsfield would serve the Beaconsfield people, and the whole district generally, as well as a line from Launceston direct to Beaconsfield? That is rather a point I would not like to give an opinion on. I have not gone into it. I am certain it would be more beneficial to Beaconsfield, of course, regarding the amount of produce they would get.

984. But would it serve the Beaconsfield people as well? I could not answer that.

985. Do you think there is any danger that the railway would suffer as the result of a line from here to Beaconsfield, speaking generally? Which line do you mean?

986. The produce carried at present over the line for some distance then would perhaps be carried a shorter distance to Beaconsfield? With regard to the Western line, it may injure it a bit from Westbury to Launceston, but you could make it up from the Bluff and surroundings from Deloraine.

987. Is that part of the district you refer to—where does the stuff go to at present? Sometimes to Launceston and sometimes to Devonport.

988. Do you think the loss in the mileage on the part of the railway would be compensated for by the increased production, as a result of the construction of this railway? Most certainly I do.

989. If one of the objects of the construction of the line was to get passengers and mails more rapidly to Launceston from Beauty Point, do you think this route would serve that purpose? Most decidedly: from here it is 28 miles.

990. But add that distance to the distance of from here to Launceston, which is about another 30 miles (that is 58 miles roughly)—do you think that there would be anything gained in time with a line that length over the present conditions by river? I could not give an opinion on that, because if you are going to compete against water with the railway I do not think you could do it.

991. That is for the same distance? Yes.

992. Then if the railway is a greater distance it would be impossible for it to compete with the water? Yes.

993. *By Mr. Howroyd.*—What is the method for the disposal of produce here—is it sold on the spot to merchants, or sent to Launceston and sold there? Sometimes one and sometimes the other.

994. What is the general procedure—is not it general for the merchants to buy locally? They do have local agents, but some of the farmers at Quarmby take their stuff themselves to Devonport and sell it to the merchants.

995. It is not a usual practice for farmers to ship their own goods to the other side? Well, I should say about one out of two ships that way.

996. I do not think you quite grasp what I mean. Is it usual for farmers to sell direct to the mainland or to the merchants? Mostly to the merchants, but a few send to Sydney direct themselves.

997. That being the case, is not it the usual course that the freightage of these goods should gravitate to the place where the merchants are? I think that is the usual thing.

998. Practically speaking, it would make little difference to the growers as to where the goods were shipped so long as the produce is bought upon the spot? I can hardly agree with that.

999. *By the Chairman.*—The idea of constructing this railway is to give producers an opportunity of shipping to the Home markets? Yes.

1000. *By Mr. Howroyd.*—I want to get the witness' opinion as to whether the trade would not always gravitate to where the merchants are. There is another question. We were speaking of the competition between the water and the railway. Are you aware of the fact that that competition is eliminated very often to a large extent by the fact of the cheapness of the running of the railway? I did not know that.

1001. That is to say, you can ship goods to a shipping port very often much cheaper than by a comparatively few miles of railway? I could not go into that.

1002. It is a well-established fact? I did not know of it.

1003. *By Mr. Belton.*—Regarding the compensation, have you taken into consideration the benefit that the landholder would receive by the construction of a railway through his property? Mr. Hall has gone into that part of the scheme better than I have.

1004. You mentioned the fact that the railway to Beauty Point would, in your opinion, lead to increased production? Yes.

1005. The point I want to get at is, is this land you consider capable of increased production within reach of a railway at the present time? It all depends upon what you mean.

1006. To the ordinary person you can say that 9 miles is within a day's journey? The principal thing to get at is how are people to get their stuff to market.

1007. With regard to the cost per mile, you have made an estimate that seems to be somewhat startling, but I do not want to go into details with regard to it. What class of railway did you contemplate? The same class as others we have.

1008. The speed, you know, determines the strength and character of a railway? Yes.

1009. You would not think for a moment that it is advisable to construct a light railway from here to Beauty Point? I worked on the old Main Line route, and am sure you could make as good a line as that.

1010. Do you know the Flowerdale country? No.

1011. The railway there will cost a larger amount? I have not been through it; of course, mine is only a rough estimate.

1012. How far is that property of Von Bibra's you said would probably be cultivated from the railway-station now? It would be 7 or 8 miles.

1013. They are probably within 7 miles of the present railway route? Yes.

1014. With regard to the timber beds, what is the class of timber there? Stringy-bark and peppermint, myrtle and sassafras.

1015. You said the land in the Gulf Country would be benefited? Yes.

1016. How far is it from this place? As the crow flies, about 12 miles, but there is no road as the crow flies.

1017. That, of course, is a road matter. With regard to fruit culture, have you seen any of the orchards in production—is it a good district for fruit? Not in the Gulf.

1018. But where this large orchard is? That is good for orchards. One of the largest orchards in the country was put there, but they have not looked after it.

1019. Is it valuable fruit, taking colouring and everything else into consideration? I have not seen any fruit off it.

1019A. With regard to Mr. Howroyd's question as to trade, would not the merchants go where the trade is? That is a query.

1020. *By Mr. Howroyd.*—When you stated £2000 per mile for this railway—I think you said you have had railway experience? Yes; I have worked on railways.

1021. Did you refer to the complete equipment, or to earthworks only? There may be details I could not go into that may cost over that. It is general, laid down with rails and everything; that is, of course, to our boundary. I do not mean outside of that.

1022. *By the Chairman.*—In the event of a railway being constructed between Beauty Point and Launceston to, say, within 9 to 10 miles of the existing line, would not a feeder to that line be of advantage to the district? Not unless it was for some of the people down Glengarry way.

1023. Supposing the route took in Bridgenorth and part of Rosevale, do you think that a connecting railway from Bridgenorth to Hagley would be an advantage? No; I do not think so.

The witness withdrew.

RICHARD THOMAS HALL *called and examined.*

Mr. Hall made the Statutory Declaration.

1024. *By the Chairman.*—Your name is Richard Thomas Hall? Yes.

1025. What is your occupation? I am a farmer.

1026. Any information you can give this Committee regarding the subject-matter of this inquiry, of which you probably are aware, we will be glad to hear now? I went over the route last Saturday, and have travelled over this country for valuing purposes for a number of years. I have here a list of values I will hand in.

1027. You are a Government valuator? Yes.

1028. Do you reside at Westbury? Yes.

1028A. On the proposed line of route? No; not exactly.

1029. When were these properties valued? Two years ago.

1030. This is a list showing the capital values of the properties the railway would traverse? Yes.

1031. Do you think the construction of the line would be a benefit to the district? Decidedly.

1032. In what way? It would connect it through, and there are some very fair properties it would go through, whilst the cost would not be very great.

1033. That is the cost of construction? Yes; it is fairly level country.

1034. You consider the production would be increased? I think so, very much.

1035. The shipping is principally done *via* Devonport and Launceston, is it not, at present? I think it is principally through Burnie.

1036. That would not be for the overseas boats, just the interstate? Yes; for the interstate trade.

1037. The object of the construction of the line to the deep-water port would be for the purpose of giving producers the opportunity of shipping to the Home markets? Yes.

1038. Do you think they would take advantage of that, if the railway were constructed? I think so; otherwise the trade is all going to Burnie.

1039. Are there many overseas boats come to Burnie to take away produce? Yes; there are some tidy-size ones come into Burnie.

1040. From the Home land? I could hardly say from my own experience, but I believe it was so.

1041. There is the fat lamb industry; that would be done principally with the Home country. Do you think the establishment of this railway would be an encouragement to farmers to go in for that? It would be more convenient for it.

1042. That is a very important industry in Victoria and other places. Under present conditions

here, if you wanted to send fat lambs away they would have to go to Hobart? Yes.

1043. That would entail expense and risk? Yes.

1044. With regard to the question of compensation, do you think that those that hold property where this railway would traverse would be exorbitant in their demands for compensation? I think from here to where it would cross the Meander would be a little heavy, but a lot would depend upon how it cuts a place up.

1045. The fact of the railway going through the properties would enhance their values, would it not? Yes; but from here to the Meander I think could be run very well along the side-lines, and alongside the main-road, as it does going to Burnie.

1046. That is a Government road? Yes; and it would not cut the properties.

1047. *By Mr. Lyons.*—That route would not be the one outlined here on this chart, would it? Yes; it would.

1048. Does that follow the road? Yes.

1049. Are you in favour of the railway? Yes; personally, I am.

1050. As a large landholder, you think it would be a benefit for the district? Yes; if they are going to have the line we would naturally like it here.

1051. With regard to local liability: do you think as a large landholder and a ratepayer, that the people, in the event of the Government turning this proposition down, would agree for it to be constructed under the local liability system? I could not say.

1052. Personally, would you be prepared to favour that? Hardly, I think, speaking conscientiously.

1053. *By Mr. Valentine.*—What are the principal products of this district and the country through which the line is proposed to be taken? Principally farming produce for this portion I know of; as you get down to the other end it would commence with orchards; that would be 10 or 12 miles out.

1054. *By Mr. Howroyd.*—That would be in the Beaconsfield Municipality? Yes; from here to there would be all farming.

1055. *By Mr. Valentine.*—It is your opinion that the railway would increase the production? I think it would, very possibly, pay better than some other lines that have been constructed.

1056. I think you said that most farmers send their produce for export to Burnie? I think a great portion of that end goes to Blackwall and Launceston, but this end goes to Burnie.

1057. In sending to Burnie they would have to pass Devonport? I would not say it all went to Burnie; the greatest portion of it, I should think, goes to Devonport.

1058. But some lines go to Burnie—is that it? Yes; that is right.

1059. You think that instead of going to Devonport or Burnie most of it would go this way? Yes, naturally. If they had a port and a railway it would go direct.

1060. Besides agricultural productions, is there any timber? There would not be a great deal, because it has been picked over for a good many years. It would not be like the Scottsdale line in that respect.

1061. Most of those properties out towards Beaconsfield are served with excellent roads? Yes.

1062. *By Mr. Lee.*—Those properties through which the line, as marked on the chart, would run are now in a high state of cultivation? Yes.

1063. The construction of the line, therefore, would not increase their production very much? No; not from here to the Meander. There would be a distance of 3 miles at least that you would not get very much from,

1064. Beyond that, what is the character of the land? There is good and bad. Some is very good at Salisbury, and further down it gets poorer, and better again, and so on.

1065. Would you say the bulk is poor or good? No; I would not say the bulk was poor. There is a few miles of it, but most of it is suitable for orchards, but not much for ordinary agriculture.

1066. Provided that Beauty Point was the deep-water port, and the large vessels were to come in, the construction of this railway would be a great advantage? Yes. I am certain all the stuff would go there instead of down this way.

1067. *By the Chairman.*—It would increase production? Yes; I honestly believe it would.

1068. *By Mr. Lee.*—It has been stated that the fact of a line going through those properties would enhance their value; that does not necessarily follow? Not in all cases, but it would once you cross the Meander. The whole expense, I reckon, in compensation is this side of the river; there will not be much on the other side.

1069. *By Mr. Howroyd.*—Are there any local buying agents for Burnie firms here? Not exactly. There are one or two, principally from Launceston and down the coast; more from Devonport and Ulverstone.

1070. The reason I ask is that it might account for the large amount of produce going to Burnie. Is there any local trade between Westbury and Beaconsfield? No.

1071. None at all, comparatively speaking? No.

1072. Is there any direct cartage of produce between Westbury and Launceston? Yes.

1073. And between here and Devonport? No, it would be too far.

1074. A great deal of your produce, then, is carted direct to Launceston? Yes.

1075. To the merchants' warehouses? Yes.

1076. *By Mr. Belton.*—Would the eight properties on the list be served by the railway? Yes.

1077. *By Mr. Lyons.*—Those are the properties that would not increase their production? Yes.

1078. *By Mr. Belton.*—If that is so, the Exton Ward is over the Meander? Yes.

1079. Well, it seems to me that the capital values are very low. One property is 2660 acres, and the capital value £9000; that is the best. I was looking to see if there were any of these it would be possible for the country to acquire, but their capital value is not much over £1 per acre? They are poor. A lot of it would not be valuable at all.

1080. Do you grow many lambs? Yes; a good few.

1081. Do you think it would facilitate that industry and help it if there were possibilities for export to the overseas markets? I believe it would cause an increase.

1082. *By the Chairman.*—Is production increasing in the Westbury district to any appreciable extent? I could not say. It has not since I came to live here, about 10 or 12 years ago. I think it runs just about the same now.

The witness withdrew.

THOMAS SQUIRES called and examined.

Mr. Squires made the Statutory Declaration.

1083. *By the Chairman.*—Your name is Thomas Squires? Yes.

1084. And your occupation? Farmer, at the Black Sugar Loaf. I am also postmaster there.

1085. I understand you are here to give some data as to the production on the western side of the proposed line of railway? I was not quite clear as to

the nature of the evidence I was to supply, but from the information I have received I have committed the items to paper, which I can read and hand in if you require it. It is a matter in which I have been doubly interested for many years; that is, the railway from Beaconsfield to Beauty Point. For, in the face of the railway schemes in different parts of Tasmania we are connected with the two capitals, north and south, and we also have a railway to the North-West Coast, and I think that the time has arrived when another should be welded into the great chain of the railway system. I was always of the opinion that Westbury would be the nearest part of the line between Beauty Point and the Western line, and taking into consideration that the time is not far distant when either Bell Bay or Beauty Point will become a naval base—I am not prepared to say what the opinion of experts may be as to their suitability—but taking into consideration that Beauty Point, of course, is very suitable, and that there has been so much improvement there, and it is close to the open sea, for defence purposes nothing could be better. I think that the Federal Government would be warranted in assisting us with a railway for defence purposes alone, for the time may not be far distant when the Old Land may be engaged in other parts of the overseas dependencies, and we will have to rely upon our own resources, and I think it becomes the duty of every loyal subject to agitate for preparedness; to be prepared is half the battle in any emergency.

1086. *By Mr. Lyons.*—The arguments you put forward might apply equally to the construction of a line on the other side of the river? Beauty Point is what I am strongly in favour of.

1087. But from a defence standpoint the construction of a line from Bell Bay would be equally serviceable?—

1088. *By the Chairman.*—They have already proclaimed Beauty Point as a naval base? That was the impression I was under. I hope my remarks have been within keeping of your Committee and the scheme. I will now deal with the district I live in, more particularly. Black Sugar Loaf is a small settlement, situated about 9 miles from Westbury, 20 miles from Beaconsfield, and 14 miles from Blackwall, on the west side of the route of the proposed railway from Beauty Point to Westbury. There is about 22,711 acres of land a railway would serve to great advantage. The greater portion of the above land would be within 5 or 6 miles of the proposed line, and between Egmont and Reed's bridge, towards the Paling Flats. There are 35 families residing on the land. About 2810 acres are under cultivation, about 2528 acres improved, and 17,473 acres is natural forest (on which are valuable beds of timber very suitable for sawmill purposes—stringy-bark, gum, and peppermint). The annual value of the above land is £1115. The land grows good oats, peas, flax, tares, potatoes, turnips, and rape; and a very large portion of the land is admirably adapted for orchard purposes. There are small orchards in this district that have been planted over 40 years. The trees are in a healthy and flourishing condition, bearing excellent fruit. I feel certain the resources of the district would be developed by a railway connecting Beauty Point with the Western line.

1089. You are a landholder in the Sugar Loaf district? Yes.

1090. Do you think the farmers in that district would ask for compensation? None that I have come in contact with would want much; or if they did, they would be few in number. I have not interviewed anyone across the river. I am dealing with that portion between Meander River and Reed's Bridge.

1091. You confine your remarks to that particular portion of the district? Yes; the only portions, perhaps, that would be likely to ask for payment might be through the Somerville estate, or perhaps a small property belonging to Mr. Lang, on the Meander River, touching the Somerville estate, now occupied by Mr. Duggan.

1092. What sort of land is it round the Sugar Loaf for potato-growing? A good deal could be used for that, but the distance from market often deters people from cultivating, except on a small scale. Blackwall is about 14 miles distant, and Westbury 9 miles, and we have very steep hills to negotiate.

1093. Where is the most stuff carted to—Blackwall or Westbury? Personally, I go to Blackwall, and I think they nearly all go there.

1094. Would the majority of the stuff grown there go to Blackwall? Yes.

1095. And is shipped to Launceston? Yes. In the event of a railway there would be no need for that.

1096. You said, I think, that there would be increased production if a railway were constructed? Certainly, both in timber and general produce.

1097. Would the fruitgrowing industry prosper more? There are small orchards being planted, but they do not seem to go into it like they do in other parts. It is not the fault of the land, because I have trees which have been planted over 40 years that bear excellent fruit, and my attention has been called to it by several visitors to my place, who have asked why I did not go in for an orchard; but I told them I was too old now. I am sure the railway would enhance the value of the property in most cases for the land from the Sugar Loaf to Beaconsfield is nearly all purchased.

1098. The idea of the railway is to connect with deep-water, and to give facilities to ship to the Home markets in the big boats? Yes.

1099. Do you think there would be many of the producers ship to the Old Country? Not in my district. It is only a small district, and they do not go in for large quantities. Of course, I do not know what might happen with better facilities.

1100. Is the event of a railway going direct to Launceston—that is, to touch Glengarry, Bridgenorth, and those places, would that be of advantage to you? It would all depend upon how far it came. If it came within 5 or 6 miles it would be an advantage.

1101. *By Mr. Valentine.*—You are of opinion that it would be a good thing for this country if this railway were established? Yes.

1102. As a ratepayer, would you support a vote for the municipality taking on local liability in connection with the building of the railway—would it be of such value to you? You mean the liability to the rest of the ratepayers.

1103. Under "The Local Liability Act" any of the municipalities have power to establish or build railways. As a ratepayer do you think you would support local liability falling on the ratepayers if there were any loss? That is the interest on cost of construction?

1104. Yes; and working expenses, &c.? That would be a question that every person would have to handle carefully, because it might involve serious consequences, and I think that even though we might do our best our judgment might miscarry all the same.

1105. Are there any orchards in your district in full bearing? Yes.

1106. Have they proved themselves payable propositions? Yes. I have some now, and I do not think there is an orchard in Tasmania, probably, that shows a better prospect. I have apples at home now that will keep or carry anywhere. There

are the Alfriston and the Stone Pippin, that will keep till Christmas. The flavour of the apples, too, has been spoken of as being very good. I do not know whether it is in the soil or the action of the sun—probably the soil—but they always seem to have a nice flavour.

1107. What is the average yield? We never took particular notice, but I suppose we have about 20 to 25 trees, and we get from 60 to 100 bushels per year. We do not make any particular market for them, and so do not take careful notice of the quantity we produce.

1108. *By Mr. Lyons.*—If a line is to be constructed from Beauty Point, do you prefer that it should come to Westbury rather than go straight to Launceston? Yes.

1109. Upon what grounds? Because they have the river and a good road, and it is only 25 miles from Launceston by road, whilst the further it gets back from the river the greater benefit it would be to the district. It would catch the outlying districts now badly situated for getting the stuff to market.

1110. What is the distance from the river to Westbury—that is from the Tamar, in a direct line? It is about 23 miles through by the Black Sugar Loaf. It is not straight, but I think it is the best road. That would be about 23 miles to Blackwall.

1111. How far out would you say from the Western line are they shut out from a day's carting? I should say about 9 to 10 miles. I go to Blackwall, but it is a long day.

1112. Is it under eight hours? No; it is not.

1113. *By Mr. Lyons.*—What is the distance? Westbury is a nice distance, but the hills we have to negotiate make it bad for getting away with the stuff.

1114. That is to Westbury—what about Blackwall? We can take more to Blackwall than Westbury.

1115. What is your distance to Blackwall? About 14 miles.

1116. If a line were constructed from Launceston through the Glengarry district to Beauty Point, would not that serve you fairly well? Yes; it would answer the purpose. That is, to come from Launceston through Bridgenorth, through the top of Glengarry, so as to tap the Frankford district, and down through the Glen; that would serve the district, because some of the land that I have referred to in my statement is the Somerville estate and Rocklands, just across the river, 3 miles from Westbury; but a line from Westbury through Bridgenorth and Rosevale and the top of Glengarry, within reach of Frankford, would supply the most. At the same time some of the properties I have included by the line coming that way would be left within easy distance of Westbury. I am not prejudiced against the line going either way, any more than that I would like to see those outlying parts, which have been in cultivation for close on 50 years, given greater facilities, which it seems hard they have never had.

1117. If a line is constructed on the route you have mentioned there is no place between the Western line and that line that would be absolutely shut out, then; either one or the other could be used at a fairly decent distance? So it could. As far as I can understand, the line proposed to connect with the Western line from Beauty Point, it would come as far as what is known as Reed's Bridge; that is from Brumby's Creek the line would deviate from the road and go through Kennedy's land, almost following Brumby's Creek; would touch Selbourne and cross the river there, and either go through the property of Mitchelson, Mackey, and others, or else cross the river on this side. At the same time I am strongly of opinion the other line from Laun-

ceston would answer the same purpose, because these people are only a medium distance from Hagley or Westbury. The Frankford people, and Glengarry and Sugar Loaf, are very much more isolated.

1118. And that line would serve them? Yes.

1119. *By the Chairman.*—Have you any knowledge of a former survey made in connection with the railway? As far as my memory will serve me, and from inquiries from others who were in closer touch with it, I am told there was a line surveyed from Beaconsfield or Beauty Point into the Glen, to Cameron's.

1120. And it ended there? Yes; it did not go right through.

1121. Do you use manures on your land to any extent? Yes; a fair amount some years, but not much lately.

1122. Would you advise lime as a manure? Yes; I am certain it would be the best manure. I have used it in small quantities, and found that the lime destroys insects, and it pulverises the soil. Most of the land in that part is heavy, and the lime makes it more pliable to work.

The witness withdrew.

EDWIN THOMAS KENNEDY *called and examined.*

Mr. Kennedy made the Statutory Declaration.

1123. *By the Chairman.*—What is your name? Edwin Thomas Kennedy.

1124. You are a farmer? Yes; and grazier.

1125. This Committee would like to hear your views regarding this proposed railway, Mr. Kennedy? I occupy about 4000 acres, and am here representing the Selbourne and Rosevale districts. The line I favour is from Beauty Point through Frankford and Selbourne to Westbury. There is another proposal—to touch the line further back, which would suit our district just as well. It does not turn until it gets past Selbourne, so either line would suit us.

1126. You are here to-day to give evidence in regard to the land in that particular district? Yes. The land at present at Selbourne and Rosevale is at present from 10 to 15 miles from the railway or the river, so whatever we produce has to be carted that distance, so I could not give you much as to what the land is producing at present.

1127. The idea of the construction of the railway would be to increase production; do you think they would take advantage of that? Yes; because our country is good orchard land. Then there are the Selbourne districts, which are, perhaps, the best on the route. The land there is worth from £10 to £12 per acre.

1128. There is a good deal of that under production, is there not? There is not more than 600 to 700 acres under production, and in Selbourne alone there are over 3000 acres of cleared land. I have here a statement showing the areas of the land, and owners which I will hand in (*vide Appendix C*). That also contains some information with regard to produce and stock. The proposed route, Beauty Point to Westbury, would serve Selbourne and Rosevale districts, comprising about 20,000 acres, consisting of 4630 acres cleared for cultivation—all first-class land, growing very heavy crops of wheat, oats, and peas. It is also suitable for potatoes and all root crops. There are also 13,000 acres of good grazing bush land, and first-class orchard land, carrying good milling timber. There are about 2000 acres of Crown land, carrying good milling timber, and suitable for orchards and farms. Over 30 farmers reside in Selbourne and Rosevale, who are at present from 10 to 15 miles from the rail or river.

I took the farm of Viney Bros. at Selbourne, and got from them particulars of what they produced from 350 acres of land; that is, the average land cleared. The 350 acres produced last year (and it was rather a bad one) 1500 bushels of oats, 1000 bushels of wheat, 1000 bushels of barley, and 600 bushels of peas; or a total of 4100 bushels from 350 acres. They produced also 40 pigs, 150 fat lambs, and £100 worth of dairy produce (cream, &c.) for the factory at Launceston. I did not include wool, because they sold the sheep before shearing.

1129. That is all from 350 acres? Yes.

1130. Do you think the railway would encourage others to produce in the same degree? I am sure of it; but they are now mostly 12 miles back.

1131. Why do not others in the vicinity produce in the same direction? Mr. Laing, whose place is just across the road from that, left it because he said he was too far back, and he let his land for 10s. an acre, and went to Melbourne to live. The man who took it has gone out of cultivation practically altogether, and is running sheep, and so is producing practically nothing except wool. Last year he had about 20 bales. The farm used to produce about the same as the other farms.

1132. Do you think they would go in for greater production and fat lambs? I do not know about lambs, but for wheat, grain, roots, and potatoes; it is good for potato-growing. If a line came through there practically all the land is suitable for orchards. An orchard planted there about six years ago has done wonderfully well. I have three acres of orchard myself, and it is doing splendidly. Mr. Gatenby has 10 acres, which is also doing well.

1133. Where is that? At Selbourne.

1134. In the event of this railway going to Launceston, touching Bridgenorth and a portion of Rosevale, would that be of any benefit to your district? It would benefit the Rosevale district, but that is the poorest part of it. My own production is in Selbourne, which it would not benefit.

1135. How far is it from Selbourne to Rosevale? To the post-office would be about 6 miles, but it is a heavy road. It would be 7 miles to the railway, with a hilly road. It would be easier to cart to Hagley.

1136. Do you think the farmers generally would claim heavy compensation? Nearly all of them have offered the land free. It goes through 2 miles of my own land, which I have offered free. I have informed the Council that I would give all land free if the Sugar Loaf siding was on my land; or I would give £50 if the line did not go through my land at all. The people are all only too willing to give the land free. Mr. Von Bibra has offered land free, and his is all valuable land.

1137. The only farmers in that district who grow crops to any great extent are the Viney Bros.? Mr. Von Bibra is putting in 170 acres adjoining that this year, too, but he is right on this side.

1138. You do not go in much for crops? I have several hundred acres that I could use, but I have only been there three years, and have been getting the place in order.

1139. Does the want of proper roads and the distance preclude you going in for it? When I came here I saw the state of the roads and found I could not do it. I go in wholly for sheep.

1140. And in the event of the line being constructed? Then I would go in for cropping and orcharding. There are three brothers in with me, who have left and gone to New South Wales, because it was too much in the back.

1141. Have you been farming long? All my life. In northern Victoria we had a large farm.

1142. Do you regard lime as a good manure? Yes; first-class.

1142A. If offered it cheap would you use it? Yes. It is cheap now, but it costs me 10s. a ton to get it to my place.

1143. *By Mr. Belton.*—There is a proposed route for a railway from Beauty Point running by Glengarry and into Launceston—would that suit you? There is no road across.

1144. Would it be difficult to make a road to it? It is just bush country.

1145. *By Mr. Lyons.*—How far are Viney Bros. from the Western line? About 10 miles.

1146. *By Mr. Lee.*—You have stated that in your opinion, if there were railway facilities there would be a great deal more agriculture gone in for in that district—is that so? Yes.

1147. You referred to the fact of Viney Bros. on one side of the road producing large quantities and on the other side a man left because of the want of facilities? Yes. It was not altogether the want of facilities; he had sons growing up, and he considered they were too far back in the bush.

1148. I presume you know that, as a matter of fact, in some of the old-settled districts at the present time they are going out of cultivation, though quite near a railway? Yes; I know that, to a certain extent.

1149. *By the Chairman.*—How do you account for it? There are various reasons. The price of wool, and the rise in wages. The sheep require less labour, too, and I think as the people get better off they are not so anxious to make so much, and take it easy.

1150. *By Mr. Lee.*—Do you think that if the line were constructed, as proposed some time ago, from Launceston, *via* Rosevale, and Glengarry, that would suit your district at all? No; it would not be much better than at present, and it goes through far poorer country. One farm like that of Viney Bros. would produce more than on a 10-mile length of Bridgenorth, and through that country.

The witness withdrew.

CHARLES WINNETT ALLEN *called and examined.*

Mr. Allen made the Statutory Declaration.

1151. *By the Chairman.*—Your name is Charles Winnett Allen? Yes.

1152. What is your occupation? Just now I am a landholder.

1153. You are aware of the object of this Committee's inquiry, which is to obtain information with regard to the proposal to construct a railway from Beauty Point, and we shall be glad to hear anything you may have to tell us on the subject? About 23 years ago there was a movement on similar lines for bringing a railway from Beauty Point to Westbury, when a chart was drawn up and certain information obtained, which I have not got now. The information you really want, I suppose, is with regard to the capabilities of the soil and the nature of the Crown lands, and so on, and as to the route.

1154. I will ask you first, are you in favour of the railway? Well, it will do a lot of good. Tasmania at present, from the analyses of the soil, is very deficient in lime. Even the pasture land has deteriorated, and the stock is not what it used to be, for the want of lime. You are well aware that between here and Beaconsfield there are mountains of limestone not being developed, and I feel satisfied that if that were developed it would cause a large amount of traffic between here and there. Here is a large farming district—perhaps one of the best in Tasmania—and it would be necessary for them to have lime. If it could be treated as is done in New Zealand

it would be a great benefit, and cause more production.

1155. And a good deal of labour at the other end? Yes; there would be the handling of the lime, and it would be much cheaper than the present manures, which are neither so good nor so lasting.

1156. You think the establishment of the line would increase production? Yes; materially. There are people who have land who at present simply live on it, and go elsewhere to work.

1157. The object of this railway is to afford producers opportunities to ship their stuff to oversea ports. Would many take advantage of that, do you think? I should think so.

1158. With regard to the fat-lambing industry, do you think, with better facilities, they would go in for that? Most decidedly. But there are other products which are being wasted now. In the clearing that is going on all the timber is being burnt, and there is any amount of splitting and sawing timber which is getting ringed and destroyed because it costs too much to get it to market.

1159. How much land do you hold? From 9000 to 10,000 acres of freehold.

1160. As a large landholder and a councillor, would you be prepared to have this railway constructed under "The Local Liability Act"? I have not read the Act, and therefore I could hardly say straight out.

1161. In the event of the Government turning the matter down, would you, as a council having the power to construct the line, be in favour of it? As I have said, I do not know the terms of the Act, or I would answer you.

1162. With regard to compensation, do you think there would be many of the people that the railway would serve asking for it? I do not think so.

1163. Would you personally ask for compensation? Not a penny.

1164. In the event of the railway being constructed from Beauty Point to Launceston, touching somewhere about the upper portion of Glengarry and going through Bridgenorth and a portion of Rosevale, do you think that would be of any material benefit to this district? None whatever.

1165. You have stated that you were connected with a previous movement for a railway? Yes.

1166. Can you give us any information with regard to whether there was a survey made? None whatever; there were some pegs stuck up, but no survey was made. Mr. Back was Manager of Railways at the time, and he condemned it. It went through *via* Westwood and Carrick.

1167. *By Mr. Lyons.*—Where are those properties you referred to as being out of cultivation because of the want of railway facilities? They are at the Sugar Loaf.

1168. On the line of route that the railway would probably take to Westbury? Yes.

1169. *By Mr. Valentine.*—Can you tell us if more land has been cultivated here recently than was the case in years gone by? Yes; there was recently, but it has gone back again.

1169A. Why is that? Because the facilities have been too poor. It costs too much to cart.

1170. You think the want of proper facilities has thrown the land out of cultivation? Yes.

1171. Does that apply to the lands round about Westbury? Not so much, because it is all open, cleared land, and close to the line.

1172. *By Mr. Lee.*—Is not it a fact that even in some of your cleared lands close to the railway a good deal has gone out of cultivation? Yes. They have gone in for sheep and fat stock, but the land does not produce as much now as it did years ago.

1173. The reason, of course, it has gone out of cultivation is not through want of railway facilities? No; it is the want of lime. At the present time

the road traffic is competing with the line. There are wagons on the road, and a brake runs to Launceston once a week.

1174. What do you think is the reason for this cleared agricultural land close to the railway going out of cultivation? The first is that the land seems to be sick, and wants renovating, and I think that lime is wanted. Then, again, labour has been high, and the produce low in price, not leaving sufficient margin to cover expenses.

1175. *By Mr. Valentine.*—Are you aware that the Government is allowing easy rates for the carriage of lime? You have to pay 3s. a bag for it, and no farmer can afford that; and then you have to cart it yourself.

1176. But the lime is being carried at a one half-penny per mile per ton? That is the new rate just come in to encourage farmers using the lime. The lime must be more portable; it must come in open trucks.

1177. You will get agricultural lime put into the truck at Berriedale at 3d. per bushel? That would come to 9d. per bushel. It should be shot into the trucks; it ought to be cheaper than that.

1178. It is easier handled in the bags; agricultural lime is slacked? It should not be; it should be roach lime. I have had that lime at Winkleigh, Railton, and Mole Creek analysed, and the Winkleigh lime is ahead of both of them. I thought of growing sugar beet, but the lime being so expensive we could not go in for it.

1179. *By Mr. Lyons.*—You said you were not aware of "The Local Government (Tramway) Act"? No.

1180. The conditions are that for the first three years the ratepayers are not called upon to pay interest. For the next seven years, if the revenue from the railway is not sufficient to pay interest on the cost of construction the Government will then provide 2 per cent., which practically means one-half. On those conditions would you be prepared yourself to accept local liability? It would depend upon where the line would go, and whom it would serve. For instance, if you took it through Foresters and out through Bridgenorth, I should say no, because it would be no benefit to me whatever.

1181. *By the Chairman.*—But as a councillor, would you recommend it to the municipality generally? No; it is out of our municipality.

1182. *By Mr. Lyons.*—You must understand that a district would be defined in the two municipalities? Certainly, but if the line did not go into the district you could not expect the municipality to undertake it.

1183. You would not come into it, then; but if it went fairly direct from Westbury to Beaconsfield you would recommend that that part of Westbury through which the line went should be subject to liability? I certainly should not oppose it, for the simple reason that there would be less construction of roads.

1184. And if your own property came within the area you would accept your share? Yes.

1185. *By the Chairman.*—You are no doubt aware that there are five municipalities under the jurisdiction of the Launceston Marine Board? Yes.

1186. Would you, as a councillor, be prepared or recommend the ratepayers to come in under the jurisdiction of the Board, to have some control with regard to the ports? No. I do not think so. I think we are too far away altogether.

1187. You would not be prepared to recommend that to ratepayers of this municipality? Not to improve the river.

1188. But you would advocate this municipality going in with the Beaconsfield Municipality in order to improve the deep-water port? I do not see why we should; it would be no benefit to us.

1188A. There are five municipalities now under the jurisdiction of the Launceston Marine Board who will have a vote, and if they are asked by the Marine Board of Launceston to finance the scheme, would you be in favour of combining with the other municipalities in order to give effect to the scheme? No; because we are too far away from the water. I would like to add that I have heard it is advocated to take the line from Beauty Point to Glangarry and go across by the Forrester, and then to Launceston. When you are on that turn you are only 14 miles from Westbury, but much more from Launceston, and they would want a bridge across the Tamar. If a line were made as now advocated I am satisfied there would be more land cultivated, because of the better facilities, and as for growing fruit, we could grow it as good as anywhere in the island; but the facilities are not good enough for us to undertake it. It makes no difference which way you go, you have to cross the river to get to Launceston, between Deloraine and Launceston, and there are only certain parts in the river you can build the bridge without going to enormous expense, because they are flooded, and there would be large embankments required. The line we advocate would help a portion of Bridgenorth, Rosevale, and Selbourne. Unless the line could be got to within 7 or 8 miles of a place, I do not think it would be much use, because when you have to put our stuff on to a cart for a distance over that it might just as well go the whole distance.

The witness withdrew.

MONDAY, OCTOBER 28, 1912.

DAVID PETRIE *called and examined.*

Mr. Petrie made the Statutory Declaration.

1189. *By the Chairman.*—What is your name? David Petrie.

1190. And your occupation? Master mariner.

1191. We are desirous of obtaining information with regard to the amount of goods carried in your boat to Beaconsfield and the intermediate port? It comes to about 15 tons a week.

1192. Would other steamers carry as much as that? No; the little steamers would not.

1193. How many are there? Two besides my own.

1194. There are two other similar craft? Yes; motor-boats and ketches; only one motor-boat runs there, and the ketches do not usually run to Beaconsfield. They do their work mostly on the banks of the river, where there are no jetties.

1195. We wanted to find out, if it is possible, the quantity of goods carried to Beaconsfield? I do not know what the others take, but it is not a great deal.

1196. Do you convey much stuff back to Launceston? We bring lime, that is practically all.

1197. How much do you bring? About 100 bags a week is the average.

1197A. That is for local building purposes? Yes.

1198. You do not take lime for orchardists? Yes; most of it comes from the coast, and is taken down by boats.

1199. You do not get any from Beaconsfield for the orchards? Very little; it is much cheaper from the coast.

1200. You say you take about 14 or 15 tons a week to Beaconsfield? Yes; that is the average.

1201. Do you think a railway from Beauty Point to connect with the existing line would be of benefit to the district? Yes; if they kept it back. It would not be much good if it were close to the river.

1202. *Re the boats plying on the river.* Do they get a good revenue during the summer? Yes; that is about the time we make our profit.

1203. They are well patronised? Yes. The principal thing is fruit, but the railway will have no chance with the boats. They charge 6d. a case to take fruit from Glenorchy to Hobart, whilst we get 2d. to take it from Beauty Point to Launceston.

1204. We know the fruit on the banks of the Tamar will be conveyed by water, but the idea of the railway is to give facilities to those who are in the back blocks? Yes.

1205. Do you think the construction of a railway would increase production in the back blocks? I think so, as long as they keep it back.

1206. It would be necessary in the event of the big boats coming into Beauty Point to have a railway to get their produce down to it quickly? It will be necessary to have a railway wherever they have the deep-water port.

1207. Do you bring much timber up from Blackwall and those places down there? Very little. A few blackwood logs occasionally.

1208. Where does the timber mostly ship from? There is not much timber shipped.

1209. There are some sawmills operating in the West Tamar district? There is one at Beauty Point, where a little timber comes from.

1210. They send it away to the other States from the Point? Yes; it goes away.

1211. In the event of a sub-naval base being established at Beauty Point, would it not require a railway for defence purposes? I should think it would.

1212. They have already reported favourably on Beauty Point as a sub-naval base? I do not know whether it is Beauty Point or Bell Bay.

1213. *By Mr. Lyons.*—You have said you do not get very much freight from Beauty Point? No; not much.

1214. What are the ports it comes from? Those between Beauty Point and Launceston.

1215. How far inland does the freight come that you get from any of the ports on the river? We get it from Frankford and the Sugar Loaf to Blackwall, and we get it to Beauty Point from Holwell.

1216. Blackwall is the port for Winkleigh, Glengarry, and Frankford? Yes.

1217. You recommend, if the line is constructed, that it should be inland? Yes.

1218. What should you consider to be a reasonable distance? I should say from 10 to 15 miles.

1219. That would be going through the Glengarry districts? Yes. I do not think it would be much good if it were brought closer. I think the water-carriage would beat it.

1220. With regard to the timber, you say very little comes up. Is that partly because the timber is so far back from the river? I do not know about that. It is a very gummy class of timber down there, and the kind wanted is mostly flooring-boards, and so on.

1221. Where does the timber come from that you ship at Beauty Point? They have a mill at Beaconsfield. I do not know how far they bring the timber.

The Chairman: They bring it from Frankford.

1222. *By Mr. Lyons.*—You think a railway is needed for whatever becomes the deep-water port? Yes.

1223. Supposing Bell Bay is selected, do you think a line down to Beauty Point would be justified? I think so. I think they want one on each side of the river.

1224. As a master mariner, you have no doubt about the capabilities of the port at Beauty Point for a deep-water port? I do not like it.

1225. You prefer the other? Yes; as regards water, there is plenty of water at the other place,

1226. The chief objection to Beauty Point is the lack of room? Yes; as far as depth is concerned there is plenty of water at the end of the wharf.

1227. Is there any difficulty in regard to the channel? I do not know much of it that way; if they keep in the channel it is all right.

1227A. *By the Chairman.*—What width is the channel? I suppose from 200 to 300 feet. The trouble is in swinging.

1228. Have they had any trouble with the over-sea boats that have been brought in? I saw one of them stuck there swinging.

1229. Would dredging obviate that difficulty? I dare say it would take it away, but there is the middle ground, between Beauty Point and Middle Island.

1230. Would that be an obstruction to the boats coming in? They touch there. I saw a boat fast there, which was kept for two or three hours.

1231. Would you be in favour of the railway linking up with Launceston or with the Western line? It must not be too close to the river.

1231A. *By Mr. Lyons.*—If you took an intermediate course, or between the Westbury route and the direct river route, it would not be too close? Yes; I suppose that would be all right; it would not interfere with the water-carriage above Rosevears.

1232. Referring to the question of dredging the middle ground, would that be a big proposition? Yes; there is a lot of it.

1233. Do you think that the railway has any chance of competing with you people, as far as the freight goes? It would have no chance at all.

1234. *By Mr. Valentine.*—What size vessel do you trade with? We only have a small boat, carrying about 60 tons.

1235. You carry, on the average, about 780 tons during the year? Yes; to Beauty Point.

1236. How many cater for this river trade on the western side—or do they trade on both sides? They trade with both sides.

1237. How many boats are there in the trade? There are three steamers, two motor-batches, and about a dozen ketches (sailing boats). Their work is principally wood from down the river. They take building material, and so on, down the river, of course.

1238. Is the river well supplied with jetties and facilities for taking cargo on and off along the west bank of the Tamar? Yes; on the west it is pretty good. I suppose there are some 10 or 12 jetties. They have not been there very long. We never load by boats on the western side now at all; it is all done from the jetties.

1239. What is the freight from the various jetties to Launceston—is it all about the same price? Yes.

1240. The fruit freight is 2d. per case? Yes.

1241. What is it per ton for general cargo? It runs at 4s. 6d. to 5s. per ton.

1242. Do the boats you mention object to carry lime as cargo? No; they are only too glad to get it. It is the best freight we can get; it is 6d. per bag.

1243. That is three bushels? No; I do not think there would be three bushels.

1244. How many do you think go to the ton? I should think about 14 to 15.

1245. That would be about 2 bushels, then? Yes. I dare say that might suit a railway, because they have to bring it 3 miles to the jetty.

1246. Do these boats carry many passengers to and fro? Not a great many. On excursions they take a good few, but not on their ordinary running. They do to the banks of the river, but not right through; not from Beaconsfield.

1247. Do you carry much produce, besides apples, in the way of chaff, hay, &c.? Oh, yes; in the

grain season we carry a fair amount from Blackwall; that is the principal place.

1248. That comes from as far back as Frankford? From the Black Sugar Loaf; they cart 16 miles.

1249. Is it mostly brought on to Launceston? Yes; to Launceston. There is a lot of stuff goes through from there to Beaconsfield. They get most of the oats, chaff, &c., from the farms at the back. They cart it from the back, and that is a big item, of course.

1250. Should the deep-water port be made at Bell Bay, what is your opinion of the future of the river traffic—do you think it will increase or decrease? I think it will increase.

1251. You think you will get really more produce to the deep-water port? I think so. They will not have a deep-water port at every jetty. It will have to shifted either up or down.

1252. Is it your opinion that the people who are carting would rather do it 10 or 12 miles to the river than 5 miles to the railway? They could, of course, please themselves. If it suited better for them to cart to the railway they would do so.

1253. Do you think the railway would get a fair share. I think so.

1254. *By Mr. Lyons.*—That would depend to a large extent on the freight? Yes; of course.

1255. How far is the Sugar Loaf from Westbury?

The Chairman: About 7 miles. Then they say it pays them better to cart to Blackwall, so there must be a difference in the rates.

1256. *By Mr. Lyons.*—It is much more hilly to Westbury. There is a difference in the grades, and it would mean that it would be only like comparing 10 miles with 16.

1257. *By Mr. Valentine.*—Even if a railway ran to Beauty Point, and Bell Bay were the deep-water port, it would mean sending to Beauty Point.

1258. *By the Chairman.*—The idea is that Beauty Point would be a valuable adjunct to the deep-water port?—

1259. *By Mr. Valentine.*—Do you think the big boats would work both sides of the river from Bell Bay to Beauty Point? I think so. They would have plenty of water, and there is nothing to stop them. For swinging there is plenty of depth, but there is not much room?

1260. *By Mr. Howroyd.*—Would not the charges be increased by going across the river? We only pay so much for going to any wharf.

1261. *By the Chairman.*—Are you in favour of of the establishment of a deep-water port for the Tamar? Yes.

1262. Would you be in favour of the proposed dredging scheme with regard to the upper reaches of the Tamar? I would rather see the deep-water port first.

1263. Then you would favour the construction of the railway, rather than the deepening of the upper reaches of the Tamar? Yes.

The witness withdrew.

JAMES JOSEPH McDONOUGH called and examined.

Mr. McDonough made the Statutory Declaration.

1264. *By the Chairman.*—Your name is James Joseph McDonough. Yes.

1265. What is your occupation? I am an accountant.

1266. You are personally connected with a firm on the North-West Coast? Yes; with J. P. Sullivan, Deloraine.

1267. The firm you are connected with are merchants in rather a big way? Yes, it is supposed to be.

1268. This Committee has been appointed by the House of Assembly to inquire into the advisability

of constructing a line of railways from a deep-water port at Beauty Point to connect with the existing line. We understand you can give us some information with regard to the production of the district in which you live, and will therefore be glad if you will do so? With regard to the quantity of produce we handle, it would be something like 20,000 to 30,000 sacks and bags of stuff?

1269. Where is it generally shipped? At Devonport. We handle it, but we do not ship ourselves. We pick out the man who will buy it, and we send it on to him.

1270. That would be for the interstate trade? Yes.

1271. In the event of a deep-water port being established on the Tamar, and these big boats coming in, do you think that would materially advance your business? It is this way: the farmers round us are cramped for a market to a great extent. Take grey peas, for instance; we can grow from 30 to 50 bushels to the acre. After supplying the local wants we have a lot to spare. New South Wales has practically shut down their demand for them. If we had boats coming to Beauty Point and could send our stuff *via* Westbury, and you could get accommodation for the big ships at Beauty Point—not like Devonport or Launceston, both of which are behind in that respect—it would help us. Last year only about 18 per cent. of the actual trade of the State was done *via* the Tamar. Our produce goes to Devonport, because we have to pay 2s. per ton from the Launceston Railway-station to get it on to the boats. There is no export wharfage here. At Devonport there is an export wharfage rate of 1s. and 1s. cost of handling, plus the freight, make 14s. on seven tons; so when we have to pay 14s. to Devonport, including wharfage and handling, it means a lot. The people in charge in Tasmania do not realise that for want of facilities offered to the grower the very first step taken by the producer is blocked by the charges for freight, which we consider excessive. Take Deloraine, for instance, we can send stuff to Devonport a distance of 38 miles for 5s. 9d. It is 45 miles to Launceston, and the charges are 6s. 4d. We sent stuff recently from Bishopsbourne—1000 bags, that cost 7s. 5d—58 miles to Devonport. From Bishopsbourne to Launceston is 25 miles. That costs 4s. 4d. That is 25 miles to send to Launceston, and to Beauty Point from Launceston down the river about 35 miles, which brings the total up to about 60 miles from Bishopsbourne before the stuff will get to what is really the port. That is 70 miles before it gets to the rough water. If there were a line from Westbury to Beauty Point the estimated distance is about 25 miles, as the crow flies. So, roughly speaking, we could send 30 miles from Westbury to Beauty Point, taking Bishopsbourne as the centre; it would be 45 miles to Beauty Point, whilst sending *via* Launceston it would be 60 miles?

1272. That is only dealing with the interstate trade? Yes.

1272A. Not taking into consideration the oversea trade? No. From Deloraine it would be the same thing; we could get our stuff down in the 40 miles, saving 35 miles, roughly, of carriage. Every mile the stuff is carried we have to pay for produce, especially before it gets into rough water.

1273. *By Mr. Lyons.*—That would save you 30 miles to the sea? Yes; on the Launceston route. That is from Deloraine. As far as Devonport is concerned, the position is funny in regard to the oversea trade; they have not the depth of water. In Queensland I found that Brisbane was the main port. The boat I was in was 12,000 tons, and we could not get up to Brisbane. They have spent a lot of money at the port, but the boats cannot get in, yet they are talking of boats trading to Australia of 40,000 tons. With the oversea trade, if Tasmania at harvest time wants to get rid of her stuff it has

to go to Australia for a market. It is so with blue peas, which are a splendid article in winter for the table; they are much used now. If we had a boat to take those peas away—the grey and the blue peas—and our surplus oats, it would be a great thing to get a boat in to Beauty Point. We could take all the stuff from along the coast. All the East Coast stuff could come, with special railway freights, to the big ships coming in only once or twice a year.

1274. *By Mr. Howroyd.*—You say they could make a special rate to bring the East Coast produce round to Beauty Point? Yes.

1275. Your argument is that the whole of the stuff from the North-East Coast could be railed through on a special rate from Launceston, round Westbury, over the new railway to Beauty Point? Yes.

1276. Would not the same thing apply to the North-West Coast grown stuff—to bring it to Launceston and rail it to Bell Bay on the new railway from Launceston to Bell Bay? Yes; that could apply just the same. The only thing I would like to call your attention to is, now that the railway is being extended further on down the North-West Coast, this point appeals to me as being more central. You cannot lose sight of the fact that the North-West Coast is at present, and in the future will be, a great source of production. They are not producing anything like what they would, according to the quality of the land and the acres under cultivation.

1277. *By the Chairman.*—How do you account for that? I think if the Government could send instructors along the coast and tell the farmers how to prepare the seed for potatoes, and for everything else that they grow, it would do a great deal of good. The country is getting very dirty, and that is a big item. We have year after year, in sending our hay away, had it turned down on account of the way it is cut, and the quality of the hay sold. It is sold to us, and by us, as prime.

1278. *By Mr. Lyons.*—In other words, you think the farmers might adopt a more scientific system? They come on to the land at a certain age and get their knowledge from the people in the district. If the Government made them send in samples of seed, if they were instructed that the sample was dirty they should not be allowed to put it in the ground. The same with the land. If the tenant goes on to another man's farm and buys dirty seed it takes him years to clear it up again. If the special rates I referred to were allowed along the coast, this place, Westbury, being more central, it would save going into Launceston and down to Beauty Point, a distance of nearly 35 miles.

1279. *By the Chairman.*—Could you give us any idea as to whether the big boats take any produce direct at the present time from the north of Tasmania? I believe grey peas have been shipped.

1280. But that is not direct? Not to my knowledge. There is no place at the present time they could call into.

1281. *By Mr. Lyons.*—They have called on special occasions at Burnie; for instance, in connection with the harbour works and the railway? Low freights will be a great thing for the future.

1282. *By the Chairman.*—The idea of the deep-water ports is to enable the big boats to come in? Yes. The underwriters will not let them come in everywhere at present. These big boats want shelter of some sort.

1283. Do you think the establishment of the railway would increase production in the Deloraine district? The competition is very keen, and when you get an order a difference of 1s. a ton makes a difference in a deal for stuff. South Australia has been competing to a large extent with us on the Sydney market with grey peas, and if she has better facilities for getting her stuff to the market we have to stand down.

1284. The establishment of the railway would give two markets? I think those two ports—Launceston and Devonport—are a disgrace. The street at the latter place is nearly up to the wharf, and there are no provisions for facilities for future export.

1285. You could not get a big boat into Devonport at the present time? I do not know much about the depth of water there.

1286. Say a boat of 10,000 tons? Devonport would not be as suitable as Beauty Point. If you look at the map you will see how much country feeds Beauty Point—right down to the midlands; but if you had to take stuff from the midlands through here down to Devonport it would be like taking it past the natural door for the export trade. The natural port for big ships is geographically at Beauty Point, and also in connection with the railway service, if there is the depth of water for receiving the big boats.

1287. *By the Chairman.*—You would be in favour of the railway connecting with the Western line rather than Launceston? Certainly. As an agricultural district, Deloraine, from my experience of the country there, I think is the natural route for the railway if the engineering difficulties are not too great. Westbury seems to me to be more of a centre, and there is more really good country. We get apples from Frankford, and they are splendid. As far as this railway is concerned, as a paying concern, for freight I would recommend the Government to resume all land for 5 miles on each side of it. If the Government did that and had the agricultural college in Deloraine, and if you brought people wishing to go in for fruit-growing and put them along the line—having resumed the land at the present price, or near it—and put a railway through it, the people could get to that college in about an hour and a half, where boys could be taught fruit-growing, and the orchards along the line would be within one and a half hour's ride of the college. There is no other place in Tasmania where you could make a railway where the port would be so close to the Government college.

1288. *By Mr. Lyons.*—How far is Deloraine from Devonport by rail? Thirty-eight miles.

1289. And from Beauty Point it would be 40? Roughly, yes.

1290. Do you think, so far as the interstate trade is concerned, that the Deloraine producers would prefer to make use of Beauty Point rather than Devonport? It is just this way. The port that has the greatest number of boats calling is the best. Last year we sent away tremendous quantities of blackberries; they went from Launceston. We had three boats a week, but Devonport did not suit us, and all that trade went to Launceston, 7 miles further, and had to be carried across from the railway-station and put on the steamers, simply because of the boats.

1291. The fact that you had a more frequent service at Devonport is one of the reasons why Devonport gets the bulk of the produce for Sydney? Yes. If they had two different Sydney boats here a week, leaving at the same time as the Devonport boats, we would send through Launceston if we could send for the same price, but if not the number of boats, and it had to be handled more, which is an extra expense and means time lost, we would not.

1292. You say you prefer Beauty Point to the other side for the line? Yes.

1293. Would you say that one reason is that a larger amount of produce comes from the western portion than from the north-eastern? Does not Mr. Hunter say that Pipeclay Bay is out of it?

1294. He has reported on Bell Bay? I am quite prejudiced about going up the river.

1295. That is what I was thinking of. You think that by giving special rates on the railways you could bring the north-eastern produce from Launceston and down to Beauty Point, or that it might act the other way—the produce from the western side could be

taken to Bell Bay by the rail through Launceston; but as an argument in favour of the Beauty Point scheme, would you say the fact that a larger amount comes from the western side? I think as time goes on you will find the east coast will develop for dairying, and the west coast for root crops.

1296. *By the Chairman.*—Is production increasing in the Deloraine district? Since the blight came the root crops have decreased.

1297. *By Mr. Lyons.*—In regard to the question of route you prefer Westbury. You prefer the line to go from Beauty Point to Westbury, rather than to Launceston? Yes.

1298. You are looking at it from the standpoint of the Deloraine and Westbury districts? Yes; and that of the coast. You can bring the stuff right down from Latrobe, and there is the Beaconsfield district that would come in, too.

1299. One of the objects of the proposed railway is to get the passengers and mails more rapidly to Launceston from Beauty Point. The line from Westbury would not achieve that object? There are other places besides Launceston to be considered regarding the mails. We claim that if you take the farmers away from these districts you would have to shut up Launceston. There are mails reaching Launceston now in the morning which we do not get till the evening, and if we had a line right through we would save the time that the steamer takes getting up and down the river—40 miles.

1300. *By Mr. Howroyd.*—Would not the other districts be adversely affected by that? You would have to cut Launceston out of the mail service.

1301. But I mean the North-East Coast and the Launceston mails; it would make them later? I do not think so. They could come as quickly from Beauty Point to Launceston by rail as they do now by the river.

1302. But not through Westbury? I think so.

1303. I asked the question to show that while the Westbury district would benefit to a large extent by having the mails quicker, there are other districts which would suffer correspondingly? Yes; to some extent they would.

1304. *By the Chairman.*—Say the proposed line went through Bridgenorth and Rose Vale at a distance of 10 miles from the Western line, do you think a feeder from that line would be of use? There is an alternative route from Beauty Point running inland and linking up with Launceston coming within a distance of 9 miles from the Western line, which would bring it to Westbury as well.

1305. Yes? That would mean going round the corner again, of course. Every truck of stuff would have to be carried further than is absolutely necessary.

1306. The idea of linking up with Launceston is to give quicker transit for passenger and mails? From a tourist point of view, of course, you would take the line from Launceston, as you say.

1307. *By Mr. Howroyd.*—If this proposed line were built from Westbury to Beauty Point would the traffic which would maintain it be going on throughout the year or during the time the boat is in? Our mistake in Tasmania is that at present they allow the stuff to stay on the farms too long. Proper places are not supplied at the railway-stations. A very late harvest is experienced in the district, and the consequence is the people are carting their stuff through the wet season. Had the Government, when it bought the Cheshunt settlement, put up proper shed-accommodation for the produce at the railway-station, it would have been all right, but settlers are not allowed to put their stuff into the goods' shed, because there is no room. On wet days they cannot leave their stuff out in the rain. If we had places at the railway-station where the farmers could put their produce hundreds of pounds would be saved every year in the renewal of roads,

consequent upon the damage done by heavy cartage in winter time; and when a boat came to Beauty Point you could load, say, 20 trucks in two hours and send them straight to the boat. Now the boat comes in, and if we have a stretch of wet we cannot get the produce to the port. I recommend the taking up of a big area of land at the port and putting sheds on it for the accommodation of produce.

1308. Would there be sufficient local freight offering between Beauty Point and Deloraine to keep the railway going? If we had proper facilities no one has any suspicion of the quantity of stuff that could be produced.

1309. But the railrage would all be to Beauty Point? Yes. It is wonderful to see what could be got off the land with a little science. There are thousands of acres of good land lying idle at the present time. The Commissioner of Railways will not make the railways pay until the Government takes the land alongside it. There are people who are really stopping production through not using the land.

1310. *By Mr. Valentine.*—Have you been long interested in the produce business on the coast? For about 16 years.

1311. In your opinion, is agriculture on the increase or decrease?—Have you handled more produce of late years? Yes.

1312. You favour the construction of this line from Westbury to Beauty Point? As a State affair I think it is a splendid thing for the north.

1313. But will not you acknowledge that facilities, as regards interstate traffic, are well catered for along the coast, taking Devonport, Burnie, and Launceston ports into consideration. For interstate business you do not require a deep-water port? Oh, yes. If there is a big boat coming in, and she takes stuff for a shilling a ton less, it makes a lot of difference. That ship gets the trade.

1314. But outside the productions really meant for interstate markets?—For instance you would not think of sending chaff and oats to the Old Country? As things are going now you do not know what you can do with cheap freights. With scientific means it might pay to send it away. I am not speaking of the present moment. If we had progressive Governments, who would send their experts round the country and buy 50,000 tons of produce and clear it out of the country and bring the gold back, it would be of material benefit to the State. A few years ago we did not know anything about cool storage, and we could not send our sheep away; but look at it now!

1315. You are not producing very much for the Home markets at present? We are producing grey peas.

1316. *By the Chairman.*—Would lime be of any benefit to the land in this district? I do not know much about manure, but I think prevention is the best. If you ever sent stuff to England with weeds or pests in it, it would be a very bad thing for the State.

1317. Do you deal much in lime? No; not very much.

1318. Would you recommend it as a manure? I do not know. We stock Mt. Lyell manures.

1319. Do you sell much? Yes; a good deal.

1320. The authorities say that lime is a good manure? It depends upon the analysis of the soil, about which the farmers know very little. They should be educated to know what the land is deficient in.

1321. Supposing the Government turned this railway down, do you think the Deloraine people would be in favour of throwing in their lot with the other municipalities and constructing it under "The Local Liability Act? That is the proper way, I think, if they could only get the chance.

1322. Do you think they would take it on? I think so.

1323. *By Mr. Valentine.*—I should very much like to know what they have produced on the North-West Coast for the Home markets? There are blue and grey peas, but there is no telling what we could do in the future.

1324. *By the Chairman.*—Do you think the tourist traffic would be increased by the deep-water port at Beauty Point? Certainly. Every person coming from the mainland to Tasmania in the hot season could be catered for wonderfully in the Deloraine district. Tasmania is the prettiest place in the world, and I think Deloraine is the prettiest place in Tasmania. There is wonderfully rugged scenery in the mountains round about Deloraine, and people could be entertained for a month with the mountain and lake scenery alone.

The witness withdrew.

FRIDAY, NOVEMBER 15, 1912.

CHARLES CAMERON NAIRN, C.E., *called and examined.*

1325. *By the Chairman.*—Your name is Charles Cameron Nairn? Yes.

1326. What is your profession? I am a civil engineer, at present employed by the Tasmanian Government as Chief Engineer of Railways.

1327. We wish to know, Mr. Nairn, if you can give us any information with regard to the proposed railway to connect the deep-water port at Beauty Point with the existing lines? I am afraid it would be rather a difficult matter for me to help you in, as I do not know the ground, and not having been through the district I have no knowledge of the class of country the railway is supposed to traverse. I may say that when I received notice that I would be called to give evidence I endeavoured to obtain any information that might be of use to the Committee. I saw Mr. Hales, who saw Mr. Eddy, where I got my information from with regard to the survey made by Mr. Lord in 1897. Beyond that I do not know that I can give any evidence that would be of assistance, and anything I can say would only be in general terms. I shall be glad, of course, to answer any questions that you think may help.

1328. You may be able to assist us in this matter: could you give us an approximate idea of the cost of bridging the Tamar, say, somewhere near the cattle jetties—and come across on this side of the gorge or the other? I could not do much good in giving an estimate of that, as I do not know what depth of piling it would want, nor the type of bridge that would be required. It would be a very, very general estimate.

1329. You could give us no idea, then? None that would be of value, because the whole thing would depend entirely upon the length, and the depth of water, and so on.

1330. You know the locality, I suppose? Oh, yes; pretty well. But I would have to know the type of bridge. Is it a pile timber bridge?

1331. Just the ordinary railway bridge? We have different types of bridges. The railway bridge across the North Esk at present is simply an ordinary pile bridge. Then, of course, in other parts of the line we have stone and concrete piers and steel girders. It would all depend upon the type and style of the bridge.

1332. *By Mr. Lyons.*—Would a similar bridge to the one already crossing the Tamar serve the purpose of a railway bridge? You would probably have to keep the water-way open, and put in a swing bridge.

1333. *By Mr. Howroyd.*—That would be extremely expensive? Yes; it would have to be large enough for the big steamers.

1334. *By Mr. Howroyd.*—Did not you estimate the cost of a new bridge over the Tamar at £11,000 in giving evidence before some other Committee? Yes, roughly; I believe there was some estimate. That was further up, where the railway crosses now.

1335. *By the Chairman.*—This would be much longer? Yes; it would be a more costly bridge in every way. I am pretty sure it would cost £20,000 to put it in.

1336. The idea of asking you was that the Gorge would mean a costly matter to put a bridge across; it runs up a long way? The question of the bridge has been mentioned before in connection with the railway improvements for Launceston. The idea of going down the river lower with the wharf, and that question, was brought up of a bridge below there for foot passengers; but it was never gone into sufficiently deeply for me to say whether they intended to have simply a fixed bridge or to make provision for vessels passing and put a swing in. That is where the money would go.

1337. *By Mr. Howroyd.*—A bridge there would interfere with the improvements proposed by Mr. Hunter, would it not? Yes.

1338. *By Mr. Belton.*—Could the Committee suggest the approximate cost of a railway bridge from officers of the Department from any data available at present? There is nothing whatever that would give that information. The only information I could get was that a survey was made, and it was thought it was made for a private syndicate by Mr. Lord, who made a kind of partial survey. I do not think it was attempted to be an accurate one.

1339. Failing having any records, could you suggest whether any officer of your Department could give us the information? If an officer—a railway surveyor who understood railway survey work—went through the country he could form an approximate estimate. The only way I could suggest as the most economical way would be to make an absolutely flying survey; he could not attempt to do any detail work, but he might take one or two aneroid heights. He could then form a rough idea, and also as to the approaches getting down to the Tamar for the bridge.

1340. *By Mr. Lyons.*—What would be the approximate cost of such a flying survey? I should think not very much, for a man simply to go through the district. It would not be a very long distance. A man could probably go through and send in a report in about a week.

1341. *By Mr. Belton.*—That is all the information you can give us? Yes; I think so.

1342. Could you make arrangements to get that done? Yes. He would have to go through the country and see what class it would be for putting down a railway, at so much per mile.

1343. *By the Chairman.*—You have no knowledge of the country at all? None whatever; I have never been into it at all.

1344. You have some knowledge of the western side of the Tamar? No; I have not been through that country. In fact, none of our people have been right through it. I believe Mr. Hales has been part of the way, but not right through.

1345. One witness has stated that he considered this line could be constructed for £2000 a mile. I want to ask you your opinion of that? Well, I may as well tell you such a proposal would be absolutely absurd, if you are going to construct a railway. If it were a bush tram then you might consider an estimate of that price—such as Mt. Farrell; but for a standard railway to carry passengers at a reasonable rate of speed, it could not be done.

1346. *By Mr. Howroyd.*—The cheapest you have done were between £5000 and £6000? Yes.

1347. *By the Chairman.*—There is no comparison between this route and the West Coast country? As far as the railways constructed at the present time are concerned—take the present Main line—the actual cost of that line certainly did not run into more than £6000 a mile.

1348. *By Mr. Howroyd.*—The cost of the Braxholm line was about £6000 a mile? That is so.

1349. You mentioned something about Mr. Lord's survey? Yes.

1350. That was a Government survey, was it not? As far as my information goes. I was told that it was thought to have been done for a private syndicate.

1351. There would be no Government record in that case? No.

1352. I think there has been some attempt made to discover it in the Department, but they were not sure of the year? I have the date in my office, but I believe it was about 1892. I have not brought the letter with me giving particulars, but I could send or telephone that information. Mr. Hales wrote me in regard to the matter, and I will tell you what they stated.

The witness withdrew.

JAMES FINCHAM, C.E., *called and examined.*

Mr. Fincham made the Statutory Declaration.

1353. *By the Chairman.*—What is your name? James Fincham.

1354. What is your profession? Civil engineer.

1355. This Committee has been appointed by the House of Assembly to inquire into the advisability of constructing a railway from the deep-water port at Beauty Point on the West Tamar to connect with the existing line, and we would like to know if you could give us any information with regard to the project? I am sorry to say I do not think I am in a position to give you any information. The matter was never looked into to my knowledge, whilst I was connected with the Public Works Department; not even a flying survey was made by us, and my only information is what I saw some years ago in the press, which stated that some local people were projecting a sort of flying survey from somewhere in the neighbourhood of Longford to Beauty Point.

1356. Did you know Mr. Surveyor Lord? Yes—years ago.

1357. We understand that he made a survey about that time? I could not say. I never saw the survey; it was not in the Department, to my knowledge. When I came here the other day I went to the trouble of going round the different offices—the Public Works and the Lands Office—to endeavour to assist the Committee, but there was no record in the Public Works Department. In the Lands Office they remembered something about a survey by Mr. Lord, but evidently it had not been done for them.

1358. Have you any knowledge of the district? Not sufficient to express any opinion about the cost of a railway without a survey. I do not even know the length of it. Probably it might be found to be practicable.

1359. You have been over the district in your capacity of Engineer-in-Chief? I have been over parts of it years ago.

1360. Would you think it would be a difficult route for a railway? Speaking without any special

inspection or any knowledge whatever to guide me I should say it was probable that it would be practicable, but that is as far as I could go.

1361. You could not compare that country with the West Coast country? Oh dear, no. I had a very intimate general knowledge of all the State for years after I was first appointed. I used to travel so much.

1362. With regard to the bridging of the Tamar at the cattle jetties or at Town Point, could you give us an approximate idea of the cost of putting a bridge across there? It would be enormously expensive, necessarily, because there would be huge swing spans for steamers.

1363. In the event of the steamers under the new scheme being below the bridge, do you think it would be so expensive then? It must be a very expensive job, with the approaches and the foundations, too. As the Committee is aware, there are these things to be dealt with, and, of course, it would be unwise for me to give you any information without knowing the spans of the bridge or anything about it. It might mislead the Committee. But I have always thought if they had to go to deep water the other side of the Tamar, where we first had the survey for the Scottsdale railway would be the natural and easy course, but it would mean it would be on the opposite side of the river from Beauty Point. That would be the more direct and cheaper line.

1364. We are not dealing with the other side of the river in this inquiry? No.

1365. Speaking generally, do you consider, in the event of a line being constructed linking up with the Western line would be of more benefit than coming straight on to Launceston. You see, there is an alternative route. Linking up, say, near Westbury, to connect with the deep-water port would be a greater benefit than a railway going from Beauty Point to Launceston, which is 10 miles in from the river? If you ask me to choose between two routes—one a circuitous route through Westbury, and the other along the river—it goes without saying that you come through an agricultural district, and you must benefit the people. There is not so much agriculture along the main road. There are orchards and patches of cultivation in places, of course.

1366. This route is not proposed to be run on the banks of the river, but would run within 14 or 15 miles of it? Quite so; I was comparing the two. The one crossing at the cattle jetties would naturally follow the river, more or less.

1367. It would come out about Cormiston? Well, that I cannot speak about, but I think the wisest plan would be to consider the whole scheme without a reference to any local requirements.

1368. It has been suggested we should approach the Government with regard to getting some competent officer to make a flying survey or inspection; how long would such a survey take, do you think? If you want a survey to demonstrate roughly the practicability of the line I should think a month would do, but you must understand you would have no definite information for a reliable estimate.

1369. We have been told it could be done in less time than a month? It would depend.

1370. *By Mr. Lyons.*—It would depend upon the character of the report required? Yes; it would depend upon the instructions. If you tell the officer you do not want it chained, for instance, but merely the distance estimated, and some aneroid heights taken, that is very, very rough, and is not much good beyond saying roughly the extent to which the line is practicable. I am sorry I cannot give you any very great assistance. There is nothing, however, in the office to help me in this matter.

The witness withdrew.

SATURDAY, NOVEMBER 24, 1912 (AT LAUNCESTON).

WILLIAM KNIGHT *called and examined.*

Mr. Knight made the Statutory Declaration.

1371. *By the Chairman.*—What is your name? William Knight.

1372. What is your occupation? I am a millwright and engineer.

1373. This Committee has been appointed by the House of Assembly to inquire into the advisability of building a railway to the Beauty Point deep-water port. We understand that you are a competent engineer, and have had some experience in bridge-building, and we would like to know if you could give the approximate cost of bridging, say, across by the cattle jetties, from the western bank of the Tamar to the eastern bank—that is in connection with the existing line of railway here? You would have a great elevation; do you want to block the port?—

1374. Under Mr. Hunter's scheme they will have the wharves below the cattle jetties. It is practically opposite Town Point? Yes; I follow you.

1375. We do not think it is practicable to make a detour to miss the hill at the Gorge, which would be expensive, and we thought by throwing a bridge across the Tamar here it would be much cheaper, and we would like your opinion on it? It would be a terrible span. What is the width across, do you know?—

1376. Would it be possible to make an addition to the present bridge? Yes; there would be no difficulty whatever in that.

1377. But in that case you would have to come through the street? Yes; of course you would.

1378. Would there be any difficulty in doing that? I do not think so, but there are plenty of rocks there that would require to be shifted to get the tram and train along, and the vehicular traffic at the same time; you do not want to block anything.

1379. That has been done at other places? Oh, yes; it is a common thing.

1380. Could you give us the approximate cost of a bridge across there? Until I got the span I could not do it very well; I think it is about 310 feet; £10,300, I think, was the cost of duplicating the present bridge, which was made twice as wide as it was formerly.

1381. Would that be strong enough for a railway? It would have to be stiffened a bit more, but a couple of thousands pounds extra would do that; that is £12,000 altogether.

1382. *By Mr. Lyons.*—What width did you add? We made it 1 chain, so that half a chain was added.

1383. *By the Chairman.*—Do you think there would be any difficulty in running a railway after you cross the river? The only trouble is that you would have to get a lot of the rock away, but that would not be too much trouble. It is worth 6s. a yard to blow it out.

1384. Would there not be a difficulty with the houses there, which come almost down to the road? It would mean that you would have to buy the property.

1385. Have you constructed any railway bridges? Yes; I have done 95 per cent. of all the bridge-building in Tasmania.

1386. What are your views with regard to this proposed railway down the West Tamar? I would knock it on the head.

1387. Why would you do that? Because it is too expensive, and I do not see anything to be gained by it; you will have to come 27 miles.

1388. How would it be more expensive than other lines that have been constructed in Tasmania? I do not think it would; I think it is about £6000 a mile.

1389. The route would not be a very difficult one? No; there would be no trouble in that respect.

1390. With regard to the commercial aspect of the matter, do you think a railway, say 12 or 14 miles back, and, say, out through Salisbury, Winkleigh, Glengarry, and Bridgenorth, and coming out about the Cataract, would be a paying concern? I think it would be about equal to the Derwent Valley line.

1391. In the event of a deep-water port being established on both sides of the river, do not you think the producers in the back country should have some quicker means of transit than at present? Naturally so.

1392. Would not you favour a railway to give those facilities? You mean on the western side?

1393. Yes? No; they could come to Beauty Point with their stuff.

1394. But if they lived 15 to 20 miles away from Beauty Point they cannot take their produce in a cart to fill a big boat? Cannot they get to Westbury; they have a train there. They would be close to Westbury if they were 15 or 20 miles away from Beauty Point.

1395. You think, then, this line would not be a payable concern? Honestly, I do not.

1396. There are some big mineral deposits there? Well, they have not touched them yet, have they.

1397. What is your opinion of the iron deposits? If you could only get the capital, but I am afraid on account of the Wages Boards, Factories Acts, and rate of wages, you have absolutely damned it. We can import the stuff from the Old Country cheaper.

1398. Do you think it a good deposit? Yes; it cannot be beaten in the world, that deposit at Ilfracombe.

1399. *By Mr. Howroyd.*—How far from Beauty Point are the iron deposits? I can hardly say; it is a long time since I was there. I bought some of the iron Swift made. It was the best stuff ever I handled in my life, but it was so awfully dear; it cost about £7 a ton. There was a big plant put up by Scott, and he made white hematite. It was the finest stuff ever I had.

1400. It is excellent-quality iron? It is extra hard; I wish I could get it.

1401. *By Mr. Valentine.*—What stops it being manufactured? Capital was wanted, and there was no outlet. I suppose 1000 tons would supply the Commonwealth for 12 months, and they could turn out 1000 tons a week. They could not send it to the Old Country, where there is use for it.

1402. What is the market price of similar material? The last lot I got I paid £6 15s. a ton on the Launceston wharf. I have 100 tons now under way from the Old Country.

1403. *By the Chairman.*—You remember when they were smelting at Ilfracombe? Yes.

1404. Do you remember if they used lime as a flux? Yes. I get lime from Railton now for flux.

1405. You do not think a railway would benefit the iron industry? Not at all.

1406. *By Mr. Lyons.*—Do you think if the route were taken to Launceston over the present King's Bridge the cost of resuming the land through the town would be a serious obstacle. It would depend upon the property-holders, as it is a matter of £ s. d.

1407. It would more likely be costly going through the city? Undoubtedly.

1408. *By Mr. Belton.*—You said you get your lime from Railton? Yes.

1409. You know there is a big lime deposit near Beaconsfield? Yes.

1410. Provided there was a railway, would you get your lime from there? It would suit me just the same as what I get now, but it would depend upon the cost. I get a truck now for about 32s. 6d. for 6 tons.

1411. You said 1000 tons of iron would supply the Commonwealth? That is white hematite, not grey; 10,000 tons of that would not supply the place. It is only used for stone-breakers, jaws, and so on, and there is not much consumption of that.

1411A. At the time the mine was worked there was not as much demand as now? No.

1412. The whole situation has changed with regard to the supply of iron and steel for the Commonwealth? Yes.

1413. You also said it was specially good quality, in fact, extra hard? Yes.

1414. And that the high price was prohibitive? Yes.

1415. Do not you think that modern appliances and the system of production would greatly outweigh the difference between the high wages and the price—would you say it is impossible to manufacture on account of the high wages—would it not be cheaper now? I do not think so.

1416. But with machinery? Machinery has nothing to do with the blast furnaces. We have not done it in the Commonwealth. The Lithgow works have turned out a rank failure, and the material they supply the Government with is perfect rubbish.

1417. You would not turn out rubbish here? Do not ask me to answer that question. There is no consumption for the white.

1418. *By the Chairman.*—Could you make rails with that iron? I have never tried it for that purpose; it is for stonebreaker jaws and stamper bottoms, and shoes.

1419. *By Mr. Belton.*—Is there any material connected with the ore to make it difficult for smelting or converting into iron? I could not answer that question; it is like the zinc problem.

1420. It is a simpler problem than that? I have got over that trouble now.

1421. *By Mr. Lyons.*—I understand you said you would take the lime? Yes; if the price was right.

1422. That merely means that the Western line would lose the freight and this line would get it? We only use about half a dozen trucks a year, which would not be a big item for a railway, so it is not worthy of discussion. We could buy up all the oyster shells from the fish-shops, and that would answer all our purposes.

1423. *By Mr. Valentine.*—Is it necessary for the lime to be burnt for your purposes? No; we take it out of the face.

1424. You could bring it up by craft? Yes; that is the way we did get it.

The witness withdrew.

HORACE ETHELBERT WALDUCK *called and examined.*

Mr. Walduck made the Statutory Declaration.

1425. *By the Chairman.*—What is your name? Horace Ethelbert Walduck.

1426. What is your occupation? I am a store-keeper at present.

1427. This Committee is inquiring into the question of constructing a railway to Beauty Point. I understand you have some information to tender us? I hardly know what information has been given. First of all we have in Beaconsfield 41 places of business, comprising 11 general stores, two drapers, nine confectioners, four bakers, seven hotels, four butchers, two hairdressers, one fancy goods shop, and one sawmill; 41 altogether. Then we have supplying these places with goods, as far as freight is concerned, the "Bass," making two trips a week, the "William" making two, and the "Rowitta," or daily steamer, two trips: that is 10 regular trips. Then Southerwood makes 12 trips, Murray two, and another

two, by road. We have 16 trips here by road and 10 by water every week.

1428. *By Mr. Lyons.*—With regard to the road trade, what type of vehicle do the carriers use? The ordinary lorry.

1429. *By Mr. Howroyd.*—How many trips are there altogether? Twenty-six; 10 by water and 16 by road. A noticeable feature is that they are all paying. They have been running some considerable time. You cannot get at their takings, of course, but the mere fact of them running year in and year out indicates that they are paying.

1430. *By Mr. Lyons.*—Could you estimate approximately all their traffic? I am well within the mark when I say that Southerwood averages 10 passengers a day; that is five each way.

1431. *By Mr. Howroyd.*—Does that include passengers between Exeter and Beaconsfield and the intermediate passengers? No; only the right-through passengers.

1432. *By Mr. Lyons.*—How do the numbers travelling by boat compare with those? I do not think there would be quite as many.

1433. *By the Chairman.*—Not to Beaconsfield? No; to the various ports in the river, I could not say. As far as Campbell is concerned, he does not average that, but the river takes a good deal of freight. We estimated, I think, about 5000 tons of stuff being landed for consumption and supply at Beaconsfield each year. The rate per ton we are paying now to get it to our door is about 9s. It has gone up again. They charge for an ordinary bag of flour from 4d. to 6d., and parcels *pro rata*. Then the carriage is a like amount; it is about 4s. a ton to Beaconsfield, so that it is 9s. from Launceston to our store. That would give, approximately, £2000 a year for freight.

1434. *By Mr. Lyons.*—And all that is for Beaconsfield? I have not taken into consideration Blackwall, which has a large consignment during the year. There is an enormous amount of stuff, which you would hardly credit, going on to the west bank of the Tamar from the boats.

1435. *By the Chairman.*—There would be a considerable quantity of stuff brought in by the farmers and sold locally? Yes; that is another aspect of the question altogether. They bring a lot to Beaconsfield, but they also take a large quantity to Launceston which would go by rail.

1436. *By Mr. Howroyd.*—What is the fare to Beaconsfield? It is 7s. return now, and 4s. single.

1437. Then 10 passengers a day would average £3 10s.? Yes.

1438. Both by coach and water? Yes; for both. If you consider that Southerwood has to keep 16 horses, and he has two drivers and grooms at Exeter, and his coaches; if you average 16 horses at 10s. a week, which is an ordinary estimate for horses, that is £8 for the 16 horses, or about £400 a year. Then if you give your two drivers only £2 a week each it is £200 for the drivers. Then wear and tear, £50; making £650 to start with. In addition he has the mail subsidy, which is between £200 and £300 a year, I think. One important thing is that we pay for 31 miles, including river and roads, a rate of 9s. per ton, whereas the rail running 28 miles could do it for less, and land it at our doors. I do not know whether the State Government would get the subsidy now paid to Southerwood for mails, but the money would be kept out of the ratepayers' pockets, and it would be that much less expenditure. Then there is this aspect: The Tasmania Mine at present has its locomotive, with which they bring up about 520 tons of coal a week, and there is no reason why the Government should not arrange to bring it up at a concession, and have that much more towards the upkeep of the line. There is about 26,000 tons from Beauty Point to Beaconsfield alone a year.

1439. *By Mr. Lyons.*—Do you think the company would make use of the line? I do. I think that it would allow you to use its present line, or to put a third line on and use its present rails. That is an item worth considering. It is a large amount of stuff, and once you built a railway terminating at Beauty Point—or Beaconsfield, having a branch to Beauty Point—you have the inducement for the large boats to come in. A lot of stuff could be railed for Launceston, which is lightered at present, and the difference in the freight, I think, would be allowed for by the fact of the steamers not having to travel 31 miles up the river. It seems to me that, apart from natural bias in the matter, it is a railway that would almost pay from the start.

1440. *By the Chairman.*—Of course, you favour linking up Launceston instead of with the Western line? I believe both will come, but at present I think it should go to Launceston.

1441. Do you think there would be any engineering difficulties at the Launceston end—bridging the Tamar, for instance? Judging from the works proposed by Mr. Hunter I do not think there would be the same difficulties as in carrying out that scheme. Far more difficult jobs than bridging the Tamar have been accomplished where justified.

1442. Do you think the expense will be warranted on the Tamar? I think so; they talk about the expenditure of large amounts and quote the other States, but they lose sight of the fact that Tasmania at present has already two outlets. Melbourne has one, with its 500,000 people. We have an outlet from Hobart, and I will have another from Launceston, and our population is, approximately, only 180,000; but there is no doubt about it, Northern Tasmania is going ahead, and they can make Beauty Point a distributing centre. The possibilities of the West Tamar are not realised. Take it from a mineral standpoint, our ores for being treated have to go away, whereas you have some of the best flux right at Beauty Point—iron and limestone—second to none, and ores could be treated there, whilst the only difficulty is the coal. Surely we can strike coal or bring it from Newcastle. You could have your works there, and once that is established things would spring up wonderfully. It seems to me to be a grand opportunity to open this line there.

1443. You believe that line would encourage the tourist traffic, too? Exactly. I believe it would from the mainland, because people as a rule are not good sailors. If you came to Beauty Point you could leave Melbourne in the evening and still be at Launceston at the same time on account of having the railway. The train would take about an hour and a half to run up, and that would be an inducement to people to come.

1444. You think a line to Beauty Point would encourage tourist traffic to Tasmania? I do.

1445. Do you think many excursionists would avail themselves of the railway? Yes; there would be untold numbers down there, and they could get down and back in good time.

1446. You think they would prefer the rail to the boat? Yes. It is quicker, and they could get all the water they want at the end of the journey.

1447. There would be a considerable number of excursions in the summer months? Yes. I think that would be an additional assistance to the line. I do not say excursions would pay for the construction of the line; I look upon the development of the district to do that, and the future prospects seem to me to be very bright.

1448. Do you think the line direct to Launceston would be a better paying one than the Western line? At present I do; but I think the Western line must follow to take the produce from Mole Creek, and round that way. I recognise, of course, that at present Devonport is large enough for all the

intercolonial trade. If we get what we hope—to cater for the large steamers—then any stuff shipped direct must come through there.

1449. In regard to local liability, do you think if Parliament turned this proposal down that the people of the district would take it on themselves? I believe I could get some gentlemen I know in Melbourne within a few months to put in a line themselves if they had the right, by private enterprise. A gentleman from that city is more than pleased, and he sees no reason why you cannot turn out thousands of tons of carbide at the present time. Then there is the timber, and so on.

1450. You are a councillor of the Beaconsfield Municipality? Yes.

1451. Do you think the municipality would take the proposition on? I believe they would be prepared to. Personally I should, and I believe I have evidence in the district to lead me to think I could get a number of ratepayers to be on my side.

1452. Do you think the people in that district would demand heavy compensation? No; they feel the necessity for it so keenly that they are willing practically to give the land required.

1453. You have property yourself in Beaconsfield? Yes; I have a little.

1454. *By Mr. Belton.*—The Committee has taken evidence at some farming centres. Which route do you prefer? Direct to the distributing centre of Launceston.

1455. But through the hills, I mean. Do you know the route already outlined? Fairly well. I believe one route comes alongside the Blue Tier, touching Winkleigh, Glengarry, and up Long Plains. There is another nearer Frankford. The route I advocate is about 8 miles distant from the river bank.

1456. You look upon yours as a productive district? Yes.

1457. Is development retarded at all by reason of the fact that they have not communication to their markets? Yes. There are a number of farmers who have been handicapped owing to having no outlets, as far as produce is concerned, but the thing is this—once you put in a railway you give such impetus to agriculture that you do not know where it will end.

1458. That goes without saying. Do you think the district productive, comparing it with the lands of Tasmania generally? Yes; and I have travelled fairly well through, too. As far as Winkleigh, Glengarry, and right up to Long Plains are concerned, I think it will compare with almost any land in Tasmania, and Glengarry is practically an ideal settlement block; they are all small holdings, and are doing well.

1459. Where do they ship their produce to? Some to Beaconsfield, and others to Blackwall, and it is brought to Launceston.

1460. You are optimistic about the future development of the mineral industry of Beaconsfield. Are there possibilities of new shows being opened up? I think that once capitalists could be induced and encouraged to invest their money by proving the town is a permanent one we will find something. It has not been prospected to any great extent, and capital has never been introduced into it. There is no getting away from the fact that the possibilities, as far as minerals are concerned, are very, very encouraging.

1461. What is your idea of the permanency of the Tasmania Mine?—Is it improving as it goes down, or are the indications of any slackening off? My own personal opinion is that it is good for a great number of years. Of course, I cannot go into the management, or anything like that, but I have every reason to believe that another level will be sunk, and that would not be sunk unless there were good

indications. I believe plans are being prepared for the sinking pending a further two months' prospecting.

1462. *By Mr. Howroyd.*—What is the distance from here to Beauty Point? By the proposed railway it is about 26 miles.

1463. Let us call it 25 miles. Of course you know the lowest cost of building a railway in Tasmania has been £6000 a mile? Yes.

1464. For the 25 miles, then, there would be a total of about £150,000, the interest on which per annum would be about £7000; that is on cost of construction only, and not cost of working. You have made some statement in regard to the freight and passengers. You said there were about 5000 tons a year, at 9s. a ton; and about 20 passengers per day? Yes; well, hardly 20.

1465. We will take it at 20, for the sake of illustration. The mail subsidy is worth about £300 a year, so that the total revenue from this proposed railway, taking the passengers, freight, and mails combined, that is if the railway carried everything, would be slightly under £4000 a year? In one sense that is right, but at the same time you are not allowing for the stuff landed at Blackwall, or what the farmers bring themselves to Longford. Nor are you allowing, even, for what the butchers would take by rail, as far as their stock is concerned, instead of driving it.

1466. You will understand, I hope, that I am simply dealing with this matter upon your own figures; that is presuming everything came by rail? Yes.

1467. You must make a certain amount of allowance for what comes by river? Yes.

1468. So that you practically estimate a loss upon the working, by your own figures, of £3000 a year? Yes; but you are looking at the present day. Then, again, if you can arrange with the Tasmania Company to bring up their 26,000 tons of coal a year you must take that into consideration, as it would be a big item.

1469. Do you think the Tasmania Company would be likely to hand over the carrying of its coal to Beaconsfield unless it could be done at a very low figure? If the company thought it could save a little on its present cost, no doubt it would do it, because it is a company which is out to make money.

1470. The cost of its haulage is practically limited to the coal consumption, and the cost of the men who do the driving. I suppose there are one or two? There are always three men on the trucks, and then it always has men down at Beauty Point.

1471. I am afraid there is not very much in that argument, as far as turning it over to the Government is concerned? Perhaps; but it is the little things that make up every item.

1472. Then there is another thing. There is the Western railway at the present time? Yes.

1473. Is there any farm at any place between the Tamar and the Western line more than 15 miles from the river or the railway? No; I do not think so.

1474. Do you think 15 miles very long cartage? It all depends upon the circumstances. It might be that the farmer only has to cart his stuff, say, 10 miles, and yet has to go round about 40 or 50.

1475. You are taking the distance to the place he wants to get to ultimately? Exactly. He must get to the railway.

1476. But if he is 16 miles distant from the river it would pay him just as well, or perhaps better, to cart to the river—to Blackwall or Beauty Point—rather than put it on to a railway perhaps 4 or 5 miles from his door, and then have to pay, not only the cartage, but the freight? If you were a farmer and knew you could take three loads to a railway but only one to the water you would go to the rail-

way. You consider what pays best, and if the Government caters properly and can do the carrying for a less cost than the boat you will naturally take advantage of it.

1477. Your argument is rather that it would be a gain in time rather than money? It would be in both. I do not expect you will charge to deliver the stuff at Beaconsfield 9s. a ton, as at present. I think it can be done cheaper. At the same time it would also increase in another way; the people would use it.

1478. I want you clearly to understand that I am basing my argument solely upon the present figures you have given me? But I want you to clearly understand, also, that I do not say that if Beaconsfield remains as it is that a railway will pay. It is only owing to the rapid progress of the whole of the West Tamar that the line would be justified; in the same way as Launceston would be justified in spending £400,000 on its proposed improvements, in view of its future development.

1479. That is right; but of course we are not inquiring into any question relating to the port? I think what you are inquiring into is how you can make Tasmania a paying State.

1480. *By the Chairman.*—You are basing your calculations upon the present trade alone? Exactly.

1481. The establishment of this deep-water port and the construction of the railway you consider would give facilities to producers to ship their produce away? Yes; and it would offer more inducements.

1482. It would be hardly possible for a big boat to wait at Beauty Point for farmers to cart their stuff 15 miles? No.

1483. And the primary object of the construction of this line would be to give good facilities to get their stuff on the ocean-going boats? Yes; certainly.

1484. *By Mr. Lyons.*—Would it be necessary for the boat to wait at all, even if they had to cart it? It depends simply upon the regularity of the calling of the boats. If a farmer knew there were two boats a month, and that he had to get his produce down at a certain time, he might not be able to get it without waiting, probably a fortnight.

1485. Once the trade is established and the port established, would it be necessary then to wait? No; not if the accommodation were provided on the wharf.

1486. Stanley has no line of any kind, and every ton of produce has to be carted? Yes.

1487. You mentioned the number of business places in Beaconsfield. Are they largely dependent upon the existence of the Tasmania Mine? Yes; of course they are; it is no use shutting our eyes to that fact, and that is one reason why I think the line should be constructed. There is a district with a population of about 5000 people, and if you can make that a permanent place I think it is the duty of the State to do it.

1488. Do you think the construction of the line would do that? I think so.

1489. Do you think there is a possibility of further development in mining? Apart from that there are our deposits of iron, and in the future I cannot see why the ores of Tasmania cannot be treated other than the way it is at present. We have the iron and the lime.

1490. Has your league gone into the question of the routes in the southern part of the line, approaching Launceston?—Have you considered the question of the cost of bridging the Tamar, and where? No; I do not know what that would be, but I say if the cost is necessary to be incurred for the future development of the place then we have a right to incur that cost.

1491. But you would not say at whatever cost? No; I would not thank anyone to incur any cost for the construction of any work which they thought would not pay.

1492. You made a reference to the possibility of the excursion trade? Yes.

1493. Do not you think that the boats would continue to get the bulk of that trade? No; I do not.

1494. Why? For the simple reason that the people would like to get to their journey's end, say King's Jetty, as quickly as possible; and they could get the full benefit of the water after they had reached there by a rapid run in the train.

1495. Would that be as good, from an excursionists' standpoint, as if they had traversed the river itself? It is admitted, of course, that the river is a pretty one.

1496. Would not that make a difference—would not the excursionists prefer to have the scenery of the river? I think for the people here in Launceston nothing would please them better than to have a quick run through a nicely-settled green district, with all the water they would want at the end of their journey.

1497. *By Mr. Valentine.*—You favour the direct route to Launceston? Yes.

1498. And you have admitted you have not thought out the very expensive problem of crossing the Tamar to reach Launceston? I do not think for one moment it would be very expensive to bridge the Tamar.

1499. Where would you propose to bridge it? I am only a layman, of course, but I should think the bridge would go somewhere about Jack's boat-sheds.

1500. To land on the opposite side of the cattle jetties? Yes; I think that about the best spot.

1501. That would be an impossible spot if Mr. Hunter's scheme is carried out, because that would necessitate the bridge being about 80 to 100 chains in length? I think there is a greater probability of our proposition being done than that under Mr. Hunter's scheme.

1502. Have you thought out what type of railway would be necessary—do you consider a standard railway should be built? Is a standard railway a 3 ft. 6 in. gauge?

1503. Yes. I mean the same type of railway as our others? I think it should be a permanent line.

1504. Do not you think a lighter line would do? A lighter line might, of course, serve.

1505. It would mean slower traffic? Personally I would prefer the ordinary line. My opinion is that the district will be a permanent one, so the line would not be a temporary affair. If you find the line justified, then have a decent line; but if you think in your wisdom it is not, then leave it alone.

1506. *By the Chairman.*—We have had evidence from Mr. Knight about the possibility of making an addition to the King's Bridge. That would come out about Jack's boat-shed? You will understand that my main object in giving evidence is not to say where the line would be, nor the cost of it. All I want is to give the facts that would justify the construction of the line; with regard to other matters I can only give an opinion, which, of course, is not worth anything.

1507. *By Mr. Valentine.*—What I want to know is whether something of a lighter kind would not suit the district? It would, no doubt, for some years; but I am taking it for granted that the district will go ahead.

1508. You do not think that light tramways run from, say, Frankford through that agricultural district, to touch the timber belt there, and on to Beauty Point, would be sufficient, seeing that this scheme for the improvement of the Tamar is going

on with regard to the deep-water port? In the event of the legislators favouring Mr. Hunter's scheme out and out we will, of course, have to be satisfied to play second fiddle, and take the light line, which, of course, would be a boon to us. But what I think the legislators ought to do is to weigh very, very carefully the considerations of both schemes, and see if Launceston could not be made a centre by the construction of a line from Beauty Point, as well as by this big scheme.

1509. *By the Chairman.*—Then you prefer the construction of a line to Launceston rather than going in for the improvement of the Tamar in the upper reaches? Yes; as far as the top part is concerned. Improvement near the mouth is very necessary.

1510. *By Mr. Valentine.*—I think with you, from what I have seen of the district, its future possibilities are very great, especially in the fruit industry. The carrying of freight along the river has grown so that no railway could hope for that freight? A percentage, of course, would go by water.

1511. Do not you think it would be mostly sent by river? On the banks the fruit would be sent by the river, but from the way things are going a lot of the back country is being planted with orchard, and that would not be sent by water. If it comes to a matter of equal distance I think they would use the rail.

1512. *By Mr. Belton.*—Is it not because the fruit-growers have facilities that they hug the river now—is there a similar class of land back from the river? It is equally as good.

1513. And naturally they have taken up the river frontages first because of the facilities? Yes. There is proof of that by the illustration of Towers' orchard, and Robinson's two orchards, right back in Frankford, and the land is of a similar nature right through.

1514. Is there any orchard land at the back of Beaconsfield—that is, to the north? Yes; they are planting now. One of our greatest centres, I think, will be York Town, where there are some hundreds of acres being cleared now for fruit.

1515. You know what fruit has done for the south? Yes.

1516. Do you think there are equal possibilities for the north? They are equally good, and I understand we are ahead of the south as far as climate is concerned.

1517. You have not touched upon the timber business. Have you taken into account the immense possibilities of the timber industry? We have one sawmill at Beaconsfield, and there are two outside that.

1518. I was particularly touching the question of revenue referred to by Mr. Howroyd. You have firewood as an asset? Yes; a big one.

1519. The revenue, of course, from firewood might be considerable? Yes. This would be a wonderful line if it paid absolutely from the start.

1520. In your remarks you had regard to the construction of the line chiefly from the point of view of future development? Yes; from the prospects of the future.

The witness withdrew.

CHARLES FRANCIS HEATHCOTE *called and examined.*

Mr. Heathcote made the Statutory Declaration.

1521. *By the Chairman.*—What is your name? Charles Francis Heathcote.

1522. What is your profession? I am a civil and a mining engineer.

1523. You are superintendent of the Tasmania Mine? Yes.

1524. This Committee has met for the purpose of endeavouring to obtain useful information with regard to the construction of a line of railway to the deep-water port at Beauty Point, and we would be very pleased if you can give us some information in regard to the matter? Do you mean with regard to the question of route?

1525. Yes. I understand you have some information to put before us also with regard to the line upon which you bring coal to the mine, and we would like to know, in the event of this line being constructed, whether you would be prepared to give that freight to the Government, or if you would prefer to keep your own line on? The company would not want to stand in the way of the Government in any way. We would be prepared to get rid of our line at a reasonable price, as a matter of business.

1526. What is the value of it to you? It depends upon the mine, as to whether we go on working or not.

1527. There is a possibility of the mine going on, is there not? Yes; there is the possibility. The position of the mine is this: the levels have gradually been getting poorer, and it was calculated that to do further developmental work at the 1370-foot level and to prove the 1500-foot level, it would be necessary to raise £25,000, in doing which it was considered that one-fourth of the shares would probably be forfeited. However, just at the time of the reconstruction we got into good stone unexpectedly, with the result that all the shares were taken up, so we got more money from the reconstruction than we expected. I must explain that in order to get this £25,000 we should have had to ask for £60,000, as we expected we should have had to buy up one-fourth of the shares, which would have used up one-half of the money we asked for. Thus, although the company was to be reconstructed for the purpose of proving the 1500-foot level, we got further capital behind us. It is a question now for the directors to decide whether they should go further or not, and we expected to be in that position at the end of September, but it has not been done yet. We had a great deal of trouble at the 1500 feet with the water. At the time when we put in the present plant the ground had a dip of 1 in 1, and as it went deeper it straightened; since then the dip has flattened, and we find now that we cannot sink on Hart's shaft until it is drained. We lost nearly a month getting our work in at the bottom of Grubb's shaft, at the 1500-foot level, through water, and we lost 103 days driving the crosscut. The first of the wet beds is a small burst of water, and the second is small, but the third is a big one. We are getting close to that now, and must attack it from below. One idea was to sink a shaft with 23-inch draw-lifts, but the men would be up to their waists in water, and the utmost progress we could make would be about 4 inches a day, because we have to take between 18,000,000 and 20,000,000 gallons for every foot of depth we go down. As we cannot attack it from the top we must get another way, and we propose to sink in the dry beds to a depth of about 260 feet with an underlay shaft, following the inclinations of the beds and the inclination of the lode. That would be vertical depth, and there we would provide flood-gates for protection, and drive on the lode towards the water-beds; and then, when we cut the water, connect our pumps with the flood-gates and deliver to the present plant, and thus drain the country. As soon as that is done our main shaft would go to the next level at 1625 feet. We would open up that dry, and it would be economical; and while that was going on, instead of

having to wait, the pumps would be put in that level one by one, and as soon as the drive was getting near the underlay shaft that shaft would be sunk another 125 feet. The pumps would go down one by one, and the water be cut at that level and again attacked from below. Proposals have been submitted, which have been cut down to two, and we are now getting detailed drawings and estimates of the cost of either one of these two proposals. The estimated cost of installing the machinery is £20,000, and we reckon we will get that money back in two years, as compared with what would be the cost of trying to sink with draw-lifts. It would make our pumping more expensive than in the past, but with draw-lifts it would be almost impossible to get men to work. Before we ask the shareholders to face the extra expenditure we have to prove the prospects of the mine at the 1500-foot level. The 1250-foot level averaged 10½ dwt. Our lode has bands of mullock in it, which is a characteristic of the lode, so that when the quartz is broken you have to break these bands with it. You cannot sort it out, because it works down to about the size of road metal, and sorting underground is most expensive. You cannot have supervision, and you get about 1½ ton a day on the average; and then there is the double handling. We get, therefore, for every ton of quartz we open up 1½ ton to go to the battery; so that if you take the average at 10½ dwt., that would be contained in 1½ tons, which leaves 7 dwt. to the ton. The average loss in the tailings on our ore is 1½ dwt. It does not go away in the battery tailings, as it is partly in the tailings and partly in the subsequent treatment of the concentrates: so that 10½ dwt. ore is worth 5½ dwt.; that is 23s. 4d. a ton recovery value, which is not payable. Our developmental work costs 4s. a ton, the cost of sinking the shafts and drives and crosscuts and winzes. When each level produces 100,000 tons of stone, as it used to do in the past, the cost of pumping has amounted to about 9s. a ton, and as we go deeper that will increase; so we must take it as 10s. on 100,000 tons; that is £50,000 for each level to get the water out. When first opened up the 1370-foot level showed an improvement of 7s. a ton over the 1250-foot level, and the first 300 feet was good payable stone. Since then we have driven practically the whole length, and have opened up one small patch of profitable stone. The average of that level is 8½ dwt., and there are nearly 400 feet of blank in the level out of 1400 feet. The first 300 feet of the 1500-foot level was a little better than the 1370 feet; the 1370 feet became valueless when the lode split, one part continued good a little way. Further down we have had it split, and it is good on both branches. In view of our experience at the 1370-foot level we cannot say what is going to happen. We must drive 400 feet further, and if that opens up good, the shareholders will find £20,000 extra required. If it goes poor, there is nothing to do but shut down after working out the best of the stone in sight. It is quite possible, of course, that it will improve in the future, but the cost of labour, pumping, and materials are going up. Ten years ago the average earnings of the employees was 7s. 3d. per shift; in the year 1911 it was 8s. 5½d.; whilst this last year it was a bit higher.

1528. *By Mr. Lyons.*—With the same number of men? For the 7s. 3d. there were not so many.

1529. The cost is higher now, and the number greater? The number is not so great now as it has been at times when there has been construction work; for one part of last year it was somewhere about 8s. 7d. This does not include the foremen.

1530. *By the Chairman.*—But the number of hands you employ now is not so great? The number employed is 433 now; last month it was 443. We

have recently given a 6d. rise, and we have been summoned by the Enginedrivers' Union before the Arbitration Court. They are asking for nearly 50 per cent. on the present rates. If it is granted to the enginedrivers it must be granted to the miners as well. We have been working 35 years, and the wages have been gradually coming into a sort of schedule of rates, that have automatically fixed themselves. If you are going to increase one class you must of necessity give a like increase to the other class. If there is more rising we must shut up. The actual loss on mining operations last year was over £10,000.

1531. You do not hold out much hope if this level does not open up well? No; I do not think the shareholders would find any more money.

1532. That would have a depressing influence on Beaconsfield? Not so bad as it would have been a few years ago, on account of the orcharding industry.

1533. With regard to mining, the Beaconsfield district is a very wet one. In the event of the mine being closed down it would retard outside prospecting to a considerable extent, would it not—there would be more water to contend with? I do not think you would get anyone to put money into it.

1534. At the present time the district can be prospected fairly easily on account of the Tasmania Company draining it? Along the zone of country that we drain it can.

1535. We would like to get your opinion of the prospects outside the Tasmania Mine. Do you think the outside shows are worth prospecting? No; I do not.

1536. Why? Because there has been a great deal of money spent there and nothing of any value has been got.

1537. Do you think the system adopted in the past has been a good one? It has been an extravagant one. A great deal of the prospecting work done was parallel to the line of the Tasmania lode, and the chances are that other payable deposits would be formed about the same period in the earth's history, and would probably fill similar cracks, and would run in the same direction. There has been a considerable amount of trenching and tunnelling done parallel with our line, which has been waste of money.

1538. Do you think if they had gone in for a proper system of prospecting there would have been some result? I am afraid not.

1539. Have you made a study of the district outside the Tasmania Mine? I made a close study of it when I first went there. I did a lot of geological work. In a climate like Tasmania, if you are going to find a gold mine you are almost certain to find good payable alluvial matter. It is a climate unlike those countries where the alluvial has been all swept away by the ice, as in Canada, such as those rich silver mines which are in a district where the rock has been sheered by the ice travelling over it, and there is just bog on top of it. But this is a country where there has been a good deal of denudation, and there should be a good belt of alluvial, and the only known patches of any extent, except from the Tasmania Mine, were over at the Blue Tier, and a small patch on the southern lease of the Tasmania Company, below the Cosmopolitan. We are prospecting that by sinking to get into the solid country, and looking for the reef by driving there at right angles to the country. There are a number of faults in that district. If you do not follow the combs of the country you may miss a lode.

1540. With regard to this present line of railway, would the company be prepared to meet the Government in a liberal way in regard to taking it over? We would meet them in an ordinary business way.

1541. Could you give us an idea of the amount of stuff you bring up from the jetty to Beaconsfield?

Last year we brought 380 tons up for the public, and the year before that about 425 tons. For ourselves we brought up about 25,000 tons for the year, most of which is coal.

1542. If the Government constructed this line would the company give them the privilege of bringing up its coal? It would if it quoted a price cheaper than we can do it.

1543. Does it cost much? The line is not fully occupied, and it is badly laid out, to start with, with the result that you cannot bring a decent load up, whilst the rails are very old, although half of it is now in decent order, and has new rails. We do not keep our locomotive fully employed, so it costs us more than it should.

1544. How many men do you employ on that line? There is the traffic guard and another man attending to the trucks, &c.; another unloading; and about three men should be sufficient to keep it in repair, but it is taking about six. There is a lot of repairing to be done, because many of the rails and sleepers are rotten.

1545. What is the mileage of that line? Three and a quarter miles.

1546. What is the usual cost of constructing a railway in Tasmania? The average cost for 2-foot gauge trams on the West Coast was £500 a mile.

1547. But a 3 ft. 6 in. gauge—what would be the cost of that? I think they reckon about £10,000 a mile, but I would have to look that up before speaking definitely. That includes equipment as well, of course.

1548. You think the company would meet the Government in a business way in connection with that line? Yes; in a business way.

1549. Could you give us any idea what it would be likely to ask? No; I have not worked it out, as I do not think the Government is likely to ask us.

1550. The fruit industry, of course, is going ahead in the district. Do you think that in itself, in connection with other things, such as lime, would warrant the construction of this line outside the Tasmania Mine, and the timber? No; I do not think so. With regard to the question of route, there is an iron deposit on Lot 730 on the chart, in the name of William Barnes, and another one just south of Leonardsburgh, which was worked in the early days. In my opinion they do not want a railway anywhere within 7 miles of the river. If you follow up Douglas' tram from Beauty Point it would bring you to the iron mines, and if they are ever worked that tram would have to be made. I have been approached about the purchase of it recently. There was another railway which was once made to those iron mines south of Leonardsburgh, but they only came to West Arm, and it could be continued round, running from Anderson's Head on to the line of the present wharf; that is the deep-water line. Say they start from Beauty Point, the line of railway would either take the West Arm route or the route along Douglas' tram, which would be just for developing the iron mines. To get to Frankford, if you follow up the road it climbs a high hill at Holwell, and later it drops and passes through a gap in the Asbestos Range, and that is the lowest point in the range. Either one of these two trams to those two iron deposits could follow up Anderson's Creek, and continue on and pass through the Gap, which would bring them into the Frankford district. Its height is somewhere about 600 feet above sea-level. I had a survey (preliminary) run out, and found it was practicable. From Frankford I have not followed it out at all, but if you get past the range it seems to me to be best to come in somewhere near Deloraine to get the Mole Creek traffic as well down to the water. If a line is put in that is the one I have always favoured, or if there are no difficulties in about Lot 930, then from

Frankford they could turn back again and come through somewhere on the line of the Frankford-road along the Paling Flats to Westbury. But this latter line would go through private property on the way. On the line to Deloraine there is quite a lot of leasehold property that the Government could reserve, which could afterwards be sold at an enhanced price. Those are the arguments for the railway. Now for those against it. In my opinion that railway would not pay, because they are going to make a decent port of Launceston. The Marine Board of Launceston has refused to put wharves for the railway, with the idea of finding work for carters, but the farmers could not afford the extra 5s. a ton, and consequently the stuff has not come into Launceston, so this Deloraine stuff, which has not been going to Launceston, but to Devonport, would be caught by the railway from Deloraine to Beauty Point, but seeing that the railway from Deloraine to Launceston is already there, and it is to be extended to deep water, I do not think there would be anything payable for the proposed line. These iron mines would help to make the freights less, but they are not working, and anyone within 7 miles of a line is within carting distance.

1551. But the extension of the line to Frankford would open up a big timber industry, would it not? It is not a very big industry. We thought of constructing a tramway there to get mining timber, and for firewood, but not for sawn timber. The total amount of that is very little; it is nearly all case timber.

1552. You are not in favour of constructing a line to Launceston from Beauty Point? No; I am not. Honestly, I think it would be throwing money away, and I can see no argument for it. I understand there is a great deal of complaint with regard to the shunting of the trains with the fruit in the South. These people will not take their stuff by rail within from 7 to 10 miles whilst they have the river. It is a good tidal river, with a good flow, and the cost of barges is small; and the residents will be having small motor-boats to handle the barges. Once the fruit is landed at the river it does not matter much which side of the river the port is, for the stuff could be taken with the tide to Bell Bay. If they went to Beauty Point they would have to go down below Beauty Point with one tide and back up to the wharf on another.

1553. Do not you think there should be some means of transport for the orchardists in the interior? I think the municipal council ought to have got double the amount from Parliament for roads.

1554. Would you prefer roads to railways? Yes.

1555. Why? Because motor traffic is getting so much improved. I do not mean, of course, motor-cars, but the commercial vehicles. In London now the whole of the parcel delivery up to a distance of 40 miles is done by motor vehicles. The goods are delivered to a man's front door without extra handling; whilst there is the cost of the double handling by rail.

1556. Are you in favour of Mr. Hunter's scheme? Yes.

1557. Referring to the mining question, do you think that the diamond-drill would be any advantage for prospecting some portions of Beaconsfield? I do not think so; it might be for deep alluvial, if there is any to be found, but I have not been able to find any traces of the deep alluvial gutter reported by Mr. Montgomery.

1558. Do not you think the Salisbury field should be prospected on account of the amount of gold got there in the past? I do not think there is much prospect of any profit coming out of it; it is too patchy, what has been found.

1559. You are aware that previous geologists have reported favourably on the advisability of prospect-

ing it at a depth? Yes. Mr. Twelvetreves says some more prospecting would be advisable, but it is a very different matter between people finding the money for prospecting and the Government Geologist saying there is a good prospect.

1560. With regard to the lime deposits in Beaconsfield do not you think that a railway would be of advantage to the farmers to get lime for manure? We have some lime beds of our own. I was making inquiries from farmers, who have told me they tried lime and they found it was very much cheaper to buy other manures; that the cost of carriage, even with the special low rates, it was not payable. One who was specially certain about it was Mr. Jack Foster, who said that the bulk of the lime was so great compared with other manures that it did not pay. For orchard land I believe it is very good. I have not worked out what the tonnage would be that they would require, but I do not think it would be very great to satisfy the whole district. There are big lime deposits in Beams' property, and through there south towards Winkleigh.

1561. *By Mr. Lyons.*—It looks as though the construction of the railway might very well come after you have proved your mine? We would not affect the railway at all.

1562. But indirectly? Practically the town of Beaconsfield is dependent upon your mine, and the railway would depend upon the town to a large extent? I do not think it would.

1563. You do not think the trade between Launceston and Beaconsfield warrants it? I do not think the trade is sufficient.

1564. But if that were missing the justification for the line would be still less? You would have to compete with the direct traffic along the road, but most of the people get their stuff down by the river and cart it up themselves.

1565. *By Mr. Valentine.*—It is your opinion that the present requirements, together with the immediate prospects of the district, do not warrant the expense of the construction of a railway? No; I think it would be better if we had the roads.

1566. You do not believe in the back country, in the interests of agriculture, being opened up by the construction of light tramways? No; I do not think they would pay, on account of the motor business being developed so much. If you found a certain line did not pay you could shift your motor vehicle somewhere else. The roads must be set out in the future with better grades.

1567. And it is your opinion that more money spent in giving better roads would be the best help that could be given to the district? I think the best help to the district would be a good road from Beaconsfield to Frankford, and out through Green's Creek. Another one from Exeter through to Glangarry, improving the grades largely. This should go on through to Frankford to bring them down to deep-water carriage.

1568. Is not it more expensive to maintain a road than a railway? Not if it is well made, and you enforce proper regulations with regard to carting. I think Parliament was quite justified in throwing out the Great Lake tourist scheme, because under the present regulations, and methods of enforcing them, that money would have been wasted in a few years by wood and other carters damaging the roads.

1569. *By the Chairman.*—What is your opinion of the fruit industry on the Tamar—will it be a success? Yes; undoubtedly.

1570. Your company has considerable property, including good orchard land? Yes; and we think of cutting it up shortly. At present I have a deal on for raising about £25,000 capital to open up about 4500 acres, with the idea of cutting it into 25-acre blocks, clearing it, and partly planting it, and selling it to people from India and South America. That

scheme will take about another 12 months to complete. The idea is to make the roads, too, because the whole of the demand at present is for frontages on to a river or on to a road.

The witness withdrew

FRIDAY, NOVEMBER 29, 1912 (AT HOBART).

CHARLES WALTER LORD *called and examined.*

Mr. Lord made the Statutory Declaration.

1571. *By the Chairman.*—What is your name? Charles Walter Lord.

1572. What is your profession? I am doing nothing at present, but I have been a surveyor.

1573. This Committee has been appointed to make inquiries as to the advisability of constructing a railway from Beauty Point to connect with existing lines, and we hear you have some information with regard to a route into that district that might be of help to us? I could show you where I went if you have a plan. [Produced.] I have in my diary a rough copy of the first report I sent in on the matter.

1574. Did you make a survey from the River Tamar? It was from the Beauty Point jetty.

1575. Could you point out on this chart the direction of that survey? It would be difficult to do it straight off.

1576. Do I understand that you forwarded plans to the Lands Department? Certainly; all plotted to scale.

1577. *By Mr. Howroyd.*—Was it not on behalf of a private syndicate? No; I reported direct to the Government.

1578. Could you give the date when it was done? The last day's work was on the 13th August, 1890.

1579. *By the Chairman.*—Mr. Counsel accompanied you, did he not? He went down to overlook it first. It was not an actual survey; it was more of a trial line, to see if a railway could be got through there. There were no levels taken, or anything of that sort.

1580. Did you follow the existing wooden tram? I remember seeing the tram working there.

1581. You say you are unable to pick up a course on the chart? I could not do it straight away.

1582. I was under the impression you had made a proper survey? Oh, dear, no.

1583. What was the nature of the report that you sent in? It was to the effect that I could get a railway through it.

1584. With a fairly easy grade? Yes; the steepest would be about 1 in 40, and there was nothing particularly heavy.

1585. *By Mr. Belton.*—It was no part of your duty to give an estimate of the cost of the line? No; for that you would want all the curves in, and the levels, and everything else. I merely ran a traverse over it.

1586. *By the Chairman.*—Your survey, then, was practically useless? It only showed whether it was possible to get a line through or not. I was told to push ahead with the work, and was even asked whether I was not doing too much.

1587. Did you say Mr. Counsel was with you? He was for the first two days, I think.

1588. How long were you employed there? For 26 days. I do not know how many miles of work we did.

1589. You did not get any information with regard to the cost? No; I had no time for that.

1590. What distance were you from Hagley? I cannot remember.

1591. Did you cross the Meander River? No; I knocked off just on the bank.

1592. What point on the river did you finish at? I do not know exactly; but it was making towards Carrick.

1593. Was the Salisbury gold-field working then? The Blue Tier was, I think.

1594. Did your survey go through there? I do not think so. I think we missed the Blue Tier route. We could not get through the Paling Flats either.

1595. That would be a much more difficult route than the other? Yes.

1596. Who was the Engineer-in-Chief at that time? Mr. Fincham.

1597. Have you ever given estimates regarding the cost of the construction of railways? No. There would be no getting at the cost from the survey I made. You would find out the route I went over, that is all. I am certain my reports are in the office. They were sent in about the 13th August, 1890.

The witness withdrew.

APPENDICES.

APPENDIX A. FRANKFORD HOLDINGS.

Name.	Amount Cleared fit for Cultivation.	In Grass and a Rough State.	Total.	Remarks.
	Acres.	Acres.	Acres.	
O'Keefe, M.	30	40	192	Upwards of 100 acres carrying good milling timber, stringy-bark, and blackwood.
Graham, Geo.... ..	...	75	111	Balance carrying good milling timber, stringy-bark, and blackwood.
Preston, L. H.	20	72	92	All good agricultural land.
Forbes, A. E.	25	150	320	Balance in a virgin state, and carrying large quantity of milling timber.
Pritchard, A. ... ..	...	...	150	Originally partly scrubbed and timber ring-barked; now grown up and not occupied.
Weetman, N.	20	164	284	Balance carrying little blackwood; good bed of milling timber on Crown land at back.
Rossiter, G. G.	10	60	104	Balance carrying little milling timber.
Derbyshire, D. ... ..	...	20	44	Balance carrying little milling timber, and 50 acres Crown land adjoining carrying milling timber.
Jones, Garnett and Miss ... ..	...	...	100	All in virgin state, and carrying good milling timber.
Lovell, E. J. ... ..	...	70	250	Balance carrying good milling timber.
Lovell, W.	20	186	386	Balance carrying good milling timber.
Beauchamp, R.	35	100	204	Balance carrying good milling timber.
Derbyshire, W.	15	34	49	
Lovell, A.	20	30	50	
Derbyshire, A. ... ..	...	25	48	Carrying little milling timber.

FRANKFORD HOLDINGS—continued.

Name.	Amount Cleared fit for Cultivation.	In Grass and a Rough State.	Total.	Remarks.
	Acres.	Acres.		
Ferguson, J. & D.	20	180	320	Carrying good milling timber.
Knight, C. J.	70	150	252	Carrying good milling timber.
Lee, W.	12	50	90	Carrying good milling timber.
Lade (Welch)	40	200	254	
Royle, J. D. ....	...	...	50	Carrying good milling timber.
Reed, A. J.	5	40	82	Balance carrying good milling timber.
Royle, H. D. ....	...	20	47	Carrying good milling timber.
Cox, W.	5	18	25	
Davis, A.	25	70	167	Carrying good milling timber.
Plummer, A. P.	7	60	99	Carrying good milling timber.
Plummer, K. J.	7	50	100	Balance carrying good milling timber.
Plummer, K. J. ....	...	...	30	Carrying good milling timber.
Durand, J. J.	20	45	132	Balance carrying good milling timber.
Robinson, H.	10	40	103	Balance carrying good milling timber.
Gibbs, Mrs.	30	80	121	
Towers, J. J.	15	75	121	11 acres of orchard in full bearing; crop 2000 bushels this year; fine aspect.
Robinson Bros.	70	221	291	Well subdivided into paddocks; boundary-lines mostly rabbit-proof; some good blackwood; 7 acres orchards, output 1100 bushels this season.
Heald, J.	2	10	60	Carrying little milling timber.
Walkden, T.	10	35	90	A rough block, carrying little milling timber.
Walkden, C. H. ....	...	20	50	A rough block, carrying little milling timber.
Robertson, E.	20	50	95	Good land, carrying little milling timber.
Walkden, T.	8	40	80	Good land, carrying little milling timber.
Walkden, T. ....	...	...	100	Third-class land, carrying little milling timber.
Hamilton, J. ....	...	80	163	Good land, carrying little milling timber.
Lee, W. ....	...	20	100	Balance bush land, carrying little milling timber.
Walkden, W. H.	3	65	138	Balance bush land, carrying little milling timber.
Hall, A. D.	5	150	346	Balance bush land, carrying a lot of milling timber; on South Frankford-road a fine bed of tinaber exists.
Robertson, A. J. ....	...	...	103	Timber mostly ring-barked; some 1000 acres in this valley wanting an outlet.
Sykes, J. ....	...	...	160	Carrying good milling timber. Best outlet East Arm, Port Sorell. Enquire into tramway project or railway, from Railton or Dulverton.
Traill, —	15	60	205	Balance carrying good milling timber.
Kern, E.	68	207	300	Balance carrying little good milling timber. This block surrounded with rabbit-proof fence, and well subdivided.
Lee, W. J. ....	...	50	146	Balance carrying good milling timber.
Purton, A. H.	6	44	50	
Derbyshire, F.	10	5	15	General storekeeper, central, adjoining public hall.
Smith, Geo.	8	30	50	
Pinnington, Geo.	15	45	110	Carrying little milling timber.
Brooks, J.	1	20	50	Carrying little milling timber.
Hamilton, Wm.	40	60	100	Carrying little milling timber.
Davis, J.	15	60	90	
Ponsonby, M. de H.	3	47	50	
Polley, Wm.	1	18	20	
Robertson, L.	40	60	100	
Lee, Jno.	40	10	50	
Lee, J., Jun. ....	...	...	83	Third-class, carrying milling timber.
Smith, Geo. ....	...	...	66	Third-class, carrying milling timber.
Smith, Wm.	80	70	150	
Lynch, M.	25	25	50	
Williams, A.	25	75	110	Balance carrying good milling timber.
Cox, T.	10	40	50	Balance carrying good milling timber.
Hamilton, R. ....	...	...	50	Carrying good milling timber.
Priestley, — ....	...	...	110	Carrying good milling timber.
Cox, Wm., Sen.	100	300	700	Balance carrying lot of milling timber.
Garwood, L. H. ....	...	...	49	Carrying little milling timber.
Cox, Wm., Jun. ....	...	...	50	Carrying milling timber.
Tregenna, W. H.	40	62	102	
Priestley, — ....	...	...	198	Carrying good milling timber.
Beasley, J.	10	30	63	
Beasley, P. ....	...	...	102	Carrying good milling timber.
Lee, W. J. ....	...	...	30	Carrying good milling timber.
Beasley, J. A.	2	80	98	Carrying little good milling timber.
McBain, D.	50	33	83	
McBain, E.	20	50	100	Balance carrying little good milling timber.
O'Brien, J. J.	20	70	203	Balance carrying little good milling timber.
Guin, J.	20	46	66	

Dry's New Country Properties.—These would be 7 to 10 miles from proposed line, but if a line passed through Frankford it would tap all of them and open up excellent timber areas.

Wiseman, J. J.	400	1800	3000	Balance good sheep country, and carrying a lot of milling timber.
Reed, H.	200	...	700	Balance good sheep country, a large area of which is fit for agriculture.
Dunn, J.	10	...	104	Balance good sheep country, a large area of which is fit for agriculture.
Matthews, A. E.	25	125	150	Carrying good milling timber.
Small, — ....	...	...	150	Carrying good milling timber.
Locke, H. ....	...	...	30	Carrying good milling timber.
Locke, R. ....	...	...	50	Carrying good milling timber.
Fernandez, — ....	...	...	45	Carrying good milling timber and a copper-mine.
	1878	6317	14,231	

APPENDIX B.

WINKLEIGH HOLDINGS.

Owner or Occupier.	Improved.	Unimproved.	Total Area.	Remarks.
	Acres	Acres.	Acres.	
Atkinson, G. E. ...	...	...	*110	
Adams, M. A. ...	80	...	80	*Land all fenced with substantial wire fencing.
Adams, W. and R. ...	180	267	447	
Adams, J. C. ...	140	138	278	
Brown, A. J. ...	...	...	*51	*Substantial wire fencing.
Brown, W. E. ...	140	45	185	
Brown, W. E. ...	...	...	*313	*Well fenced.
Brown, P., & Son ...	400	997	1397	
Brown, P., Jun. ...	50	*344	394	*Chief portion of unimproved fenced.
Beams, H. D. ...	50	7	57	
Bowen, G. ...	*8	†39	47	*Under orchard; †fenced.
Beams, F. ...	100	16	116	
Beston, P. J. ...	120	109	229	
Beaton, K. ...	70	30	100	
Brooks, J. ...	52	...	52	
Beston, —, Jun. ...	125	25	150	
Bird, A. ...	36	30	66	
Beston, M. ...	120	81	201	
Beston, M. ...	...	50	50	
Brooks, F. A. ...	9	50	59	
Beams, H. ...	5	*19	24	*Balance well fenced.
Byron, J. ...	40	52	92	
Clear, W. J. ...	10	14	24	
Owen, T. ...	80	29	109	
Cameron, J. ...	60	16	76	
Campbell, N. ...	160	19	179	
Cameron, A. ...	80	50	130	
O'Keefe, E. ...	50	100	150	
Cowie, A. E. ...	80	98	178	
Corns, E. M. ...	...	...	*148	*Partly fenced, and hut.
Davis, J. ...	...	112	*112	*Improvements slight.
Douglas, A. ...	140	*779	919	*Partly fenced.
Edwards, J. ...	23	*300	323	*Well fenced.
Farrall, T. ...	5	15	20	
Fawkner, E. A. ...	200	298	498	
Glover, C. ...	70	7	77	
Graham, J. ...	50	59	109	
Graham, G. ...	20	30	50	
Graham, D. ...	*122	...	122	
Hinds, J. W. ...	250	*2040	2290	*A large proportion fenced.
Hampton, J. ...	10	9	19	
Hinds, G. ...	*...	...	23	*Good house.
Hinds, J. T. ...	130	227	357	
Hally, W. ...	30	81	111	
Hally, A. ...	...	65	65	
Hinds, Js. ...	75	...	75	
Hinds, E. ...	...	94	94	
Hinds, J. ...	50	...	50	
Harrington, A. H. ...	40	110	150	
Lawry, N. ...	80	*350	432	*Extensively fenced.
Jarman, J. W. ...	60	*777	837	*Fencing very considerable.
Jarman Bros. ...	20	*289	309	*Partly fenced.
Johnston, R. W. ...	70	50	120	
Kerrison, T. ...	150	*316	466	*Mostly fenced.
Kerr, W. ...	100	14	114	
Kerrison, G. ...	35	*195	230	*Chiefly fenced.
Kelb, W. ...	5	55	60	
Kerrison, M. ...	65	*110	175	*Partly fenced.
Kerrison, R. ...	100	*95	195	*All well fenced.
Kerrison, N. ...	55	*88	143	*All fenced.
Kerrison, C. ...	180	...	180	
Lowell, B. & E. ...	70	51	121	
Laing, T. ...	20	25	45	
Lathey, A. ...	120	60	180	
Malay, J. & W. ...	40	*242	282	*All well fenced.
Manion, P. J. ...	20	*52	72	*All fenced.
Matthews, S. I. ...	30	*168	198	*Partly fenced.
McKenzie, K. ...	100	26	126	
McKenzie, M. ...	170	29	199	
Nettlefold, R. J. ...	50	...	50	
Nettlefold, J. ...	...	*106	106	*Fenced.
Owen, J. ...	46	...	46	
Owen, T. ...	30	44	74	
O'Reilly, E. ...	200	85	285	
Cressey, C. ...	...	90	90	
Powell, C. ...	25	...	25	
Palmer, W. ...	100	*134	234	*Partly fenced.
Parish, F. ...	...	*208	208	*Partly fenced.
Propht, J. ...	...	*150	150	*Slight improvements.
Pentland, J. G. ...	100	20	120	
Quigley, — ...	180	211	391	
Roden, W. ...	15	*116	131	*Fenced, and few acres orchard.
Reynolds, H. T. ...	150	134	284	
Robertson, J. ...	100	61	161	
Stonehouse, E. ...	120	19	139	
Price, — ...	87	...	87	
Muir, — ...	25	25	50	

WINKLEIGH HOLDINGS—continued.

Owner or Occupier.	Improved.	Unimproved.	Total Area.	Remarks.
	Acres.	Acres.	Acres.	
Stewart, M.	105	...	105	
Stewart, T.	50	...	50	
Stewart, A.	100	67	167	
Sizer, S.	65	...	65	
Stewart, J., Sen.	50	...	50	
Stewart, T.	50	...	50	
Stewart, J. R.	124	...	124	
Stewart, J. P. O.	220	60	280	
Smith, J. E.	40	10	50	
Smith, R. & J.	250	60	310	
McCullum, —	20	178	198	
Spottswood, —	30	...	30	
Thomas, E.	20	5	25	
Trezise, J.	10	...	10	
Jarman, R. & S. ....	...	291	291	
Wing, J. ....	...	200	200	
Westwood, T. A.	15	10	25	
Vera, P.	60	11	71	
	7387	12,093	19,480	

The foregoing figures have been compiled from personal knowledge, and are, to the best of our belief, correct.

Dated and signed, this 30th day of September, 1912. at Winkleigh.

C. KERRISON.
M. F. REILLY.
N. CAMPBELL.

APPENDIX C.

Return of Holdings in Selbourne and Rosevale Districts.

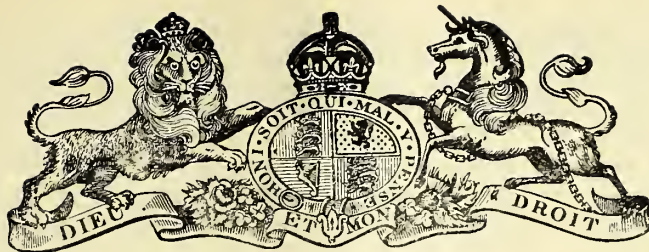
Owner or Occupier.	Area Occupied.	Cleared for Cultivation.	Capital Value.	Owner or Occupier.	Area Occupied.	Cleared for Cultivation.	Capital Value.
	Acres.	Acres.	£		Acres.	Acres.	£
Arnold, J.	50	30	110	Sydes, H.	250	100	500
Barker Bros.	50	20	50	Smith, J.	200	50	300
Blyth, W.	50	40	200	Shaw, G.	400	50	100
Drake, Wm.	1800	100	1800	Stevens, J.	560	100	600
Drake, W.	50	30	110	Olsens, —	175	50	220
Gatenby, L.	816	300	3200	Clayton, T.	316	300	1800
Gibson, R.	140	100	1000	Evans, A.	2560	150	3800
Hodgetts, H.	50	30	110	Eyles, G.	680	680	4440
Hodgetts, R.	580	200	600	Kennedy, E.	3800	200	2000
Hodgetts, C.	100	50	250	Von Bibra, W.	1000	600	4250
Hodgetts, A.	250	150	700	Kennedy, R.	400	100	240
Hendly, W.	511	200	1500	Viney Bros.	350	350	2675
Heneby, A.	107	20	130	Clayton, J.	440	100	1050
Newman, W.	50	10	50				
Russell, J.	50	20	100				
Richardson, F.	342	100	650		17,211	4630	33,919
Stewart, W.	694	300	3024				
Sydes, T.	170	100	360				

Produce from 350 acres occupied by Messrs. Viney Bros. last season at Selbourne:—

40 bacon pigs.
150 fat lambs.
£100, dairy produce.

1500 bushels oats.
1000 bushels wheat.
1000 bushels barley.
600 bushels peas.

4100 bushels.



1912.

PARLIAMENT OF TASMANIA

ENGINEER-IN-CHIEF:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£3.]

ENGINEER-IN-CHIEF: REPORT FOR 1911-12.

SIR,

I HAVE the honour to submit a report on the various works carried out by the Department during the year ending 30th June, 1912.

RAILWAYS.

Burnie-Flowerdale Railway.

The construction of this work was started under the Resident Engineer, Mr. Ross Reynolds, by departmental labour on the 16th August last year. This was decided upon after the satisfactory result of the construction of the Scottsdale-Bransholme railway directly by the Department, which shows that this difficult line was constructed under the estimated cost as submitted to parliament, the unembarrassed action of this method proving very advantageous in many minor variations from the original details proposed, which would have been found impossible under a general contract without additional claims thereon.

Exceptionally fine weather was experienced during the summer, and enabled about 450 men to be employed while the bulk of the earthworks, clearing, and culverts were in progress. The number of men has naturally been gradually reduced, until at present about 300 are employed. The wages of all men were raised 6d. per day soon after starting the works, and the prices for material generally increased very appreciably during the year. These two factors will effect the total cost to a considerable extent.

Several slight deviations in the line have been made to avoid the heaviest of the sea-protection works, which have resulted in a saving of cost of such works, although they have required about a corresponding outlay in extra earthworks, but giving much more protection from the effects of the sea.

The chief items to be completed yet are bridges (5), platelaying, and ballasting (just started); also station works and buildings from Cam station onwards. There is still a certain amount of road work, platforms, and finishing of buildings to be done up to and including Cam station.

Clearing.—Completed, with exception of one property, and all dangerous trees felled.

Earthworks.—Completed, with exception of bridge approaches; portion of cuttings to be widened between 16 and 17 miles to form Flowerdale station; cutting at 18 miles 55 chains three-fourths done; and station-yard at Allen's two-thirds done.

Culverts.—All concrete and pipe culverts finished, except putting on timber tops of cattle-creeps; all sleeper and log culverts completed, except a few sleeper culverts at occupation crossings; box culverts between sleepers not started; also one or two extra culverts in station-yards. All creeps have been put in with concrete walls.

Side Ditches.—Almost completed, but require deepening in odd places on flat country.

Road Deviations.—Three miles of road deviations completed, and have been under maintenance for some months.

Approach Roads to Stations.—All formed, except that to Flowerdale station. Metalling and foundation not started. A large quantity of stone ready for crushing is stacked, and a few hundred yards are crushed waiting for rails to be laid.

Stone Protection to Banks against Floods.—A large quantity of stone stacked at different places on line is to be run by train to embankments later on. There is a scarcity of stone on line for this purpose, and stone from cuttings has been saved for same, using soft side-cutting to fill in embankments instead.

Sea-protection.—One hundred and forty-five chains very heavy and 34 chains light sea-protection finished. This was one of the largest and most expensive items on the work. There are still, however, 32 chains of light protection to do.

Fencing.—Completed on both sides up to 10 miles; small portions done between 10 and 14 miles, where gang is at work; 11 miles of post-and-rail fencing and 12 miles of wire fencing, with 40 chains of sawn timber fencing at esplanade, erected.

Bridges.—Completed to 9 miles, where the Sea-brook Bridge is almost completed. Piles driven for bridges to 11 miles 20 chains. Piles and timber delivered at all bridge sites, except the Inglis and Flowerdale. Spans completed—20-feet, 21; 16-feet 6-inch, 7. Piles driven—for 20-feet spans, 1; for 16-feet 6-inch spans, 3. Spans to complete—16-feet 6-inch, 14; 20-feet, 31.

Telephone Line.—Completed to Wynyard station, and poles up to 13 miles. Poles are laid out to 16 miles.

Occupation Crossings.—All 12-feet gates up, except at six crossings in progress; earthworks of same and metalling or gravelling to be done when rails are laid.

Ballast.—All likely places have been trial-pitted, and a good ballast-pit discovered half a mile off the line near 15 miles 15 chains. There are other small sources of ballast, chiefly lively material, at different places on line. The ballast-pit near 15 miles 15 chains has been definitely fixed upon for bulk of supply. Line has been cleared and three-fourths formed, and ballast stripped for some chains. About 40 or 50 chains of ballast has been put on formation during reforming. Pit holds approximately 30,000 cubic yards.

Platelaying.—Curving for whole line is completed. Reforming and platelaying of one-fourth of Burnie joint station done; centre-line not yet started. Reforming for platelaying done to 3-mile peg.

Thirty thousand sleepers are in stock at Burnie, adzed ready for platelaying, and there are about 10,000 more to be obtained.

Weighbridge.—Erection of bridge nearly completed; foundations and buildings completed.

Station Buildings.—Burnie goods-shed is done; station building and platform three-fourths completed.

Coee Siding.—All platform fronts completed; also cattle yards. Cottage three-fourths completed.

Cam Station.—All buildings completed, except finishings and chimneys (in progress). Buildings, two cottages, station, and goods-shed erected.

Mt. Hicks and Wynyard.—Timber on ground for buildings.

Flowerdale and Allen's.—Portion of timber for buildings supplied.

Rolling-stock.—All has been put in good order ready for platelaying and ballasting. Six trucks have been rebuilt.

Overhead Bridge, Burnie.—Completed. The whole of the work done reflects the greatest credit upon the Resident Engineer and his capable staff.

RIVERS AND HARBOURS.

Kermantie River.—The Marine Board of Hobart contributed £150 to a like amount voted by Parliament, and have expended the total amount in dredging, which is a very great advantage to shipping generally.

Currie Harbour (Kelp Rock).—Since the preliminary work, which was started in the beginning of last year, and which was stopped by the carrying away

of the staging, &c., by the fierce gales, a complete survey has been made and plans and sections prepared, so that definite information is now available, and tenders will be invited for the removal of the rock.

Stanley Breakwater.—The washaway at the head of the breakwater has been repaired by the Department, under the supervision of Mr. J. E. Bingham, and a very substantial job has been made by adopting cement concrete reinforced with iron rails. In all, about 1200 cubic yards of concrete have been deposited in mass, and although the work has since been subject to extraordinary easterly gales, it has stood perfectly.

Further expenditure will shortly be incurred in repairing breaches in other portions of the breakwater in a similar manner. The Marine Board has contributed an amount to this work equal to one-quarter of the total cost.

Jetty, East Coast, King Island.—Complete plans, &c., have been prepared for the proposed jetty at the Sea Elephant River site, the estimated cost of the construction being £8000.

TRAMWAYS.

X River to Colebrook Sections.—During the year this tramway has been constructed, approximately along the route of existing track, but several improvements both in grades and curvature have been made. The line, which is now nearing completion, has been laid throughout with steel rails on substantial sleepers, and is well ballasted.

ROADS AND BRIDGES.

Flood Damages.—An expenditure of nearly £10,000 has been incurred in replacing a very considerable number of bridges. Every available gang was pressed into the service, and under the supervision of the various inspectors of roads, the damages were made good in the shortest possible time, and traffic restored with but little inconvenience, for which the whole of the bridge-building staff deserve the greatest commendation, they having to work exceptionally long hours, both night and day.

New Construction, &c. (Roads, Bridges, and Jetties).—The work for the year for the whole State (including King and Flinders Islands) has been carried out as follows, the summary showing the comparison with previous year:—

	1910-11.	1911-12.
New roads opened (miles) ...	251	292
New roads formed (miles) ...	247	300
New roads metalled or gravelled (miles) ...	101	212
New bridges ...	10	54
Bridges renewed ...	35	38
Bridges repaired ...	28	49
New jetties or additions ...	3	4
Jetties repaired ...	8	10

This shows a considerable increase for 1911-12 in expenditure and actual construction of works over the previous year.

The road-construction was helped materially by the votes being available for works during the summer months, and very satisfactory results have accrued therefrom.

A large percentage of road work has been done by departmental labour under Government overseers, especially in cases where tenders had not been received after contracts had been called for once or twice, or where the tenders received have appeared too high, and in these cases the work has been performed economically, and generally within the estimated cost.

The tendering has been very satisfactory on the whole both as regards the number of tenders received and the rates for the work specified; but a general increase is noted in the cost of construction over the rates ruling 12 months ago.

It has to be again pointed out for serious consideration that the local municipal funds for maintenance are totally inadequate for the upkeep of constructed roads, and the great mileage increase of construction must be met by some equivalent provision for maintenance.

The following is a list of the principal bridges and jetties constructed, renewed, or repaired during the year:—

Bridges.—Rose's Rivulet, Rubicon, Ouse, Bell's, Heemskirk, Brid, Gawler, Sandfly, Clayton's Rivulet, Camp Creek, Scott's Rivulet, Forester River, Castle Forbes Bay, Wellington Rivulet, Saltwater River, Parrott's, Little Forester, Longley, Wey, Crystal Creek, Lisle Creek, Walter's (at Wattle Grove), Mountain River, Gardner's Bay, Bender's Mill, Tasman Peninsula, Pig-run Creek, Cradoc, Nicholls' Rivulet (Geeveston), Dasher River, Hohne's (Geeveston), Red Water Creek; Thomas River, Little Swanport, Jericho, Lester's, Woodbury, Dee, Kermandie, Penguin Main-road, Mersey River, Gardner's Lagoon, Dorset River, Henty River, Duck River, Hebe River, Black River (at Tabor's), St. Patrick's River, Bridgewater, Tarroona Creek (King Island), Upper Blythe (West Pine-road), Bevan's (on road, Rhynaston to Colebrook), Charlton-street (Lovett), Kermandie River (near F. Hill's), Penguin, St. Helens, St. George's River, Pyengana, Caroline Creek, Ellis and Brown's (Lowana), Smith's (Piper River), Adventure Bay, Blacksmith's Creek, Latrobe, Boundary Creek, Huonville, Hellyer River, Palooa, Victoria (Devonport), Sorell Creek, Don, Brighton, Orford, Clyde, Plenty (Maurice River), Sorell, Great Forester, Styx River, Lagoon River, Glen Esk, Franklin Suspension, Duck River, Smithton, Holland's (Agnes Rivulet), Meander River, Hobbler's, New Norfolk, and Detention.

Jetties.—Dodge's Ferry, Harrison's (Cradoc), Middle Island, Lovett, Adventure Bay, Eaglehawk Neck, Koonya, and Southport.

TRACKS.

A very large number of new tracks have been marked out, reported on, and constructed during the year, and a considerable number have been repaired, bridges built, and wire-cage crossings provided. The principal works under this heading being on the

West Coast, have been of immense value to prospectors and miners, whilst these and tracks in other districts have afforded access to hitherto inaccessible Crown lands of good quality.

The principal tracks completed or being dealt with are:—Stirling Valley, towards Rosebery; Renison Bell to Pieman and Huskisson cages; Trial-road to Sweeney's sections; Heazlewood to Stanley tinfields; Williamsford-road to Mt. Read track; Pieman-Stanley track; to Trial-road, McIvor's, and others; Strahan to Queenstown (cattle track); Mt. Read to Queenstown; Balfour to first exploration camp; Zeehan-Queenstown track to Sisters' Range; Zeehan-Queenstown track; North Mt. Lyell railway to Frenchman's Cap country; Osmiridium Field, Savage River district; and Corinna-road to Tinto Mine.

DRAINAGE OF SWAMP LANDS.

North-Western District.—The general schemes originally provided have proved to be inadequate for the extensive areas to be dealt with, and further surveys have been completed and levels taken, with a view to comprehensive extensions of the present work to meet requirements.

Generally.—Several small works have been successfully carried out in various districts, including King and Flinders Islands, the expenditure being met out of Crown lands funds.

BUILDINGS.

The report of the Inspector of Public Buildings is attached, and shows the large amount of work executed by this branch of the Department.

LOANS TO PUBLIC BODIES.

A large number of works submitted for the approval of His Excellency the Governor in Council have been carefully examined and reported upon in terms of the various Acts under which the loans were applied for.

POUND FOR POUND VOTE.

Under this vote the Government expended as nearly as possible £1000 in small amounts, against which like amounts were provided locally, and the expenditure has been fully warranted in assisting deserving cases where the settlers were willing to assist, and have done so.

GENERAL.

The expenditure under all headings amounted to £355,132 13s. 3d., as follows:—

Amounts Expended on Public Works for the Year ended 30th June, 1912.

	Charged to Revenue.			Charged to Loans.			Charged to Crown Lands Funds.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Roads and streets	13,023	4	10	129,589	5	7	21,923	6	6 ^a	164,535	16	11
Tracks	151	1	7	5647	16	4	...	...	...	5798	17	11
Bridges	3045	6	1	15,966	6	9	...	...	...	19,011	12	10
Jetties ..	539	8	7	3644	9	8	...	...	...	4183	18	3
Harbour works	1413	19	11	2841	19	5	...	...	...	4255	19	4
Buildings and furniture	9638	4	9	22,533	11	11 ^c	...	...	...	32,171	16	8
Public reserves	350	0	0	...	...	...	...	...	...	350	0	0
Ferries	490	0	0	...	...	...	...	...	...	490	0	0
Railways and railway surveys .....	...	...	...	103,290	7	9 ^b	...	...	...	103,290	7	9
Tramways .....	...	...	...	1913	14	5	...	...	...	1913	14	5
Miscellaneous	709	0	7	18,421	8	7	...	...	...	19,130	9	2
Totals	29,360	6	4	303,849	0	5	21,923	6	6	355,132	13	3

^a The Crown lands expenditure includes roads, streets, tracks, jetties, and drainage works.

^b The railway expenditure includes additions to open lines to amount of £29,248 19s. 1d., carried out under the direction of the Commissioner.

In addition to above, an expenditure of £9392 1s. was incurred on behalf of the Commonwealth.

STAFF.

It gives me much pleasure to have this opportunity of stating that the staff, which is too limited for the demands made upon it, has carried out work in excess of any previous year most satisfactorily; and that the conduct of the officers generally has been excellent.

In conclusion, I have personally to thank the whole of the staff for the willing and intelligent assistance which has been given me in carrying out the duties of my office.

I have the honour to be,

Sir,

Your obedient Servant,

JOHN M. McCORMICK,
Engineer-in-Chief.

The Hon. the Minister of Lands and Works.

REPORT OF THE INSPECTOR OF PUBLIC BUILDINGS.

SIR,

I have the honour to submit herewith my report for the year ending 30th June, 1912.

During the period mentioned 184 contracts have been entered into, and mostly carried out, for the Commonwealth and State, the total cost being £41,563, the work for the former amounting to £9392, for which £667 has been received by the Department for commission for supervision, &c. A large amount of work has also been executed by day labour at various buildings, &c.

The principal works carried out during the past year are as follows:—

BURNIE RAILWAY-STATION.

Plans and specifications were prepared and contracts entered into for the erection of new brick building near the breakwater for a joint railway-station. Every convenience is provided both for the officials and public. The building is nearly completed, and will be ready for occupation in September.

HOSPITAL FOR INSANE, NEW NORFOLK.

The new building for nurses' home mentioned in my last report is now nearing completion, and will be ready for occupation in about two months' time.

Repairs to various portions of the buildings have been carried out.

A new 10-ton "Fairbank's" weighbridge is now being fitted up; also a new Babcock and Wilcox boiler is being installed. This was very necessary as a standby in case of a mishap, also to provide an additional supply of steam, as the whole of the laundry work, kitchen "steam-cooking," and electric lighting now depend entirely on the boilers.

A contract has been entered into for a supply of iron pipes to replace the old water-pipes, which are very much corroded and interfere with the water-supply. These will be laid during the coming months.

SCHOOL BUILDINGS.

Extensive repairs, alterations, and additions have been carried out to a large number of schools and residences throughout the State. New school for infants has been erected at Invermay; also a remodelling of the main building, West Devonport. At Latrobe the remodelling of old school has been completed. New schools have been erected (or are

just about completed) at Tunnel Bay, Nile, Alberton, Forester, Orierton, Ellerton (Blythe River), Tun-nack, Glengarry, Bridgenorth, Beauty Point, Renison Bell, Holwell, Glengarry East, and Collins Cap.

Additions and alterations have been carried out at the following schools and residences:—Zeehan West, Glenorchy, Ridgley, Magnet, Bream Creek, Evandale, West Kentish, Waratah, Strahan, Rosebery, &c.

In addition contracts have been carried out for repairs and alterations to 80 other school buildings.

BATTERY POINT SCHOOL.

Plans and specifications were prepared and tenders invited for additions to and remodelling this school. The tenders were exorbitant, and I could not recommend them. It has now been decided by the Education Department to erect a new school in Albuerastreet (part of the Barracks Reserve), plans for which are now being prepared on the lines of the new school in Elizabeth-street.

DEVON HOSPITAL.

Plans were prepared and a tender accepted for the erection of a new block for infectious diseases; also new laundry, operating theatre, &c., which will cost about £3000. The work has been started, and will take about nine months to carry out. When completed, this will be one of the most complete hospitals, both as regards architecture and equipment, in the State outside of Hobart and Launceston.

TECHNICAL SCHOOL, QUEENSTOWN.

A contract was let for the erection of this building, which is now nearing completion.

HOME FOR INVALIDS, LAUNCESTON.

Plans were prepared and contract entered into for this building, which provides accommodation for invalids, besides quarters for matron, nurse, &c. The work is well advanced, and will be completed about October.

CONNECTION WITH METROPOLITAN DRAINAGE IN HOBART.

Nearly all the Government buildings and schools have now been connected with the above. Only a few on the low level remain, notably the parliamentary buildings (for which tenders have been received), ordnance stores (jointly with Commonwealth), also customs and bonding warehouse.

INFECTIOUS DISEASES HOSPITAL, HOBART.

After considerable trouble and delay, plans have been completed, and tenders will be shortly invited for erection of this building.

POLICE BOAT FOR BASS STRAITS.

The new auxiliary motor-boat has been completed and handed over to the Police Department. Considerable trouble and delay was caused by the contractor, and it was with the greatest difficulty that the boat was completed. It has since arrived at its destination, and proved to be a good sea-boat, not, however, without mishap; but this can be put right at trifling expense.

DOMAIN SHIPYARD.

Repairs and renovations were carried out at the Domain shipyard; the engine and hauling gear repaired and put in good order; new jetty erected; and a large portion of the slip relaid, which is now in good order for ordinary steamers and small sailing vessels.

POLICE BUILDINGS AND COURTHOUSES.

The courthouse at Lovett has been completed, and new ones erected at Kingston and White Mark (Flinders Island); repairs and additions have been effected to the courthouses at Gormanston, Scottsdale, Queenstown, Zeehan, and Ulverstone; and repairs have also been carried out at a large number of police buildings.

GENERAL.

During the year, in Hobart, Launceston, and other centres, a large amount of work has been completed, including the erection of detention-house at Launceston Hospital, roofing and painting Cook's Chambers, repairs Pontville post-office, sewerage connection, Public Buildings, Davey-street, painting Nurses' Home, additions to Zeehan and Dundas Hospital, and painting Queenstown and Zeehan Hospitals.

COMMONWEALTH BUILDINGS AND WORKS.

A new post-office has been erected at Wynyard, and is now ready for occupation. Additions and alterations have been made to the post-offices at Beaconsfield, Burnie, Zeehan, Oatlands, Stanley, Gormanston, Queenstown, and Cressy.

Extensive works are being carried out at the military barracks, including the erection of depot for Army and Medical corps and addition of new wing. A new naval drill-hall has been commenced in

the Domain, and at Fort Alexandra a cottage is being erected for the Artificer; also the electric light emplacements and directing station are nearing completion.

At Queenstown and Beaconsfield a new rifle-range is being constructed, whilst those at Evandale, Burnie, East Devonport, Ross, Campbell Town, and Oatlands have been completed.

A considerable amount of work is in contemplation, and plans are now in preparation for large works throughout the State, and tenders will be invited as soon as plans are completed.

A large amount of work has been carried out by day labour at Sandy Bay rifle-range.

STAFF.

The whole staff has been kept very busy during the past year, and I consider that, taking into consideration the nature and volume of work performed, it has done well to get through so much as it has done.

I have the honour to be,

Sir,

Your obedient Servant,

JOHN G. SHIELD,
Inspector of Public Buildings.

The Engineer-in-Chief.



TASMANIA

REPORT

ON THE

FRIENDLY SOCIETIES OF TASMANIA

FOR YEAR 1911

BY

R. M. JOHNSTON, GOVERNMENT STATISTICIAN

Presented to both Houses of Parliament by His Excellency's Command.

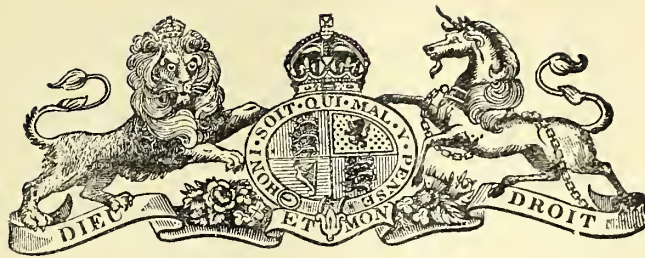


Tasmania:

JOHN VAIL, GOVERNMENT PRINTER, HOBART.

1912





1912.

PARLIAMENT OF TASMANIA.

FRIENDLY SOCIETIES:

REPORT OF THE STATISTICIAN FOR THE YEAR 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£9 16s.]

FRIENDLY SOCIETIES: REPORT OF THE STATISTICIAN FOR THE YEAR 1911.

General Register Office,
Hobart, 7th October, 1912.

SIR,

IN accordance with the provisions of "The Friendly Societies Act, 1888," I have the honour to furnish the following report with respect to the year 1911:—

MODEL FORMS OF ACCOUNTS AND CIRCULATION OF INFORMATION.

The usual tables disclosing the operations and state of the finances of each district and branch society

which furnished returns to this office for the previous year were duly published and distributed on application.

The usual difficulties with some societies still continue as regards the lack of promptitude in forwarding returns. I am glad to say, however, that over 170 adults' societies have furnished complete statements for the current year, all of which have been carefully examined and corrected where necessary.

The following is a summary of the more important particulars relating to membership, experience, and finances of the friendly societies, as a whole, for the year 1911:—

Friendly Societies, Year 1911.

Heading.	Particulars.	
Number of Registered Friendly Societies at end of Year	11	
Total Number of Branches.....	180	
Number of Benefit Members	21,708	
Number of Honorary Members	558	
Average Number of Benefit Members during Year	a	
Number of Registered Wives at end of Year	10,731	
Average Number of Registered Wives during Year	a	
Number of Members who received Sick Pay during Year	4161	
Number of Weeks for which Sick Pay was allowed	24,593	(Per Member* 1·133 weeks)
Number of Deaths of Benefit Members	159	
Number of Deaths of Registered Wives	a	

* Per benefit member. a Not stated.

Friendly Societies, Year 1911—continued.

Heading.	Particulars.		
	Amount.	Per Member.*	Per Case.
Revenue for Year—	£	£ s. d.	£ s. d.
Entrance Fees (Initiation and Clearance Fees, &c.)	931	0 0 10	...
Members' Contributions {	53,994	2 9 9	...
Levies			
Fees for Registration of Wives	a	...	...
Interest, Dividends, and Rents	6788	0 6 3	...
All other Income	11,790	0 10 11	...
Total.....£	73,503 (net)	3 7 9	...
Expenditure for Year—			
Sick Pay.....	19,821	0 18 3	...
Medical Attendance and Medicine.....	18,210	0 16 9	4 15 3
Sums payable at death—			
Members { Funeral Donations	9950	0 9 2	62 11 7
Members' Wives {			
Administration	10,739	0 9 11	...
All other.....	5620	0 5 4	...
Total.....£	64,540 (net)	2 19 5	...
Funds at end of Year—			
Invested	195,465	9 0 0	...
Uninvested.....	11,825	0 11 0	...
Total.....£	207,290	9 11 0	...

* Per Benefit Member. a Not stated.

EXTENT OF PROGRESS OF FRIENDLY SOCIETIES' WORK ACCOMPLISHED DURING THE EIGHTEEN YEARS 1892 TO 1910 INCLUSIVE.

The rapid progress, and extent of the good work accomplished within the last 20 years may be more fully realised by a study of the following tabular abstracts, specially prepared for this purpose:—

Membership.

	Year 1892.	Year 1895.	Year 1900.	Year 1905.	Year 1910.	Year 1911.
Financial members . . . No.	9696	9368	12,636	15,812	19,293	20,213
Societies and branches. No.	107	118	136	161	184	187

Net Revenue and Net Expenditure.

	During Year 1892.	During Year 1895.	During Year 1900.	During Year 1905.	During Year 1910.	During Year 1911.
	£	£	£	£	£	£
Net revenue	32,298	31,701	42,117	54,893	70,166	73,503
Net expenditure—						
Medical expenses.....	8890	8727	10,883	14,727	18,420	18,210
Sick pay	7869	8463	10,020	14,941	18,065	19,821
Funeral benefits	3172	2705	3191	4304	9397	9950
Other benefits	3914	4246	5343	4339	4882	5820
Management	4633	3622	5225	7017	9618	10,739
Total net expenditure...	28,478	27,763	34,662	45,328	60,882	64,540

Capital Funds.

	£	£	£	£	£	£
Funds at end of year—						
Invested	65,732	81,074	100,180	135,342	185,023	195,465
Uninvested	8157	4339	8804	8235	13,055	11,825
Total	73,889	85,413	108,984	143,577	198,079	207,290

Net Revenue and Net Expenditure.

	During Period—					
	Four Years 1892-95.	Five Years 1896-1900.	Five Years 1901-05.	Five Years 1905-10.	One Year 1911.	Twenty Years 1892-1911.
	£	£	£	£	£	£
Net revenue	128,418	187,380	250,218	315,362	73,503	954,781
Net expenditure—						
Medical expenses.....	34,881	50,387	69,543	83,086	18,210	256,107
Sick pay	34,402	50,267	66,231	84,432	19,821	255,153
Funeral benefits	12,796	17,155	24,057	34,206	9,950	98,164
Other benefits	17,216	22,944	23,116	26,087	5,820	95,183
Management	16,527	23,223	31,796	40,993	10,739	123,278
Total net expenditure ..	115,822	163,976	214,743	268,804	64,540	827,885
Balance (surplus)	12,596	23,404	35,475	46,558	8,963	126,896

Net Revenue and Net Expenditure.

Per Financial Member per Year.

	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Net revenue	3 8 9	3 6 9	3 7 9	3 10 4	3 12 9	3 8 10
Net expenditure—						
Medical Expenses	0 18 8	0 17 11	0 18 10	0 18 6	0 18 0	0 18 6
Sick pay	0 18 5	0 17 11	0 17 11	0 18 10	0 19 7	0 18 5
Funeral benefits	0 6 10	0 6 1	0 6 6	0 7 8	0 9 10	0 7 1
Other Benefits	0 9 3	0 8 2	0 6 3	0 5 10	0 5 9	0 6 10
Management.....	0 8 10	0 8 4	0 8 7	0 9 2	0 10 8	0 8 10
Total net expenditure ...	3 2 0	2 18 5	2 18 1	3 0 0	3 3 10	2 19 8
Balance (surplus)	0 6 9	0 8 4	0 9 8	0 10 4	0 8 11	0 9 2

Per Cent. to Total Net Expenditure.

	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Net revenue	110·88	114·27	116·52	117·32	113·89	115·34
Net expenditure—						
Medical expenses	30·12	30·73	32·38	30·91	28·22	30·94
Sick pay	29·70	30·66	30·85	31·41	30·72	30·81
Funeral benefits	11·05	10·46	11·20	12·73	15·42	11·86
Other benefits	14·86	13·99	10·77	9·70	9·02	11·50
Management.....	14·27	14·16	14·80	15·25	16·64	14·89
Total net expenditure ...	100·00	100·00	100·00	100·00	100·00	100·00
Balance (surplus)	10·88	14·27	16·52	17·32	13·89	15·34

Sick and Funeral Experience during Twenty Years 1892-1911.

During Period—	Financial Members.	Pay for Sickness.		Funeral Levies.	
		No. of		No. of Cases.	Amount.
		Cases.	Days.		
	No.				£ s. d.
4 Years, 1892-95 (inclusive).....	37,346	6823	316,528	349	12,796 0 0
5 " 1896-1900	56,161	10,721	455,698	513	17,153 0 0
" 1901-1905	73,873	14,640	575,977	613	24,057 0 0
" 1906-1910	89,819	19,401	748,847	689	34,206 0 0
1 Year, 1911.....	20,213	4161	172,151	159	9,950 0 0
20 Years, 1892-1911 (inclusive) ...	277,412	55,746	2,269,201	2323	98,164 0 0

Average per Financial Member.

(Per Year.)

			£ s. d.	(Per 1000.)	£ s. d.
4 Years, 1892-95 (inclusive).....	0·182	8·47	0 18 5	9·34	0 6 10
5 " 1896-1900.....	0·191	8·11	0 17 11	9·13	0 6 1
" 1901-1905.....	0·198	7·80	0 17 11	8·30	0 6 6
" 1906-1910.....	0·216	8·34	0 18 10	7·67	0 7 8
1 Year, 1911.....	0·206	8·51	0 19 7	7·86	0 9 10
20 Years, 1892-1911 (inclusive).....	0·201	8·18	0 18 5	8·37	0 7 1

Average per Case per Year.

			£ s. d.		£ s. d.
4 Years, 1892-1895 (inclusive).....	1	46·39	5 0 10	...	36 13 4
5 " 1896-1900.....	1	42·51	4 13 10	...	33 8 10
" 1901-1905.....	1	39·34	4·10 6	...	39 4 10
" 1906-1910.....	1	38·60	4 7 1	...	49 12 11*
1 Year, 1911.....	1	41·37	4 15 3	...	62 11 7*
20 Years, 1892-1911 (inclusive).....	1	40·71	4 11 6	...	42 5 2

* Increase in these periods largely caused by unusual special levies in some of the Societies.

REPORT OF THE ACTUARY (MR. BARRY) ON THE VALUATION OF THE FRIENDLY SOCIETIES IN TASMANIA AS AT THE 31st DECEMBER, 1909.

In February last Mr. Barry (Actuary for Tasmanian Friendly Societies) furnished his special report on their present financial condition.

Mr. Barry's report and valuation, together with my own observations thereon, were published and distributed among the various Tasmanian friendly societies on the 12th June, 1912.

Mr. Barry's report, accompanied by voluminous tabular analyses relating to 13 principal districts and 162 district lodges, is most valuable, and embodies the results of a vast amount of painstaking investigation.

The following is a tabular abstract of the more important figures relating to Mr. Barry's valuation of the principal branches as at the 31st December, 1909:—

FRIENDLY SOCIETIES.

TABULAR SUMMARY OF MR. BARRY'S VALUATION OF THE TASMANIAN SOCIETIES AS AT 31ST DECEMBER, 1909, SHOWING SICK AND FUNERAL FUNDS SEPARATELY WHERE SPECIFICALLY DEFINED.

District Branch.	No. of Sub Lodges.	No. of—		Sick Funds where Specifically Defined.						Funeral Funds where Specifically Defined.						Sick and Funeral Funds not Specifically Defined.						All Funds.						
				Members.			Wives.			Assets.			Liabilities.			Surplus.			Deficiency.							Ratio of Liabilities per £1 of Assets.		
		Members.	Wives.	Assets.	Liabilities.	Surplus.	Deficiency.	Ratio of Liabilities per £1 of Assets.	Assets.	Liabilities.	Surplus.	Deficiency.	Ratio of Liabilities per £1 of Assets.	Assets.	Liabilities.	Surplus.	Deficiency.	Ratio of Liabilities per £1 of Assets.	Assets.	Liabilities.	Surplus.	Deficiency.	Ratio of Liabilities per £1 of Assets.					
M.U.I.O.O.F.—Hobart	5	931	614	41,027	25,684	..	15,343	12 6	23,440	13,252	..	10,188	11 4	..	..	..	96,521	59,939	..	36,582	12 5	64,467	38,936	..	25,531	12 1
" Buckingham	9	1578	900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	36,582	12 5
" Cornwall	26	M. 3242 F. 120	1777	150,461	85,851	..	64,610	11 5	64,968	38,840	..	26,128	11 11	..	..	..	..	..	..	..	..	215,429	124,691	..	90,738	11 7
I.O.O.F.—Grand Lodge of Tasmania	17	..	1359	79,581	45,173	..	34,408	11 4	34,935	30,818	..	4117	17 8	..	..	..	..	..	..	..	..	114,516	75,991	..	38,525	13 3
I.O.R.—Southern Cross	11	M. 443 H.B. 17 F. 70	116	23,062	15,187	..	7875	13 2	9053	3739	..	5314	8 3	..	..	..	..	..	..	..	..	32,115	18,926	..	13,189	11 10
" Tasmania.....	18	M. 1030 H.B. 4 F. 86	539	38,076	30,865	..	7211	16 3	19,511	19,085	..	426	19 7	..	..	..	..	..	..	..	..	57,587	49,950	..	7637	17 4
A.O.F.—Tasmania— " Departmental Courts	11	M. 1999 F. 170	1270	40,528	23,856	..	16,672	11 10	12,909	7739	..	5170	12 0	..	..	..	45,765	28,285	..	17,480	12 4	103,492	62,733	..	40,759	12 1
" Florence Nightingale	30	M. 3771 H.B. 1	1786	..	..	..	..	..	..	..	..	..	..	..	..	..	4290	2853	..	1437	13 4	..	..	..	..	..
U.A.O.D.—Grand Lodge of Tasmania	5	M. 406 F. 38	240	127,278	100,666	..	26,612	15 10	42,328	28,738	..	13,590	13 6	..	..	..	..	..	..	..	..	169,606	129,404	..	40,202	15 3
" Grand Lodge of Victoria	11	M. 792 H.B. 2 F. 99	392	13,194	14,784	1590	..	22 5	..	..	..	..	..	..	..	..	45,243	26,776	..	18,467	11 10	45,243	26,776	..	18,467	11 10
P.A.F.S.—Tasmania.....	7	M. 354 F. 67	185	14,677	11,330	..	3347	15 5	3967	2622	..	1345	13 3	..	..	..	..	..	..	..	..	18,644	13,952	..	4692	15 0
H.A.C.B.S.—Tasmania	11	M. 572 F. 49	209	17,954	18,087	133	..	20 2	5229	5636	407	..	21 7	..	..	..	..	..	..	..	..	23,183	23,723	540	..	20 6
A.N.A.—Hobart	1	..	26	1523	1681	158	..	23 6	..	..	..	..	..	..	..	..	..	..	..	..	..	1523	1681	158	..	23 6
I.N.F.	162	M. 17,268 H.B. 24 F. 650	9413	547,361	373,164	..	174,197	..	216,340	150,469	..	65,871	131,819	117,853	..	73,966	..	955,520	641,486	955,520	641,486	..	314,034	13 5
The Whole of the Societies as at 31st December, 1909																												

M. indicates Male; F. indicates Female; H.B. indicates Half-benefit.

OBSERVATIONS REGARDING MR. BARRY'S INVESTIGATION INTO THE
STATE OF THE FRIENDLY SOCIETIES OF TASMANIA.

It is much to be regretted that Mr. Barry's estimates of present values of the societies' assets and liabilities should, on the whole, disclose an aggregate deficiency of £314,034, equivalent to a shortage of 6s. 7d. in the pound. With three exceptions it appears that the range of shortage of assets of all kinds, in relation to liabilities, varies, with different societies from 2s. 8d. to 8s. 5d. in the pound. It is of interest to note—quite apart from the differences in the aggregate—that the reported deficiency at the present time is closely paralleled in the financial conditions of these societies as valued by the late Mr. Owen, Actuary for Friendly Societies, Victoria, in the year 1886. Mr. Owen's valuation at the time was based on statistics relating to the year 1884, and his conclusions were very closely in agreement with those of Mr. Barry relating to the present time (year 1909). Mr. Owen, in his earlier report, of 1886, found “. . . . that the scale of periodical payments adopted by the various societies is too low to secure the objects for which liabilities are incurred; that the rates of entrance fee, graduated in respect of age, are, in many cases, either imperfectly appropriated or unsatisfactory in their determination, and that the present value of all possible assets is at least from 11·2 to 36·2 per cent. below the estimated value of liabilities.” In the same report Mr. Owen stated that the range of shortage of assets of all kinds, in relation to liabilities, varied, with different societies, from 2s. 3d. to 7s. 3d. in the pound, with an average of 5s. 10d. over all.

ASSESSMENTISM AND LIMITATION OF FUNERAL
BENEFITS.

Mr. Barry in his report dwells at length on the dangers of friendly societies carrying on life assurance operations, and gives many reasons for the purpose of showing that all such societies are wholly unfitted for conducting such business.

Mr. Barry is also decidedly of opinion that no funeral benefit should exceed the limit of £20, as now adopted and fixed by law in Victoria, and he therefore recommends that the Tasmanian Act should be amended to prohibit societies from carrying on life assurance operations. He further deprecates the practice of certain societies in Tasmania of imposing a levy on the death of a member. I am personally in accord with Mr. Barry in his view that “the result of the adoption of such a plan as imposing a levy on death of a member in order to secure a sum of, say, £100, would be that, as members grew older, frequent calls would be made; the society would become unpopular; and retirements would be frequent.” And further, he justly remarks, that “. . . Levies made, exacting a uniform contribution from each member, irrespective of age, to provide a sum at death, is wholly wrong, inequitable, and unjust to younger members who have to bear the burthen.” Similar advice was given by the late Mr. Owen, in his report of the year 1886, already referred to. Thus at page 28 Mr. Owen observes:—“I recommend the societies to revise their rates of contributions and benefits, to abolish assurances, and content themselves with providing for the payment of sums at death sufficient to defray the cost of interments only.”

THE NOBLE WORK ACCOMPLISHED BY THE FRIENDLY
SOCIETIES DURING THE LAST EIGHTEEN YEARS.

Whatever, in the future, may be the financial condition of the various societies which have been sub-

jected to a thorough actuarial investigation by Mr. Barry, the nature of the defects disclosed by him should not be allowed to overshadow the vast amount of splendid work accomplished by the various societies during the past. Nor should we overlook their financial elasticity and their latent recuperative power where defects are discovered in time to be remedied. In this aspect of the case I may be allowed to repeat observations made by myself in my introductory report on friendly societies' financial condition in the year 1884. Thus (at page 8) “There is no reason, however, for extreme alarm at such deficiencies, nor for forming very adverse conclusions; for an able authority* has stated:—It would be strange if it were otherwise, when . . . scientific tests are applied to contracts that have been in operation without a scientific basis for a long series of years. It must be borne in mind, however, that there is nothing more elastic than the contract made by a friendly society with its members—no error more easy of remedy, if found out in time, than one existing in the original terms of such a contract. Hence the words ‘insolvency,’ ‘rottenness,’ and the like, which we sometimes hear freely used as describing the general condition of friendly societies, are utterly out of place.” The same authority continues “. . . Of friendly societies in general it may be said that, as there are no associations the benefits of which are more important to their members, so there are none that are managed with greater rectitude, and few with equal success.”

THE MOST IMPORTANT FUNCTIONAL IDEAL OF
FRIENDLY SOCIETIES.

The most important functional ideal of friendly societies is to aim to insure, as far as practicable throughout the life of each member, the necessary medical attendance and medicines, and a reasonable provision for sustenance (or sick pay) during the whole term of sickness. Unfortunately, however, with our existing social conditions, it would be too great a tax upon the income of the great body of wage-earners to make effective provision for securing such benefits throughout life.

Undoubtedly it is the knowledge of this difficulty, gained by long and often bitter experience, which has led most of the societies to set, not only a definite limit to the period for which sick pay may be allowed, but also to reduce the initial maximum rate for the first term of continuous sickness, when prolonged beyond a given period, fixed by rule.

The usual sick benefit provision is limited as follows:—

- First six months' sickness—£1 per week.
- Second six months' sickness—10s. per week.
- All succeeding sickness—5s. per week.

But even when benefits are so limited, the necessary contribution required to effectively meet the whole of the sickness contingencies of life is beyond the financial ability of the majority of workers, especially so as the declining stage of old age is approached.

It is mainly on this account that Mr. Trivett, the accomplished actuary and Government Statistician of New South Wales, so strongly advocated the adop-

* “The Relations of the State to Thrift.” (Journal of Statistical Society, March, 1885), W. Bradbrook, F.S.A., F.R.S.L.

tion of a scheme of State subvention in respect of the period of sickness after 12 months from the commencement of each case of continuous sickness.

Mr. Trivett's able exposition of this important subject was delivered in the form of "An Address" to the Friendly Societies' Association of New South Wales in the year 1907.

In the following paragraph of Mr. Trivett's address (since published in pamphlet form) he forcibly exposes the "blot" in the existing scheme of sick provision of friendly societies generally. Thus, Mr. Trivett observes, "The great evidence (silent, but readily discernible when we sift our subject) provided in the very large numbers of members, thoroughly deserving, and good in every respect but that of wealth, who in their old age are forced to relinquish their membership through sheer inability to keep their names 'good on the books.'

"Statistics clearly show that these persons cannot maintain their status as financial members in their old age, but are obliged to relinquish their membership, and to part with one great hope, at least they always had in view, viz., to supply their own funeral expenses at the end of life. Thus, we find that while the males, 65 and upwards, in the general population of New South Wales comprise 7½ per cent. of all male adults, there are only 2½ per cent. of the friendly society adult membership within the same old-age limit."

Mr. Trivet significantly concludes, "This comparison shows that if the old members of friendly societies had continued their membership they should be practically three times as numerous as at present."

Sheer inability to maintain status as financial members in old age is also so clearly shown by the statistics of Tasmanian experience. Thus, although in the population of Tasmania the adult males, 65 and over, represent as much as 7.55 per cent. of total adult males, there were in the experience of the friendly societies of Tasmania only 1.94 per cent. of adult membership within the same age limits in the year 1910.

Now that all helpless, aged, and infirm persons, 65 years and over, are rightfully secured by the Commonwealth in a pension of double the value of the provision made for chronic cases of sickness by friendly societies, for the helpless, aged, and infirm members, it might be practically regarded as a State subvention, supplementing the friendly societies' sick pay provision, for all ages under 65. This scheme, if approved of and generally adopted, would free the societies from the difficulties attendant upon effectively establishing sinking funds to meet the very much higher rates of sickness of aged members, 65 and over. Indeed, the Sick Fund could afterwards be dealt with finally in each year in the same way as the Medical Attendance and Medicine Fund.

The periodic and troublesome actuarial valuation as to the financial condition of societies would thereafter be confined to the lesser Funeral Fund alone.

ACTUARY'S ESTIMATED DEFICIENCY.

To those who are not familiar with actuarial science it may seem strange that, although in the past the net income has exceeded the net expenditure in each year, yet it has been disclosed by Mr. Barry's skilled investigations, notwithstanding, that the present value of the various societies' future liabilities exceed their present and future assets by as much as £314,034; equal to a deficiency of £17 10s. 6d. per financial member.

But although a society may have accumulated, year by year, considerable funds, it is not necessarily a proof of the soundness of a society's financial condition, for truly (as Mr. Barry observes), "The solvency of a society depends, not upon its accumulated funds, but whether such funds, together with the future contributions of members, are sufficient to pay the benefits which the members are pledged to receive." This caution is specially applicable to any society whose composition of age-groups is such as to show a greater preponderance of its members at the younger age-groups than is to be found in a normal, or standard population.

DIFFICULTIES OF THE VALUATOR.

To determine, with any approach to accuracy, the present financial condition of any friendly society of the ordinary type involves many calculations, and, even to the skilled actuary, there are problems to be solved, and qualifications to be allowed for, in the application of certain laws to new or imperfectly known conditions, that tax his skill to the utmost.

If the duration of life and of membership, the standards of health, and the rates of mortality, at each year of life, remained constant in future years—in complete accord with carefully compiled tables embodying past experience of such matters—the skilled actuary would have little difficulty in determining with the greatest accuracy the present financial condition of any friendly society which may have entered into obligations to its members in the future. But the following references show unmistakably that such constancy cannot be relied upon, or if so, not without much qualification.

CHANGES AND VARIABILITY IN RATES OF MORTALITY AND IN STANDARDS OF HEALTH.

During the last 30 years (owing greatly to improved knowledge of surgical, medical, and sanitary science) injuries and subjection to particular diseases have been much reduced; and health conditions of dwellings, workshops, and mines have been marvellously improved in nearly all civilised countries.

To such causes, also, must be ascribed the wonderful fall in the death rate in England, and in the various States of the Australian Commonwealth, as shown in the following examples selected for purposes of illustration:—

Examples of a Gradually Declining Death Rate.

Average Death Rate per 1000 per annum:

	Five Years. 1881-1885. (a)	Five Years. 1896-1900. (a)	Year. 1909. (a)	Years. 1900-1902. (b)
England and Wales . . .	19.4	17.7	14.5	17.16
German Empire	25.3	21.2	18.1	19.52
The Netherlands	21.4	17.2	13.7	15.40
Sweden	17.5	16.1	13.7	13.88
Denmark . . .	18.4	16.4	13.1	13.63
Norway . . .	17.2	15.6	13.5	..
N. S. Wales . .	15.7	11.9	9.6	13.10
Victoria . .	14.7	13.7	11.2	13.08
Queensland . .	19.2	13.0	9.7	13.29
S. Australia . .	14.7	12.0	9.3	11.73
W. Australia . .	17.1	15.1	9.9	15.83
Tasmania . . .	16.0	12.4	10.0	11.44

(a) Indicates crude death rates. (b) Indicates that the rate has been corrected for differences in age-composition.

There are scarcely two countries alike in their crude death rates, yet notwithstanding this it is undoubted that, relative to each particular State, there has been a decline since 1881 of a most remarkable nature, common to them all. Although in some cases the different composition of the population, in the proportions of the principal age-groups, may make some slight modifications, the effect upon the whole does not materially disturb the general conclusion arrived at. This is sufficiently confirmed by reference to the last column, which has been corrected for differences in age-composition.

FURTHER PROOF THAT THE REMARKABLE DECLINE IN THE DEATH RATE IS ALMOST ENTIRELY DUE TO LOWERED DEATH RATE AT EACH AGE-GROUP, AND NOT MERELY TO THE DIFFERENT LOADING OF THE SEVERAL AGE-GROUPS.

Deaths and Death Rate per 1000 Persons per Annum of the Population of 17 Years of Age, and over.

(Actual average per annum of decade 1901-1910.)

Age-group.	Population.		Deaths.	Death Rate per 1000.
	No.	Per cent.	No.	
17-20.....	11,426	10·28	46	4·03
21-30.....	32,405	29·17	139	4·30
31-40.....	23,450	21·10	133	5·68
41-50....	19,300	11·36	148	7·67
51-60.....	13,156	11·84	157	11·95
61-65....	3883	3·49	92	23·74
65 and over	7530	6·76	592	78·60
17 and over	111,150	100·00	1207	11·77

Illustration how the Foregoing Population would be affected if subjected to the Average Death Rate at each Age-group as existed in the Decade 1882-91.

Age-group.	Population, 1910.		Death Rate of Age-group (1882-91).	Deaths.
	No.	Per cent.		
17-20.....	11,426	10·28	4·40	50
21-30.....	32,405	29·17	6·56	213
31-40.....	23,450	21·10	6·92	162
41-50.....	19,300	17·36	11·06	213
51-60.....	13,156	11·84	20·73	273
61-65.....	3883	3·49	36·98	144
65 and over	7530	6·76	97·70	737
17 and over	111,150	100·00	16·13	1792

ASSOCIATION OF A DECLINING DEATH RATE WITH INCREASED LONGEVITY.

It may be taken for granted that if there be a decline in the death rate at the early and middle age-groups of the population of any country, it is a sure index of the increase generally of the longevity of the life of the individual, or what is termed "expectation of life."

"EXPECTATION OF LIFE" BASED UPON THE EXPERIENCE OF ONE COUNTRY CANNOT BE SAFELY APPLIED TO ANOTHER WITHOUT MUCH QUALIFICATION.

The examples given in the previous tables of the declining death rate show, for the same period, its general tendency among countries widely separate. Notwithstanding this general decline there still remains a wide difference in the death rate of different countries; *e.g.*, England and Wales (14·5), German Empire, 18·1, Netherlands (13·7), and Tasmania (10·0). Whatever may be the causes at work producing such remarkable differences—whether of influences relating to climate, latitude, density of population, racial vitality, nature of occupations, or other local conditions—it is reasonable to infer that where wide differences exist in the death rate (corrected for age) between two countries, the laws relating to the "expectation of life" of the one cannot safely be applied to the other without much careful qualification. The same reasoning applies to two widely different periods of the same country where a great change in the local death rates has taken place

RATES OF SICKNESS INCREASE PROGRESSIVELY WITH AGE.

Rates of sickness, like rates of mortality, increase progressively with the age. If there be a wide difference in the death rates, at the various age-groups of two countries, arising from the various probable causes suggested in a previous paragraph, it is reasonable to infer that a corresponding effect would likely be produced in the rates of sickness at corresponding ages or age-groups.

SICKNESS EXPERIENCE OF THE VARIOUS FRIENDLY SOCIETIES OF TASMANIA IN THE YEAR 1910.

The following is a tabular view of the age-composition, the number of cases of sickness, and the amount and duration in days of sickness, per member, for the year 1910:—

Sick Experience—Year 1910.

Age-groups.	Members.		Sick Experience—Days.			
	No.	Per cent.	First Six Months.	Second Six Months.	Third Six Months and over.	Total.
17-20 ...	1730	8·97	...	...	...	...
21-30 ...	6973	36·15	...	...	...	...
31-40 ...	5266	27·30	...	...	...	...
41-50 ...	3178	16·46	...	...	...	...
51-60 ...	1481	7·67	...	...	...	...
61-65 ...	324	1·68	...	...	...	...
65 and over...	341	1·77	...	...	...	...
17 years and over	19,293	100·00	99,127	17,020	42,775	158,922
Average sickness per member			5·14	0·88	2·22	8·24

WHAT THE EFFECT WOULD BE IF THE GROUPS OF MEMBERS AT SPECIFIED AGE-GROUPS HAD THE AVERAGE SICK EXPERIENCE OF THE ENGLISH MANCHESTER UNITY FRIENDLY SOCIETY DURING THE QUINQUENNIAD 1866-70.

Age-groups.	For each 100 Members.	M.U. Sick Rate per Member (Days).	Days' Sickness per 100 Members (No.)
17-20	8.97	4.7950	43.01
21-30	36.15	5.5321	200.02
31-40	27.30	7.1848	196.15
41-50	16.46	10.9333	179.97
51-60	7.67	20.4673	157.00
61-65	1.68	37.1644	62.44
65 and over	1.77	92.8690	164.41
Total, 17 years and over	100.00	10.03	1003.00

The above illustration demonstrates that if the M.U. experience of sickness at each age-group obtained in Tasmania in the year 1910, it would have the effect of increasing the average duration of sickness, per member, per year, from 8.24 days to 10.03 days, involving an overstatement of as much as 1.79 days per member per year, being 21.72 in excess of the actual experience.

The total death rate of England and Wales during the quinquenniad 1866-70 referred to was, then, as high as 21.2 per 1000. The sick experience of the friendly societies of Tasmania in the year 1910 being only 8.24 days, per member, is in harmony with our much lower death rate in the later year, viz., 10.01 per 1000.

DIFFICULTIES OF DETERMINING THE FINANCIAL EFFECT OF SECESSIONS OR WITHDRAWALS IN THE FORECASTS OR VALUATION OF THE PRESENT FINANCIAL CONDITION OF A FRIENDLY SOCIETY'S AFFAIRS.

One of the greatest difficulties to the actuary in the valuation of a friendly society's affairs is to truly gauge the proportion of existing members who in each year following the present, by secession or withdrawal, will cease to contribute to the funds of the society, after contributing for a number of years; because if a member retires after having paid his contributions for some time he relieves the society of the liability for funeral benefits, and at the same time the society is financially strengthened by being relieved from the burden of the maximum duration of sick payments falling due towards the termination of the natural expectation of life.

Mr. George King, editor of that valuable work "Institute Actuaries' Text Book of the Principles of Interest, Life Annuities, and Assurances," in his comments up on "secessions" (p. 378), states: "The secessions of members have a very material

influence on the financial position of friendly societies Tables have been constructed involving the rate of secession, by which to calculate the contributions and the reserves of friendly societies, making allowance for this element. There is, however, not so much constancy in the rates of secession as in the rate of mortality, or even as in that of sickness, and special caution must be exercised in bringing it into account. Not only does it vary at the age of entry, and with the duration of membership, but the experience of one society is very different from that of another, and in the same society the rate will vary considerably from time to time according to the condition of the society, whether prosperous or otherwise, and according to many other circumstances which it is needless to particularise."

The late Mr. Owen, in determining the financial position of the friendly societies of Tasmania in the year 1884, based his calculations mainly upon the average mortality, sickness, and withdrawal tables of rates compiled by the distinguished actuary Mr. H. Ratcliffe from the average experience of the Manchester Unity Friendly Society, England, during the quinquenniad 1866-70.

Mr. Barry in his excellent report does not expressly state upon what experience of rates of mortality, sickness, and withdrawals he has based his calculations of the present values of the liabilities and assets of our Tasmanian friendly societies. If, like the late Mr. Owen's, they are based mainly on English experience, I am inclined to the view that the unique and specially favoured conditions of Tasmania, in regard to climate, healthiness, and longevity—and as compared with the less favourable conditions of European countries—are such as to justify us in taking a more optimistic view of the financial position of the friendly societies of Tasmania than that arrived at by Mr. Barry. Of course, an actuary, in Mr. Barry's position, must be conservative. He cannot afford to take any risks, however promising, which might jeopardise the financial power of the societies to safely insure their future financial obligations.

CONCLUSION.

In conclusion, I have the honour to state that I am in perfect accord with Mr. Barry in various suggestions and recommendations for the improvement of the financial condition of the various friendly societies of Tasmania.

I have the honour to be,
Sir,
Your obedient servant,
R. M. JOHNSTON,
Government Statistician, Tasmania.

The Hon. the Attorney-General.





1912.

PARLIAMENT OF TASMANIA.

GENERAL HOSPITAL, HOBART:

REPORT FOR YEAR 1 JULY, 1911, TO 30 JUNE, 1912.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£8 15s. 6d.]

GENERAL HOSPITAL, HOBART: REPORT FOR YEAR 1 JULY, 1911, TO
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Nurse Superintendent:

MISS NANCY JOHNSTONE TURNBULL.

GENERAL HOSPITAL, HOBART.

REPORT OF THE BOARD OF MANAGEMENT FOR THE FINANCIAL YEAR 1ST JULY, 1911, TO 30TH JUNE, 1912.

SIR,

In accordance with the rules of the Hobart General Hospital, I have the honour to lay before you such tabulated and other information as will, I trust, fully exhibit the working of the Institution during the financial year 1911-1912.

Thirteen Board and 85 Committee meetings were held during the year, at all of which the attendance of members was good.

In December last the Board sustained a sad loss through the untimely death of Alderman J. W. Hoggins, who had been a member since 1901, and the Board has placed on record its appreciation of the valuable services at all times rendered by Mr. Hoggins in carrying on the work of the Hospital, and doing all that lay in his power to assist in relieving suffering humanity.

To fill the vacancy caused by the death of Mr. Hoggins, Mr. W. M. Simmons was duly nominated, and the Governor in Council was pleased to confirm same.

In October the Junior House-Surgeon, Dr. G. B. Bailey, tendered his resignation, which was accepted with regret, and in November Dr. W. L. Crowther was elected in succession.

As in former years, many kind friends have continued to show their practical sympathy with the Children's and General Hospital by forwarding numerous and useful gifts for the comfort of the patients, and the Board desires to take this opportunity of again publicly expressing its best thanks for same, and also to the donors of the undermentioned sums received during the year in aid of the funds of the Children's and General Hospitals, viz., £30 in aid of the "Jericho Cot," per Mrs. J. G. Mitchell; £8 from Mrs. Ellis Dean and Miss E. Jeffery; £5, trustees of the Cananore, Lefroy, and North Hobart Football Clubs; £2, Judbury, M. C. L.; £2, "H.S."; £2 9s. per Miss Gladys Coverdale; £1 4s. per Master Phillip Mather; £1 1s., T. J. Cane & Co.; £1 1s., Kronheimer Ltd.; £1 2s. 6d. per Miss E. Watchorn; £2 2s., H. B. and Weller Arnold; £1 1s., Miss A. J. Mitchell; £4 3s., Mrs. E. Riordan; 4s. 11d., Baby Charlie Raynor; £1, Mr. G. A. Jackson; £1, Mr. A. Dumfey; £1 18s., Valleyfield Hoppickers; 12s. 7d., Miss Archibald; 14s. 6d., Misses Thelma and Nita Hill and Master Aubrey Hooper; £1, Mrs. G. S. Seabrook; 10s., St. Mark's Church, Port Cygnet; and £12 2s. from Tattersall's Football Club. General Account—£38 0s. 6d. from the Chinese residents of Hobart; £1 1s., Reckitt's Oversea Ltd.; £1, Mr. J. Moore; £1, Mr. Ralph Robertson; £5 5s., trustees George Adams' estate; £6 18s., St. David's Coronation Service, per Rev. Dean Kite; £1, Miss J. Cleburn; £1, Mrs. G. S. Seabrook; £1 1s., Kronheimer Ltd.; 10s., St. Mark's Church, Port Cygnet; £2 0s. 8d., Professor Wilton; £3 12s. 1d., Band of H.M.S. "Challenger"; 10s. 6d., Port Cygnet Brass Band; 5s., Mr. R. A. Golding.

The usual lectures to the probationary nurses have been delivered by the Resident Medical Officers and Matron, and the examinations which were periodically held show that the nurses are fully alive to the facilities given to acquire a full knowledge of the theory and practice of the nursing profession.

As sanctioned by the Board, the nurses training at the Homœopathic and "Highbury" Hospitals have attended the lectures given by the Senior and Junior House-Surgeons.

During the year the general condition of the Hospital buildings has been greatly improved, the interior of the Nurses' Home having been thoroughly renovated, as also the casualty-room and the compartments set apart for the control and management of female patients suffering from mental derangement. The appearance of the wards has been considerably enhanced through having all furniture and bedsteads white-enamelled, and the provision of 100 new and up-to-date bedsteads adds greatly to the comfort of the patients. An adequate and constant supply of hot water has been installed in the out-patients' department.

As requested, the most serviceable of the discarded bedsteads were transferred to the Infirmary, New Town.

The want of some suitable and separate accommodation for the effective isolation of certain patients and their attendants is again brought under the notice of the Government, and it is hoped that steps will be taken to provide the necessary buildings in the very near future. The best that can be done under existing circumstances is hardly fair to patients or nurses.

The Board again desires to place on record its appreciation of the splendid services given to the Hospital by the Honorary Surgical and Medical Officers, Honorary Oculist, and Honorary Dental Surgeons. Probably few outside the Institution know how much time is devoted by these gentlemen to the interests of the Hospital. They are the most important factor in the success of the Hospital, as but for their help the work could not be carried on upon the present financial basis.

The work of the Resident Medical Staff has been carried out to the complete satisfaction of the Board.

In connection with the Nursing Staff, it was arranged, in the early part of the year, that each member of the staff (in addition to usual time off duty daily and the annual leave of absence, 21 days for Nurses and 28 days for Sisters) should be off duty entirely each week for a period of 24 hours. It is therefore imperative that the accommodation of the Nurses' Home should be further extended, as agreed upon, with all possible despatch, as more nurses must be engaged to meet the rapidly increasing work of the Hospital and relieve the present undue strain brought about by the new condition of reduced hours, &c.

The desirability, from many points of view, of having a steam laundry in connection with the Hospital is again drawn attention to, as also the installation of a radiator system for heating the wards, as it is believed that greater efficiency and a very material saving in cost would be effected.

At the monthly meeting of the Board of Management in January last the opportunity was taken to heartily congratulate the Senior House-Surgeon, Dr. Edw. J. Roberts, upon the honour he had gained in obtaining the degree of Doctor of Medicine of the Melbourne University by thesis on the therapeutic value of secondary rays produced from metals by the Röntgen rays.

The Board has placed on record its appreciation of the services that the present Government, as represented by the Honourable the Chief Secretary (Dr. G. H. Butler) has rendered to the Hospital. The vastly improved condition of the Institution generally is mainly owing to the practical sympathy Dr. Butler has invariably afforded the Board of Management in its efforts to bring the Hospital up to date.

The total number of In-patients treated in one year is the highest yet recorded, viz., 2029, and of this number 147 proved fatal, 61 deaths occurring within 72 hours after admission. Of the 2029 cases treated, 1087 came from country districts.

The daily average number of occupied beds was 104, as compared with 103 during 1910-11.

The average length of residence of persons discharged was 20 days, and of those who died, 19 days.

In the Children's Hospital there was a marked increase in the number treated, viz., 446, as compared with 268 last year. The daily average number of occupied cots was 20. It is very pleasing to note the sympathy, generous support, and special interest taken by so many friends in the welfare of the children and this important branch of the Institution,

and the practical assistance afforded materially reduces the cost of upkeep.

In the Out-patients Department, 1773 new cases were treated, being an increase of 236 as compared with the number attended to last year. The total attendances were 5950.

The fees received from patients amounted to £1706 6s. 11d., an increase of £258 17s. 1d. as compared with the collections of the previous year. Donations received in aid of the General Hospital amounted to £100 16s. 8d.; for the Children's Hospital, including the upkeep of the "Jericho Cot," £79 5s. 6d.; miscellaneous, £24 18s. 3d.

The average cost of each In-patient on the net expenditure was £3 8s. 11½d., as compared with £3 10s. 7½d. last year. The average daily cost of each In-patient was 4s. 11½d.

I desire to emphasise the great difficulty there is for our Hospital to keep within the limits of the sum annually voted, more especially when, as at present, there is so much commercial unrest, prices for everything are high, and there are indications that they will be further increased. Each year something new comes along, either in drugs, appliances, or other requirements, and the Hospital must keep abreast of the times and do all that can be done for the sick.

The members of the Board have but one object in view, and that is to do all they can in the interests of the Government and those seeking relief at the Hospital, and I can assure you that the discharge of this philanthropic work entails a very considerable tax upon the members' time

I have, &c.,

THOS. BENNISON,

Chairman Board of Management.

The Hon. the Chief Secretary.

1. The following is a comparative statement of certain statistics of 1910-11 and 1911-12:—

	1910-11	1911-12.
Number of diets issued to In-patients	37,410	38,105
Average stay in Hospital of each Patient.....	19½ days	19 days
Average daily number of In-patients	103	104
Number of diets issued to Staff (Males)	2616	2562
Ditto (Nurses and Female Servants)	15,695	16,346

2.—

1. No. of Wards or Rooms for Patients	35	...
2. Aggregate capacity in cubic feet of ditto	303,800	...

	Males.	Females.	Total.
(b) Medical Staff	11	...	11
(c) Nursing	2	37	39
3. No. of Beds .....	...	...	175
4. No. of In-patients at beginning of year	59	39	98
5. Number admitted during year	1149	782	1931
6. No. discharged—			
(a) Cured or relieved	1057	722	1779
(b) Incurable			
(c) At their own request or on other grounds ..			
(d) Average length of residence of persons dis-			
charged	20	21	42
7. No. died	89	58	147
Average length of residence of persons who died	9	10	19
8. Remaining at end of year	62	41	103
9. Average daily number resident during year	63	41	104
10. Total number of diets of In-patients .....	...	...	38,105
11. Cases treated during the year—			
(a) In-patients	1208	821	2029
(b) Out-patients .....	...	...	1773
12. Ages of In-patients—			
(a) Under 10 years	265	181	446
10 to 15 ditto	83	50	133
15 to 25 ditto	205	204	409
25 to 35 ditto	198	163	361
35 to 45 ditto	138	95	233
45 to 55 ditto	156	55	211
55 to 65 ditto	89	42	131
65 and upwards	74	31	105

TOTAL..... 1208 821 2029

(b) Average age of each In-patient—			
Adults, both sexes .....	...	...	35
Children, ditto .....	...	...	3

13. Birthplaces of In-patients—			
Australian States and Tasmania	1085	782	1867
England and Wales	74	22	96
Ireland	23	12	35
Scotland	12	1	13
Other British Possessions	6	2	8
Foreign Countries	8	2	10

TOTAL..... 1208 821 2029

14. Receipts and Expenditure—

Receipts—	£	s.	d.
(a) Government Aid	6998	6	1
(b) Private Contributions	100	16	5
(c) Fees of Patients	1706	6	11
(d) Other sources (Credit and Miscellaneous)	571	10	9

TOTAL RECEIPTS £9377 0 2

Expenditure—

(a) Salaries and Allowances	} See detailed Statement
(b) Provisions and Medical Comforts	
(c) Erection and Repairs of Buildings	
(d) Out-door Relief	
(e) Miscellaneous	

TOTAL EXPENDITURE £9377 0 2

NET EXPENDITURE £6998 6 1

	Average Cost of Occupied Beds.			Average Cost per Patient.		
Cost of each In-patient for year—	£	s.	d.	£	s.	d.
On gross Expenditure	89	16	4½	4	12	5½
On net Expenditure	67	0	8½	3	8	11½

3. The following synopsis, embracing the total cost of every branch of the Hospital Service, will fully elucidate the entire working of the Institution :—

A.

<i>Situation.</i>	<i>Yearly Salary.</i>	<i>Remarks.</i>
	<i>£ s. d.</i>	
House Surgeon.....	414 15 10	Also quarters (unfurnished), fuel, and light
Assistant House Surgeon.....	205 13 7	Also quarters (partly furnished), fuel, light
Secretary, House Steward, &c.....	325 0 0	Also quarters (unfurnished), fuel, and light
Clerical Assistant.....	140 0 0	Also commission, 7½% on the collection of fees
Dispenser.....	150 0 0	
Mortuary and Cells Attendant	75 0 0	Also rations and uniform
Wardsman.....	65 0 0	Ditto
Assistant Attendant.....	52 0 0	Ditto
Gardener and General Cleaner	65 0 0	Ditto
Cooks (2)	108 0 0	
Day and Night Porters (2)	104 0 0	Ditto
Lady Superintendent.....	150 0 0	Also furnished quarters, ration, fuel, light
Nurses (36).....	880 12 0	} Also a personal ration, furnished quarters, and uniform
Servants and Cleaners (9)	246 19 5	
Cook (Nurses' Home).....	45 14 2	
Messenger.....	36 10 0	Also uniform
Seamstress.....	39 0 0	
	£3103 5 0	

B.

	1910-11. 1 July to 30 June.	TOTAL.	1911-12. 1 July to 30 June.	TOTAL.
	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Salaries.....	2942 1 11		3103 5 0	
Provisions	2733 9 5		2792 15 3	
Medical Comforts (Alcoholic Foods)	21 12 6		23 15 0	
Aërated Water.....	18 1 2		23 7 10	
Fuel and Light	736 0 5		781 10 8	
Water	118 0 0		...	
Medicines and Surgical Appliances	602 12 2		729 16 8	
Clothing, Bedding, Stores	379 16 3		696 19 11	
Advertising, Printing, and Stationery	51 19 9		71 7 2	
Funeral Expenses	8 18 0		4 0 0	
Washing	388 3 11		459 4 0	
Repairs to Buildings, Utensils, &c.	341 19 5		225 7 1	
Petty Expenses	91 19 11		91 1 2	
Removal of Rubbish	14 16 0		15 0 0	
Furniture	99 1 10		51 19 3	
Uniforms for Nurses and Attendants	94 14 3		89 12 6	
Commission on Collection of Fees	108 11 5		127 19 9	
Rental of Telephone, &c.....	3 2 0		20 10 2	
Postage and Telegrams	18 2 3		18 1 9	
Ambulance Hire	6 0 0		6 7 0	
Metropolitan Drainage Rates.....	45 0 0		45 0 0	
Gross Expenditure	8818 16 11		9377 0 2	
<i>Credit.</i>				
For Medicines, &c., supplied to H.M. Gaol, £100 ; estimated cost of treating 1773 Out- patients at 2s. 6d. ; and credit taken for treat- ment of In-patients sent in from Dépôt, H.M. Gaol, and other Government Institutions.....	552 10 0		546 12 6	
Sums received from self-supporting Patients and other sources	1560 7 6		1832 1 7	
Net Expenditure .....	...	6705 19 5	...	6998 6 1

TOTAL Cost of all Articles of Diet, including Stimulants and Extras, supplied to the General Hospital, Hobart, during the Year 1911-12. (The Diets of the Male Attendants and Nursing Staff are included in this Return.)

The items for 1910-11 are given for comparison.

Article.	Amount, 1910-11.	Amount, 1911-12.	Article.	Amount, 1910-11.	Amount, 1911-12.
	£ s. d.	£ s. d.		£ s. d. £ s. d.	£ s. d. £ s. d.
Arrowroot	10 15 0	10 2 6	Rice	13 3 2	13 16 1
Barley	0 17 2	1 9 0	Sago	15 15 9	16 18 6
Bread	188 6 8	189 1 10	Salt	2 5 0	2 19 0
Bacon	10 11 5	13 16 2	Sugar	90 16 4	106 1 0
Butter	324 18 11	308 5 8	Tea	60 10 0	63 6 8
Cocoa	12 15 0	16 14 4	Vegetables	115 18 1	118 4 0
Coffee	29 16 0	34 8 4	Sundries	58 19 5	88 6 2
Eggs	155 17 6	158 18 6	Ham	12 0 0	12 0 0
Currants	5 19 11	5 17 3		2733 9 5	2792 15 3
Fish	124 14 3	136 4 4	Champagne ...	...	...
Flour	4 14 3	4 15 1	Wine	2 8 0	2 17 0
Fruit	43 7 4	45 3 3	Brandy	18 13 6	20 18 0
Jam	28 17 6	36 15 0	Ale and Stout	0 11 0	...
Jelly	25 6 6	17 17 0	Aërated Waters	18 1 2	23 7 10
Meat	710 5 5	686 15 7		39 13 8	47 2 10
Milk	570 11 10	593 6 6		£2773 3 1	£2839 18 1
Maizena	8 7 6	7 8 6			
Oatmeal	6 16 8	7 1 2			
Pepper	1 14 1	2 2 8			
Potatoes	99 10 7	97 3 0			

IN-PATIENTS.

RETURN showing the Monthly Numbers during the past Year, with the figures for 1909-10 and 1910-11 given for comparison.

	ADMITTED.			DISCHARGED.			DIED.		
	1909-10.	1910-11.	1911-12.	1909-10.	1910-11.	1911-12.	1909-10.	1910-11.	1911-12.
July	135	156	182	136	140	173	7	10	12
August	133	165	184	118	146	163	14	13	12
September	147	127	159	123	137	157	9	9	12
October	148	166	137	137	145	124	9	8	10
November	108	147	150	138	158	135	4	11	15
December	132	154	182	117	151	176	11	3	10
January	136	145	168	126	136	132	9	7	19
February	121	135	175	113	121	165	15	13	9
March	156	150	174	135	126	165	12	7	19
April	157	150	137	153	140	152	5	9	6
May	146	153	138	144	143	123	10	13	8
June	132	152	145	118	140	114	8	15	15
TOTAL	1651	1800	1931	1558	1683	1779	113	118	147

Number remaining in Hospital on 1st July, 1911 98
 Admitted during the year 1931
 Total number treated 2029

Number discharged in 1911-12 1779
 Number remaining on 1st July, 1912 103
 Number died in 1911-12 147

2029

IN-PATIENTS.

RETURN of Indoor Patients treated during the Year from 1st July, 1911, to 30th June, 1912.

CLASS I.—GENERAL DISEASES.			
Sub-class 1.			
Measles (Morbilli)	9	...	—
Influenza	51	...	—
Diphtheria, Membranous Croup	3	...	—
Enteric Fever	23	...	2
	86	...	2
Sub-class 3.			
Tetanus	2	...	2
	2	...	2
Sub-class 4.			
Syphilis	6	...	—
Gonorrhœa, Stricture of Urethra	32	...	—
	38	...	—
Sub-class 5.			
Puerperal Septicæmia, Sapræmia	3	...	—
Pneumonia	163	...	29
Erysipelas	4	...	—
	170	...	29
Sub-class 6.			
Phthisis	15	...	6
Tuberculous Meningitis	8	...	7
Tubercle of other Organs	6	...	2
Scrofula	2	...	—
	31	...	15
Sub-class 7.			
Hydatids	1	...	—
	1	...	—
Sub-class 8.			
Alcoholism, Delirium Tremens	95	...	1
	95	...	1
Sub-class 9.			
Rheumatic Fever, Acute Rheumatism	15	...	—
Chronic Rheumatism	38	...	—
	53	...	—
Sub-class 10.			
Carcinoma	13	...	3
Sarcoma	2	...	2
	15	...	5
Sub-class 11.			
Anæmia, Leucocythæmia	6	...	1
	6	...	1
Sub-class 12.			
Congenital Defects	1	...	—
	1	...	—
CLASS II.—LOCAL DISEASES.			
Sub-class 1.—DISEASES OF NERVOUS SYSTEM.			
Meningitis, Inflammation of Brain	2	...	2
Insanity (not Puerperal)	63	...	—
Chorea	1	...	—
Epilepsy	16	...	—
Convulsions	4	...	—
Paraplegia and Disease of Cord	3	...	—
Neuritis, Periph. Poly-Neuritis	1	...	—
Nervous System, other Diseases	21	...	1
	111	...	3
Sub-class 2.—DISEASE OF ORGANS OF SPECIAL SENSE.			
Otitis, Mastoid Disease	29	...	—
Epistaxis, Nose Disease	139	...	—
Ophthalmia, Eye Disease	50	...	—
	218	...	—

Sub-class 3.—DISEASE OF HEART.			
Valve Dis., Endocarditis (not Infective) ...	24	...	9
Dilatation of Heart	1	...	1
Fatty Degeneration of Heart	2	...	—
Syncope, Heart Disease (not specified)	6	...	3
	33	...	13
Sub-class 4.—DISEASES OF BLOOD VESSELS.			
Cerebral Hæmorrhage, Emb., Throm.	4	...	3
Apoplexy, Hemiplegia	10	...	9
Aneurism	1	...	—
Varicose Veins	13	...	—
Blood Vessels, other Diseases	18	...	1
	46	...	13
Sub-class 5.—DISEASES OF THE RESPIRATORY ORGANS.			
Bronchitis	33	...	4
Emphysema, Asthma	37	...	—
Pleurisy	27	...	—
Respiratory Diseases, other	53	...	—
	150	...	4
Sub-class 6.—DISEASES OF DIGESTIVE SYSTEM.			
Tonsillitis, Quinsy	25	...	—
Mouth, Pharynx, Disease (not specified) ...	1	...	—
Gastric Ulcer	9	...	—
Gastric Catarrh	5	...	—
Stomach, other Disease (not Malig.)	37	...	1
Enteritis (not Epidemic)	54	...	14
Gastro Enteritis	5	...	5
Appendicitis, Perityphlitis	36	...	4
Hernia	29	...	—
Intestinal Obstruction	3	...	3
Other Diseases of Intestines	12	...	—
Liver and Gall Bladder, other Diseases	12	...	2
Digestive System, other Diseases	24	...	3
	252	...	32
Sub-class 7.—LYMPHATIC DISEASES.			
Lymph. System, other Diseases	12	...	—
Thyroid Body Disease	5	...	1
	17	...	1
Sub-class 8.—DISEASES OF URINARY SYSTEM.			
Nephritis, Acute	8	...	7
Calculus (not Biliary)	1	...	—
Bladder and Prostate Disease	15	...	—
Urinary System, other Diseases	56	...	5
	80	...	12
Sub-class 9.—DISEASES OF GENERATIVE SYSTEM.			
Ovarian Tumour (not Malig.)	5	...	—
Other Diseases of Ovary	8	...	—
Uterine Tumour (not Malig.)	3	...	—
Other Diseases of Uterus and Vagina	25	...	—
Disorders of Menstruation	1	...	—
Gener. and Mam. Orgs., other Diseases	8	...	—
	50	...	—
Sub-class 10.—ACCIDENTS OF CHILDBIRTH.			
Abortion, Miscarriage	68	...	1
Other Accid. of Pregnancy and Childbirth	16	...	2
	84	...	3
Sub-class 11.—JOINT DISEASES.			
Caries, Necrosis	18	...	1
Arthritis, Periostitis	11	...	—
Other Diseases of Locomotor System	23	...	—
	52	...	1

Sub-class 12.—SKIN DISEASES.								
	Cases.	Deaths.		Cases.	Deaths.		Cases.	Deaths.
Ulcer	31	...	—	Tumour	13	...	1	
Eczema	10	...	—	Abscess	45	...	1	
Skin Diseases, other	11	...	—	Other ill-defined causes	7	...	—	
	52	...	—	Causes not specified	19	...	—	
					144	...	5	
CLASS III.—OTHER SPECIFIED DISEASES.								
Fractures	35	...	5	CLASS V.—VIOLENT DEATHS.				
Wounds	89	...	—	Sub-class 1.—ACCIDENT OR NEGLIGENCE.				
Dislocations	12	...	—	Building Operations	2	...	—	
Contusions	58	...	—	Weapons and Implements	2	...	—	
Others	26	...	—	Burns and Scalds	10	...	—	
	220	...	5	Poisons, Poisonous Vapours	8	...	—	
CLASS IV.—ILL-DEFINED AND NOT SPECIFIED DISEASES.								
Atrophy, Debility	43	...	1		22	...	—	
Old Age	17	...	2	Totals	2029	...	147	

RETURN showing Number of Deaths within 72 hours after admission to the Hospital.

NO.	SEX.	AGE.	CAUSE OF DEATH.	NO.	SEX.	AGE.	CAUSE OF DEATH.
1	F.	3	Membranous Laryngitis	32	M.	$\frac{10}{12}$	Gastro-Enteritis
2	M.	50	Bronchitis	33	F.	12	Appendicitis
3	F.	$\frac{4}{12}$	Broncho-Pneumonia	34	F.	56	Chronic Myocarditis
4	F.	24	Pneumonia	35	M.	1	Broncho-Pneumonia
5	M.	48	Internal Hæmorrhage	36	M.	40	Fracture of Skull
6	M.	43	Pneumonia	37	M.	$\frac{3}{12}$	Broncho-Pneumonia
7	F.	49	Chronic Nephritis	38	M.	35	Alcoholism
8	F.	56	Broncho-Pneumonia	39	M.	$\frac{6}{12}$	Gastro-Enteritis
9	M.	54	Cerebral Hæmorrhage	40	F.	$\frac{1}{12}$	Gastro-Enteritis
10	F.	57	Cerebral Hæmorrhage	41	M.	$\frac{1}{12}$	Gastro-Enteritis
11	M.	$\frac{3}{12}$	Pneumonia	42	F.	$\frac{4}{12}$	Gastro-Enteritis
12	M.	23	Tetanus	43	M.	82	Retention of Urine
13	F.	39	Cerebral Hæmorrhage	44	M.	40	Lobar-Pneumonia
14	M.	61	Diabetes	45	M.	1	Gastro-Enteritis
15	M.	32	Fractured Femur	46	M.	63	Heart Disease
16	M.	67	Cerebral Hæmorrhage	47	M.	52	Pneumonia
17	M.	8	Peritonitis	48	M.	23	Appendicitis
18	F.	16	Phthisis	49	M.	1	Enteritis
19	M.	3	Tubercular Meningitis	50	F.	6	Tubercular Meningitis
20	M.	1	Pneumonia	51	F.	52	Cerebral Hæmorrhage
21	F.	49	Cerebral Hæmorrhage	52	M.	2 wks.	Gastro-Enteritis
22	M.	1	Pneumonia	53	F.	37	Intestinal Obstruction
23	F.	48	Appendicitis	54	M.	48	Gunshot Wound of Body
24	F.	53	Heart Disease	55	F.	29	Asthenia
25	M.	63	Endocarditis	56	M.	70	Cerebral Hæmorrhage
26	F.	16	Tubercular Meningitis	57	M.	62	Congestion of Lung
27	M.	6 wks.	Enteritis	58	M.	84	Old Age
28	F.	32	Eclampsia	59	F.	76	Pneumonia
29	M.	$\frac{1}{12}$	Gastro-Enteritis	60	M.	25	Chronic Nephritis
30	M.	$\frac{3}{12}$	Gastro-Enteritis	61	M.	35	Heart Failure
31	F.	1	Tubercular Meningitis				

RETURN showing Causes of Deaths, from 1st July, 1911, to 30th June, 1912.

No.	Sex.	Age.	Cause of Death.	No.	Sex.	Age.	Cause of Death.
1	F	3	Membranous Laryngitis	75	F	42	Cirrhosis of Liver
2	M	50	Bronchitis	76	F	60	Pneumonia
3	M	1	Tubercular Meningitis	77	M	27	Pneumonia
4	M	38	Phthisis	78	M	49	Chronic Nephritis
5	M	57	Heart Disease	79	F	12	Appendicitis
6	M	47	Appendicitis	80	F	56	Chronic Myocarditis
7	F	$\frac{1}{2}$	Broncho-Pneumonia	81	M	1	Broncho Pneumonia
8	F	$\frac{3}{7}$	Miliary Tuberculosis	82	M	1	Meningitis
9	M	10 w s	Tubercular Meningitis.	83	M	4	Fracture of Skull
10	M	80	Bronchitis	84	M	$\frac{3}{12}$	Enteritis
11	F	36	Chronic Nephritis	85	F	$\frac{1}{12}$	Enteritis
12	F	56	Heart Disease	86	M	63	Cerebral Hæmorrhage
13	F	$\frac{9}{12}$	Pneumonia	87	M	$\frac{1}{12}$	Broncho Pneumonia
14	F	24	Pneumonia	88	F	68	Chronic Nephritis
15	M	23	Pneumonia	89	M	67	Chronic Nephritis
16	F	42	Vomiting of Pregnancy	90	F	33	Intestinal Obstruction
17	M	3	Pneumonia	91	M	35	Alcoholism
18	F	17	Phthisis	92	M	$\frac{1}{12}$	Gastro Enteritis
19	M	48	Internal Hæmorrhage	93	F	$\frac{1}{12}$	Gastro Enteritis
20	M	66	Fatty Degeneration of Heart	94	M	$\frac{8}{12}$	Gastro Enteritis
21	M	43	Pneumonia	95	F	$\frac{1}{12}$	Gastro Enteritis
22	F	23	Sarcoma of Ovary	96	F	16	Cerebral Tumour
23	F	49	Chronic Nephritis	97	M	50	Pneumonia
24	F	54	Broncho-Pneumonia	98	M	82	Retention of Urine
25	M	54	Cerebral Hæmorrhage	99	M	40	Lobar Pneumonia
26	F	57	Cerebral Hæmorrhage	100	F	$\frac{1}{12}$	Broncho Pneumonia
27	M	70	Apoplexy	101	M	11	Tubercular Meningitis
28	M	$\frac{3}{12}$	Pneumonia	102	M	50	Aortic Obstruction
29	M	23	Tetanus	103	M	1	Gastro Enteritis
30	M	70	Pneumonia	104	F	$\frac{7}{12}$	Gastro Enteritis
31	M	68	Pneumonia	105	F	$\frac{1}{12}$	Gastro Enteritis
32	M	61	Carcinoma	106	M	63	Heart Disease
33	M	3	Abscess on Brain.	107	M	1	Gastro Enteritis
34	F	39	Heart Disease	108	M	72	Retention of Urine
35	M	61	Diabetes	109	F	20	Typhoid Fever
36	F	39	Cerebral Hæmorrhage	110	M	56	Chronic Bronchitis
37	M	32	Fractured Femur. D.T.	111	M	30	Typhoid Fever
38	M	26	Compound Fracture of Skull	112	M	65	Nephritis
39	M	67	Cerebral Hæmorrhage	113	M	52	Pneumonia
40	M	48	Cerebral Tumour	114	M	23	Appendicitis
41	M	8	Peritonitis	115	F	27	Necrosis of Jaw
42	F	16	Phthisis	116	M	1	Enteritis
43	M	3	Tubercular Meningitis	117	F	66	Heart Disease
44	M	1	Pneumonia	118	F	6	Tubercular Meningitis
45	F	49	Cerebral Hæmorrhage	119	F	52	Cerebral Hæmorrhage
46	M	1	Pneumonia	120	M	2 wks.	Gastro Enteritis
47	F	48	Appendicitis	121	F	32	Miscarriage
48	M	$\frac{8}{12}$	Enteritis	122	F	37	Intestinal Obstruction
49	M	$\frac{1}{12}$	Erysipelas	123	M	48	Gunshot Wound of Body
50	F	7	Endocarditis	124	F	42	Fractured Skull
51	F	53	Heart Disease	125	M	36	Enteric Fever
52	M	55	Pneumonia	126	M	58	Bulbar Paralysis
53	M	63	Endocarditis	127	F	$\frac{31}{12}$	Enteritis
54	M	24	Tubercular Meningitis	128	M	$\frac{8}{12}$	Enteritis
55	M	9	Meningitis	129	M	68	Pneumonia
56	F	32	Cancer of Rectum	130	F	21	Sarcoma of Liver
57	M	58	Hodgkin's Disease	131	F	29	Asthenia
58	F	$\frac{8}{12}$	Enteritis	132	M	70	Cerebral Hæmorrhage
59	F	11	Cerebral Tumour	133	M	62	Congestion of Lung
60	F	16	Tubercular Meningitis	134	M	62	Pneumonia
61	M	55	Nephritis	135	M	84	Old Age
62	F	22	Tubercular Meningitis	136	F	1	Tubercular Meningitis
63	M	6 wks.	Enteritis	137	M	52	Endocarditis
64	F	32	Eclampsia	138	M	69	Bronchitis
65	M	$\frac{4}{12}$	Gastro Enteritis	139	M	48	Anæmia
66	M	56	Tetanus	140	F	28	Cholecystitis
67	M	$\frac{1}{12}$	Gastro Enteritis	141	F	76	Pneumonia
68	F	30	Phthisis	142	M	1	Pneumonia
69	M	$\frac{3}{12}$	Gastro Enteritis	143	M	3	Pneumonia
70	F	4	Tubercular Meningitis	144	M	1	Pneumonia
71	F	1	Tubercular Meningitis	145	M	25	Chronic Nephritis
72	F	32	Morbus Cordis	146	F	$\frac{1}{12}$	Hypertrophy of Liver
73	M	$\frac{9}{12}$	Gastro Enteritis	147	M	35	Heart Failure
74	M	2	Tubercular Meningitis				

OUT-PATIENTS.

RETURN showing the Monthly Numbers for the Year 1911-12, with the figures for 1909-10 and 1910-11 for comparison.

	NEW OUT-PATIENTS.			CASUALTIES.			TOTAL ATTENDANCES.		
	1909-10.	1910-11.	1911-12	1909-10.	1910-11.	1911-12.	1909-10.	1910-11.	1911-12.
July	158	138	143	39	24	16	672	534	582
August	161	211	135	39	28	17	712	682	631
September	164	133	113	19	37	19	682	726	564
October	122	72	94	23	26	23	733	585	496
November	152	132	79	30	25	16	772	546	489
December	120	76	78	31	28	13	592	425	442
January	82	61	64	28	24	39	434	377	430
February	133	72	84	30	18	31	502	343	529
March	96	87	98	61	12	23	574	420	470
April	161	77	57	25	31	37	700	401	358
May	218	103	108	31	25	33	775	601	559
June	99	78	86	17	19	18	397	421	400
	1666	1240	1139	373	297	285	7545	6061	5950

DISPENSARY PATIENTS.

	1909-10.	1910-11.	1911-12.
Number of orders for Medicine received from the Government—			
Medical Officer attending the poor in their own homes.....	623	679	408
Number of Prescriptions made up for the above.....	1013	1115	756

OUT-PATIENTS.

RETURN of Outdoor Patients treated from July 1, 1911, to June 30, 1912.

CLASS I.—GENERAL DISEASES.		Sub-class 6.—DISEASES OF DIGESTIVE SYSTEM.	
<i>Sub-class 1.</i>		<i>Sub-class 7.—LYMPHATIC DISEASES.</i>	
Measles (Morbilli)	Cases. 17	Spleen Disease	Cases. 7
Influenza	52	Lymph. System, other Diseases	5
Diphtheria, Membranous Croup	4		12
	73		
<i>Sub-class 4.</i>		<i>Sub-class 8.—DISEASES OF URINARY SYSTEM.</i>	
Syphilis	13	Nephritis, Acute	1
Gonorrhœa, Stricture of Urethra	40	Chronic Bright's Disease, Albuminuria	1
	53	Bladder and Prostate Disease	10
		Urinary System, other Diseases	9
<i>Sub-class 5.</i>			21
Broncho Catarrhal Lobular Pneumonia	1	<i>Sub-class 9.—DISEASES OF GENERATIVE SYSTEM.</i>	
	1	Other Diseases of Ovary	1
<i>Sub-class 6.</i>		Other Diseases of Uterus and Vagina	11
Phthisis	7	Disorders of Menstruation	6
	7	Gener. and Mam. Orgs., other Diseases	9
<i>Sub-class 7.</i>			27
Other Animal Parasites	21	<i>Sub-class 10.—ACCIDENTS OF CHILDBIRTH.</i>	
Other Parasites	24	Other Accid. of Pregnancy and Childbirth	1
	45		1
<i>Sub-class 8.</i>		<i>Sub-class 11.—JOINT DISEASES.</i>	
Alcoholism, Delirium Tremens	4	Caries, Necrosis	37
	4	Arthritis, Periostitis	10
<i>Sub-class 9.</i>		Other Diseases of Locomotor System	15
Chronic Rheumatism	48		62
Gout	2	<i>Sub-class 12.—SKIN DISEASES.</i>	
	50	Ulcer	12
<i>Sub-class 10.</i>		Eczema	38
Carcinoma	2	Skin Diseases, other	32
	2		82
<i>Sub-class 11.</i>		CLASS III.—OTHER SPECIFIED DISEASES.	
Anæmia, Leucocythæmia	10	Fractures	20
	10	Wounds	144
CLASS II.—LOCAL DISEASES.		Dislocations	4
<i>Sub-class 1.—DISEASES OF NERVOUS SYSTEM.</i>		Contusions	49
Chorea	1	Others	58
Epilepsy	5		275
Nervous System, other Diseases	15	CLASS IV.—ILL-DEFINED AND NOT SPECIFIED DISEASES.	
	21	Atrophy, Debility	20
<i>Sub-class 2.—DISEASES OF ORGANS OF SPECIAL SENSE.</i>		Abscess	33
Otitis, Mastoid Disease	1	Hæmorrhage	2
Epistaxis, Nose Disease	24	Other ill-defined causes	17
Ophthalmia, Eye Disease	22	Causes not specified	8
	47		80
<i>Sub-class 3.—DISEASE OF HEART.</i>		Total	1424
Valve. Dis., Endocarditis (not Infective)	20		
Syncope, Heart Disease (not specified)	4		
	24		
<i>Sub-class 4.—DISEASES OF BLOOD VESSELS.</i>			
Varicose Veins	11		
	11		
<i>Sub-class 5.—DISEASES OF THE RESPIRATORY ORGANS.</i>			
Bronchitis	5		
Emphysema, Asthma	3		
Pleurisy	4		
Respiratory Diseases, other	295		
	307		

LIST of Surgical Operations during the Year 1911-12.

Operation.	No.	Cured.	Relieved.	Un- relieved.	Died.
Removal of Tumours :—					
Epithelioma of Lip	2	2	...	...	...
Epithelioma of Cheek	1	1	...	...	...
Scirrhus of Breast	2	2	...	...	...
Lipoma	3	3	...	...	...
Amputations :—					
Hand	2	2	...	...	...
Leg	1	1	...	...	...
Fingers and Toes	33	33	...	...	...
Arm	1	1	...	...	...
Respiratory System :—					
Excision of Ribs	4	4	...	...	...
Excision Post Nasals and Tonsils	130	130	...	...	...
Circulatory System :—					
Excision of Tuberculous Glands	12	10	1	1	...
Thyroidectomy	2	2	...	...	...
Bones and Joints :—					
Reduction of Fractures	15	13	...	...	2
Reduction of Dislocations	11	11	...	...	...
Necrosis of Bone ..	20	14	6	...	...
Osteotomy	2	2	...	...	...
Staphylorrhaphy	1	...	1	...	...
Trephining	5	1	...	...	4
Genito-Urinary System :—					
Ovariectomy	13	12	...	...	1
Hysterotomy	3	3	...	...	...
Uterine Polypus	2	2	...	...	...
Urethrotomy	1	...	1	...	...
Curetting	54	54	...	...	...
Extra Uterine Gestation	1	1	...	...	...
Circumcision	31	31	...	...	...
Ventro Fixation	3	3	...	...	...
Emmett's Operation	2	2	...	...	...
Colotomy	2	...	2	...	...
Laparotomy	15	10	...	...	5
Perineorrhaphy	3	3	...	...	...
Digestive System :—					
Appendectomy	27	25	...	...	2
Herniotomy	20	20	...	...	...
Hydatids	2	2	...	...	...
Hæmorrhoids	7	7	...	...	...
Intestinal Obstruction ..	1	...	...	...	1
Cholecystotomy	5	5	...	...	...
Gastro-enterostomy	2	2	...	...	...
Eyes :—					
Excision of Eyeball	6	6	...	...	...
Others	16	6	10	...	...
Abscesses :—					
Leg	5	5	...	...	...
Face	7	7	...	...	...
Breast	5	5	...	...	...
Groin and Thigh	7	7	...	...	...
Miscellaneous :—					
Extraction of Foreign Body	10	10	...	...	...
Exploratory Incisions	8	4	4	...	...
Examinations	10	...	10	...	...
Others	26	20	6	...	...
Total	541	484	41	1	15

OUT-PATIENT DEPARTMENT.

Eye, Ear, and Nose.

Name of Disease.	No.	Name of Disease.	No.
<i>Eye.</i>		Retina.	
Conjunctiva.		Congenital Neuro-retinitis	1
Inflammation of, Catarrhal	5	Orbit.	
Inflammation of, Mucopurulent	5	Tumour of	1
Subconjunctival Hæmorrhage	1	Disorders of Refraction.	
Pterygium	1	Presbyopia	9
Injury of	1	Anetropia	74
Cornea.			
Keratitis	1	<i>Nose.</i>	
Ulceration of	3	Post Nasal Growths	29
Iris.		Nasal Obstruction	2
Iritis	1	Postal-Nasal Catarrh	3
Lens.		F.B. in Nose	1
Cataract of Senile	5	Frontal Sinuritis	1
Cataract of Congenital	1		
Cataract of Traumatic	1	<i>Throat.</i>	
Ocular Muscles.		Enlarged Tonsils.....	26
Convergent Strabismus	5		
Lacrimal Apparatus.		<i>Ears.</i>	
Obstruction	1	Otitis Media Supp... ..	16
Abscess of	1	Otitis Media Chronic	9
Eyelids.		Deafness	1
Meibomian Cyst.....	2	Cerumen	1
Hordeolum	2		
Blepharitis	6	Old Cases	131
Entopion	1		
Glaucoma.			
Chronic.....	1	TOTAL	349

LIST of Nurses who have gained the Hobart Hospital Certificate during the past 31 years.

Names.	Certificate, when granted.	Names.	Certificate, when granted.
Alice Sharples	1881	Florence Wilkinson	1899
N. Johnstone Turnbull	1886	K. Manning	1900
Emily Lucas	1886	Effie McGough	1900
F. Stevenson	1886	Rose Dowell	1900
Margaret E. Kirby	1887	Susan Duncan	1900
J. Brock	1887	Ethel Walker	1900
Amy Elliott	1887	J. Clampett	1901
A. Stanfield	1887	Dora Jolliffe	1901
Beatrice Sheridan	1888	Clara Giblin	1901
E. Best	1888	Olive M. Bros	1901
I. Forrester	1888	Elizabeth Cockerill	1901
E. Carter	1888	Sybil Allport	1901
A. White	1888	M. Dwyer	1901
Recamia Graves	1888	Leilah Jones	1902
Emma Hope	1888	Myra Rex	1902
M. Abbott	1888	Anna Waller	1902
Elizabeth Orr	1889	Carry Walch	1903
R. Leitch	1889	Leona A. Wheeldon	1903
Mary Kirby	1889	Louisa Clerke	1903
Kathleen Roach	1889	Annie E. Betts	1903
Mary Ogilvy	1889	Edith Smithies	1903
Katie Fysh	1890	Ethel I. Bullas	1904
Edith Rule	1890	Lavinia Hildyard	1904
Ethel Brooks	1890	Mary Brock	1904
Lilias Charles	1890	Edith J. Macgowan	1904
M. Brooks	1890	Ina Hood	1905
Mary V. Best	1890	Gladys Parsons	1905
A. M. Percy	1891	Nellie McLaren	1905
Alice Sly	1891	Charlotte Hall	1905
M. Baynton	1891	Kathleen McKenna	1905
Fanny Dobbie	1892	Alice Hall	1905
Ethel Lucas	1892	Annie Dorman	1905
Grace Roberts	1892	May Shaw	1905
Sarah Morey	1893	Amy B. Blythe	1905
Winifred Wright	1893	Mildred S. Adams	1906
Marion L. Hedberg	1893	Gladys Cadle	1906
Elizabeth Mezger	1893	Jean Walker	1906
Mabel Toby	1893	Susan J. Chisholm	1906
Mary Rout	1893	Marion A. Chambers	1907
Georgina Gibbs	1893	Bertha Jolliffe	1908
Emma Duffy	1895	Mary Freeman	1908
Margaratta Erp	1895	Catherine Morrisby	1908
Dorothy J. Toan	1895	May Brown	1909
G. Walker	1895	Christian T. Lovett	1909
Isabel Cartwright	1895	Ruth S. Taylor	1909
Florence Toby	1897	Dora Baudinet	1910
Elsie Kirby	1897	Margaret McKillop	1910
Edith Willes	1897	Ida C. Smith	1910
Annie Cadle	1897	Muriel G. Burbury	1910
May Sharp	1897	Catherine McGillivray	1910
Charlotte Hamilton	1898	Bina Hodgman	1910
Amy L. Smith	1898	Kate Rust	1910
Mabel G. A. Warner	1898	Eleanor Sayce	1911
May Wilkinson	1898	Isabel Wilson	1911
Isabella S. Adams	1898	Emily Wilkinson	1911
Celia Morris	1899	Jane A. Kite	1911
Edith Toan	1899	Alice G. King	1912
Helen Griffiths	1899	Bertha U. Chisholm	1912

The following Return shows the Gross Expenditure on the General Hospital for the 32 years over which it extends ; but it should be remarked that the amount includes £6000 or upwards for repairs and alterations to buildings during the same period :—

YEAR.	Patients admitted.	Patients discharged.	Patients died.	Patients remaining 31st December.	Gross Cost of Establishment.
					£ s. d.
1880.....	1054	945	104	80	6323 6 4
1881.....	941	873	98	50	6077 7 5
1882.....	991	887	107	59	5733 6 10
1883.....	1065	957	101	71	6760 4 6
1884.....	946	848	101	68	7162 4 1
1885.....	891	784	92	83	6999 8 2
1886.....	1010	902	109	78	7053 9 9
1887.....	1209	1051	155	81	8451 16 8
1888.....	1077	936	131	91	7820 4 2
1889.....	922	822	118	91	8072 6 7
1890.....	1093	988	103	75	8105 3 3
1891.....	1379	1249	148	57	8199 17 3
1892.....	1143	1011	123	66	7945 3 4
1893.....	1166	1072	99	61	6593 19 5
1894.....	1124	1032	93	60	6373 13 11
1895.....	1128	1028	93	67	6098 0 11
1896.....	1226	1102	111	81	6382 2 1
1897.....	1303	1180	119	85	6404 9 5
1898.....	1403	1216	116	71	7349 8 0
1899.....	1400	1229	105	66	7201 11 9
1900.....	1451	1275	106	70	7146 15 7
1901.....	1446	1276	89	81	7387 0 8
1902.....	1587	1405	115	67	7648 3 7
1903.....	1416	1242	109	65	7594 5 7
1904-5.....	1434	1261	90	1 July 83	7485 15 2
1905-6.....	1354	1171	90	" 93	6959 16 8
1906-7.....	1519	1326	98	" 95	7490 19 5
1907-8.....	1618	1406	105	" 107	8052 2 4
1908-9.....	1537	1302	116	" 119	8637 5 11
1909-10.....	1770	1558	113	" 99	9112 19 3
1910-11.....	1899	1683	118	" 98	8318 16 11
1911-12.....	1931	1779	147	" 103	9377 0 2

NOTE.—The receipts from self-supporting patients and other sources are not deducted in any of these years.

T. BENNISON, *Chairman Board of Management.*
General Hospital, Hobart, 11th October, 1912.

INCOME and Expenditure Account for Year ending 30th June, 1912.

(Classified according to Burdett's Uniform System of Accounts.)

INCOME.		EXPENDITURE.	
A.—Ordinary Incomes—		A.—Maintenance.	
	£ s. d.		£ s. d.
Government grant	5944 18 7	1. Provisions—	
Fees from patients	1706 6 11	By Meat	686 15 7
Government subscription on £ for £ principle	1600 0 0	Fish and poultry	136 4 3
Donations	100 16 5	Butter	308 5 8
Miscellaneous	24 18 3	Eggs	158 18 6
		Milk	593 6 6
		Bread	189 1 10
		Potatoes	97 3 0
		Fruit and vegetables	163 7 3
		Groceries	459 12 8
			2792 15 3
		2. Surgery and Dispensary—	
		By Drugs	372 7 8
		Dressings and bandages	255 7 5
		Surgical instruments and appliances	102 1 7
		Ice and aerated waters	23 7 10
		Wines and spirits	23 15 0
			776 19 6
		3. Domestic—	
		By renewal of furniture	281 19 3
		Bedding and linen	286 19 11
		Hardware and crockery	180 0 0
		Washing (nursing staff and Home)	145 0 0
		Washing (Hospital)	314 4 0
		Cleaning and chandlery	38 11 0
		Uniforms (nursing staff and female servants)	57 12 6
		Uniforms (attendants)	32 0 0
		Fuel	342 7 3
		Light	439 3 5
		Sundries	1 17 1
			2119 14 5
		4. Establishment Expenses—	
		By Telephones	20 10 2
		Annual cleaning	15 0 0
		Repairs (ordinary)	225 7 1
			260 17 3
		5. Salaries and Wages—	
		By Medical	620 9 5
		Dispensing	150 0 0
		Nursing	880 12 0
		Other salaries and wages	987 3 7
			2638 5 0
		6. Miscellaneous Expenses—	
		By Printing, stationery, and advertising	71 7 2
		Funeral expenses	4 0 0
		Cartage	15 0 0
		Sundries	87 0 1
			177 7 3
		B.—Administration.	
		1. Management—	
		By Official salaries	325 0 0
		Collector and clerical assistant	140 0 0
		Collector's commission	127 19 9
		Postages, telegrams, &c	18 1 9
			611 1 6
Total Income	£9377 0 2	Total Expenditure	£9377 0 2



1912.

PARLIAMENT OF TASMANIA.

LIBRARY OF PARLIAMENT: REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£3 7s. 9d.]

ANNUAL REPORT OF THE LIBRARIAN FOR 1911-12.

Library of Parliament, 15th August, 1912.

SIR,

I HAVE the honour to submit my Report on the Library for the Year ended 30th June, 1912.

New Works.—The following Works have been added to the Library since my last Report :—

Class.	No.	
A 22	1	ANGELL, Norman—The Great Illusion : A Study of the Relation of Military Power in Nations to their Economic and Social Advantage.
A 22	1	BENSON, F. R., and Craig, Algernon Tudor (Editors): The Book of the Army Pageant Held at Fulham Palace, 1910.
B 9	1	Birch, Una: Secret Societies and the French Revolution; Together with some Kindred Studies.
B 22	1B	Brown, P. Hume, M.A., LL.D. : History of Scotland. 3 Vols.
A 32	3A	Brown, W. Jethro, LL.D., Litt. D. : The Underlying Principles of Modern Legislation.
F 5	4A	CAMBRIDGE (The) History of English Literature. Vol. VII. The Age of Dryden.
B 15	1A	Cambridge (The) Modern History. Vol. XIII. Genealogical Tables and Lists, and General Index. Also Volume of Maps.
F 3	20A	Clowes, E. M. : On the Wallaby through Victoria.
D 4	14B	Collier, Price : The West in the East—From an American Point of View.
C 9	3A	Columbus, Christopher, and the New World of his Discovery : A Narrative by Filson Young.
F 8	21	ENCYCLOPÆDIA Britannica : Eleventh Edition. 29 Vols.
F 3	27A	FAGUET, Emile : The Cult of Incompetence.
C 13	3C	Farquharson, Rt. Hon. Robert, P.C., M.D., LL.D.—In and Out of Parliament : Reminiscences of a varied Life.
A 29	2B	Findlay, Sir John G., K.C.M.G., K.C., LL.D. : The Imperial Conference of 1911 From Within.
D 4	22B	Fraser, Lovat : India Under Curzon and After.
C 8	5C	GARIBALDI and the Making of Italy : By George Macaulay Trevelyan.
C 14	11B	Glenbervie Journals, The : Edited and arranged by Walter Sichel.
C 12	49C	Goschen, George Joachim, First Viscount, The Life of, 1831-1907 : By the Hon. Arthur D. Elliot.
B 22	3A	Graham, Henry Grey : The Social Life of Scotland in the Eighteenth Century.
D 6	16A	Griffith, W. L. : The Dominion of Canada. (All Red Series).
A 30	69C	HAGGARD, H. Rider : Rural Denmark and its Lessons.
F 10	2A	Hardman, Thomas J.—A Parliament of the Press : The First Imperial Press Conference, 1909.
C 7	38C	Harte, Bret. : The Life of. By H. C. Merwin.
F 3	40A	Harvey, William, F. S. A. : Scottish Life and Character in Anecdote and Story.
C 7	38C	Harrison, Frederic, D.C.L., Litt. D., LL.D. : Autobiographic Memoirs.
D 7	13A	Herz, Max, M.D.—New Zealand : The Country and the People.
C 13	8A	Holyoake, George Jacob : The Life and Letters of. By Joseph McCabe.
A 27	13A	Humphreys, John H.—Proportional Representation : A Study in Methods of Election.
C 13	8C	Hyndman, Henry Mayers : The Record of an Adventurous Life.

- Class. No.
- B 16 21A ILBERT, Sir Courtney, K.C.B., K.C.S.I.—Parliament ; Its History, Constitution, and Practice.
- A 15 11A JAMES, William, LL.D.—The Varieties of Religious Experience ; A Study in Human Nature. Being the Gifford Lectures, Edinburgh, 1901-2.
- A 29 5C KEITH, Arthur Berrisdale, M.A., D.C.L. : Responsible Government in the Dominions. 3 vols.
- B 31 24A King, The, to His People. Being the Speeches and Messages of His Majesty, George V., as Prince and Sovereign.
- F 6 4B LAWRENCE, Edwin Gordon—Speech-Making : Explicit Instructions for the Building and Delivery of Speeches.
- A 22 11A Lea, Homer : The Day of the Saxon.
- C 13 9C Leaves, The, of the Tree : Studies in Biography. By Arthur Christopher Benson.
- F 3 60C Letters of an Englishman.
- A 23 3E Lorand, Arnold, M.D.—Old Age Deferred : The Causes of Old Age, and its postponement by Hygienic and Therapeutic Measures.
- B 14 24C MARKHAM, Sir Clements, K.C.B., B.Sc. : The Incas of Peru.
- A 30 108A Marshall, Alfred : Principles of Economics. 6th Edition.
- C 13 12B Masson, David, LL.D., Litt. D. : Memories of Two Cities ; Edinburgh and Aberdeen.
- A 32 31A Mills, Walter Thomas, A.M. : The Struggle for Existence.
- C 13 16C NEVILL, Lady Dorothy : Under Five Reigns.
- F 3 73B PEEL, Hon. George : The Future of England.
- C 12 82D Pitt, William, and National Revival. By J. Holland Rose, Litt. D.
- C 12 82E Pitt, William, and the Great War. By J. Holland Rose, Litt. D.
- A 20 15A Porter, J. B., and Durley, R. J. : An Investigation of the Coals of Canada.
- A 21 10B Pratt, Edwin A. : The State Railway Muddle in Australia.
- C 12 85A Pym, John. By C. E. Wade, M.A.
- A 32 39A ROBERTS, Harry : Towards a National Policy.
- D 7 29A Robinson, J. Moore : A Record of Tasmanian Nomenclature, with Dates and Origins.
- B 31 33B Rosenbaum, S. (Editor)—Against Home Rule : The Case for the Union.
- A 32 39A Rossignol, James Edward Le, and Stewart, William Downie : State Socialism in New Zealand.
- A 16 12A SCOTTISH Agricultural Commission, 1910-11—Australia ; Its Land, Conditions, and Prospects : Report of the Commission.
- D 7 34C Spencer, Baldwin, C.M.G., M.A., F.R.S., and Gillen, F. J. : Across Australia.
- B 14 42B TREVELYAN, Right Hon. Sir George Otto, Bart., O.M.—George the Third and Charles Fox : The Concluding Part of the American Revolution. In 2 Vols. Vol. I.
- A 33 24A WEBB, Augustus D., B.Sc., F.S.S. : The New Dictionary of Statistics.
- B 5 8A Weigall, Arthur E. P. B.—The Treasury of Ancient Egypt : Miscellaneous Chapters on Ancient Egyptian History and Archæology.
- D 3 29B Woods, H. Charles, F.R.G.S.—The Danger Zone of Europe : Changes and Problems in the Near East.
- B 23 11 YOUNGHUSBAND, Colonel G. J., C.B. : The Story of the Guides.

The following Newspapers and Magazines have been received during the past year :—

Newspapers.

Great Britain :
 British Australasian.
 Lancet.
 Mail.
 M.A.P.
 Punch.
 Public Opinion.
 Spectator.

United States :
 Scientific American.

Tasmania :
 Agricultural Gazette.
 Church News.
 Critic.
 Daily Post.
 Daily Telegraph.
 Educational Record.
 Government Gazette.
 Huon Times.
 Launceston Examiner.
 Licensed Victuallers' Gazette.
 Mercury.
 Monitor.
 North-Western Advocate.
 North-West Post.
 Tasmanian Mail.

Tasmania : *continued*.
 North-Eastern Advertiser.
 Weekly Courier.
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The following books have been reported as missing since the date of my last Report :—

Class.	No.	
A	23	6A Poore, George V., F.R.C.P.: The Dwelling House.
A	31	22A Fitch, Sir Joshua, M.A., L.L.D.: Educational Aims and Methods.
		42A Rayment, T., M.A.: The Principles of Education.
A	36	5 Aliens: A Treatise on the Law relating to: and to Denization.
B	15	8B MacDonald, Donald: How we kept the Flag Flying.
B	18	5 Forster, John: Arrest of Five Members by Charles I.
C	7	81A Tennyson: A Memoir. By his Son, Hallam, Lord Tennyson.
D	4	23A Hedin, Sven: Trans-Himalaya. Discoveries and Adventures in Tibet. 2 Vols.
D	4	32A Ponting, Herbert, Gov. F.R.G.S.: In Lotus Land, Japan.
D	8	12A Pratt, A. E.: Ten Years among New Guinea Cannibals.
E	2	58C London, Jack: The People of the Abyss.
E	2	64 Lytton, Lord: Alice.
E	2	66 Meredith, George: Diana of the Crossways.
E	2	70 Scott, Sir Walter: Rob Roy.
E	2	72 Thackeray, William Makepeace: The Newcomes.
E	2	72 _____: Adventures of Philip.

The following missing books have been recovered :—

Class.	No.	
A	23	4A Maxwell, William H.: Removal and Disposal of Town Refuse.
A	28	28A Macey, Jesse, M.A.: The English Constitution.
A	30	75A Hutchins, B. L.: History of Factory Legislation.
A	32	38A Reason, Will., M.A.: Poverty.
A	32	46D Wells, H. G.: New Worlds for Old.
A	32	48A Wilson, Mona: Our Industrial Laws.
D	8	8A MacGregor, Sir William, K.C.M.G.: British New Guinea.

I have the honour to be,

Sir,

Your obedient Servant,

JOHN KIDSTON REID,

Clerk of the House of Assembly,
and Librarian to Parliament.

The Honourable
The Chief Secretary.



1912.

PARLIAMENT OF TASMANIA.

THE STANLEY AND BALFOUR RAILWAY
BILL, 1912 (PRIVATE):

REPORT OF SELECT COMMITTEE, WITH MINUTES OF PROCEEDINGS,
ADDRESS OF COUNSEL, EVIDENCE, AND APPENDICES.

Brought up by Mr. Whitsitt, November 21, 1912, and ordered by the House
of Assembly to be printed.

*SELECT COMMITTEE appointed on the 13th day of November, 1912, to consider and
report upon the Stanley and Balfour Railway Bill, 1912 (Private).*

MEMBERS OF THE COMMITTEE.

MR. BAKHAP.
MR. EWING.
MR. LEE.
MR. LYONS.

MR. PULLEN.
MR. WATKINS.
MR. WHITSITT. (*Mover.*)

DAYS OF MEETING.

Friday, November 15; Thursday, November 21.

WITNESSES EXAMINED.

Mr. Ernest Plummer, Warden, Municipality of Circular Head; Mr. Edward William Stephens, Engineer-in-Charge of Construction, Stanley-Balfour Railway Company; Mr. Archibald Wilbraham Ford, Grazier, Smithton; Mr. Ernest Henry Fenton, Contractor, Irish Town.

REPORT.

Your Committee having taken evidence in support of the allegations contained in the Preamble of the Bill, has the honour to report that the said Preamble has been proved to its satisfaction.

Your Committee having agreed that the Preamble should stand part of the Bill, then entered into consideration of the several Clauses, and has the honour to recommend a certain Amendment.

Your Committee has now the honour of submitting the Bill, with the Amendment, to the favourable consideration of your Honourable House.

J. T. H. WHITSITT, Chairman.

No. 1 Committee Room, House of Assembly,
21st November, 1912.

MINUTES OF PROCEEDINGS.

FRIDAY, NOVEMBER 15, 1912.

The Committee met at 10 o'clock.

Members present.—Mr. Bakhap, Mr. Ewing, Mr. Lyons, Mr. Pullen, Mr. Watkins, and Mr. Whitsitt.

The Clerk read—

(1) Order of the House appointing the Committee.

(2) Instruction of the House that the Minister of Lands and Works have leave to appear, by himself or by his Officers, in the protection of the interests of the Crown, with power to call and examine Witnesses.

Mr. Whitsitt was appointed Chairman.

The Chairman laid upon the Table:—

Petition for leave to bring in the Bill (Appendix A). The Committee deliberated.

Resolved, That all Witnesses give their evidence under the "Statutory Declaration Act" (1 Geo. V. No. 20, Section 23). (Mr. Bakhap.)

Resolved, That the Promoters of the Bill have leave to be heard by Counsel.

Accordingly, Mr. Kenric Laughton, Solicitor, Stanley, appeared, and addressed the Committee in support of the Bill.

Mr. Albert Edward Counsel, Surveyor-General and Secretary for Lands, appeared on behalf of the Minister of Lands and Works.

Mr. Laughton put in:—

(1) Two charts of the district.

(2) Statement of Expenditure of the Mount Balfour Copper Mines, No Liability, under the headings of "Mining" and "Railway" respectively, from February 1909, to October 31, 1912, inclusive. (Appendix B.)

Mr. Ernest Plummer, Warden, Municipality of Circular Head, was called, made the Statutory Declaration, and examined.

Mr. Plummer put in:—

Statements (2) of Expenditure (2) of the Stanley-Balfour Railway Company for September and October, 1912.

Mr. Plummer withdrew.

Mr. Edward William Stephens, Engineer-in-Charge of Construction of the Stanley-Balfour Railway, was called, made the Statutory Declaration, and examined.

Mr. Stephens withdrew.

Mr. Archibald Wilbraham Ford, Grazier, Smithton, was called, made the Statutory Declaration, and examined.

Mr. Ford withdrew.

Mr. Ernest Henry Fenton, Contractor, Irish Town, was called, made the Statutory Declaration, and examined.

Mr. Fenton withdrew.

At 12.55 o'clock the Committee adjourned *sine die*.

Committee divided.

AYES (3).

Mr. Ewing.

Mr. Lee.

Mr. Pullen.

NOES (1).

Mr. Watkins.

So it was resolved in the Affirmative.

The Committee then entered upon consideration of the Clauses of the Bill.

Clauses 1 to 7 agreed to.

Mr. Bakhap took his seat.

Clause 8.

Amendment proposed (Mr. Watkins), page 3, line 6, after "than," by striking out "Fifty," and inserting "Twenty-five."

Question being put—That the word proposed to be struck out stand part of the Clause;

Committee divided.

AYES (4).

Mr. Bakhap.

Mr. Ewing.

Mr. Lee.

Mr. Pullen.

NOES (1).

Mr. Watkins.

So it was resolved in the Affirmative.

Clause, as read, agreed to.

New Clause A brought up (Mr. Ewing), and read the First time:—

"A. After the expiration of Two years from the date of the passing of this Act, it shall be lawful for the Minister to withdraw from the operation of the said leases any block of land applied for under the provisions of the 'Crown Lands Acts,' not exceeding for one applicant Two hundred acres in each block, for the purpose of *bona fide* land settlement, and upon each block being so withdrawn as aforesaid, the rent payable by the Company shall be abated in proportion to the areas so withdrawn by the Minister as aforesaid. Provided always that the sum of Five Shillings per acre shall be added to the purchase-money payable by the selector of each of the said blocks, and the Minister shall pay the said sum, or any part thereof, to the Company by annual instalments as and when the same shall be received by him from the selectors of the said blocks. Provided also that the Company shall have the right for Five years after the date of selection to purchase the timber on the blocks selected at the royalties payable for the time being for timber on Crown Lands. Provided also that the Minister shall grant to the Company such easements as the Company may reasonably require over the said blocks for the general operations of the said Company."

New Clause read the Second time.

An Amendment was proposed to be made to the proposed New Clause by striking out "Provided always that the sum of Five Shillings per acre shall be added to the purchase-money payable by the selector of each of the said blocks, and the Minister shall pay the said sum, or any part thereof, to the Company by annual instalments as and when the same shall be received by him from the selectors of the said blocks."

Question being put—That the words proposed to be struck out stand part of the proposed New Clause;

Committee divided.

AYES (2).

Mr. Bakhap.

Mr. Ewing.

NOES (3).

Mr. Lee.

Mr. Pullen.

Mr. Watkins.

So it passed in the Negative.

New Clause A, as amended, agreed to, and made part of the Bill (to follow Clause 8).

Clause 9 disagreed to.

Clauses 10 to 14 agreed to.

Draft Report brought up, and agreed to.

At 10.25 o'clock the Committee adjourned *sine die*.

THURSDAY, NOVEMBER 21, 1912.

The Committee met at 9.30 o'clock.

Members present.—Mr. Whitsitt (Chairman), Mr. Ewing, Mr. Lee, Mr. Pullen, and Mr. Watkins.

The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.

Motion made, and Question put—That the Preamble stand part of the Bill; (Mr. Ewing.)

EVIDENCE.

FRIDAY, NOVEMBER 15, 1912.

Mr. Kenric Laughton appeared on behalf of the Mt. Balfour Railway and Copper Mines Company, No Liability.

ADDRESS OF COUNSEL.

Mr. Laughton: I have to thank you, Mr. Chairman and gentlemen, for granting me permission to appear before you and to explain to you what the Mt. Balfour Copper Mines, No Liability, desire under the Bill that now been presented to Parliament. At the risk of trespassing somewhat on your time, and as I feel that there is a lot of misconception on the part of some Members of Parliament as to the real object of the Bill, and what the company has been doing under its first Bill, I would like to go back to the beginning of the company. In the first instance the tramway scheme was mooted by the Municipal Council under the powers of "The Local Government Act (Tramways)." That was a Bill to enable tramways to be constructed under local liability. Under that Act the Council obtained permission through Parliament to have a survey made of a tramway to Trowutta, with a branch line to Smithton. The estimate of the Government for the construction of this tramway was £60,000, and which the Government of the day, either rightly or wrongly, held that it was not in a position to finance, or that it was inadvisable to do so at that time. The Balfour Company then came along and started exploiting the Balfour mining field, and after a time negotiations were entered into between it and the Council with a view to a line being constructed right through to Balfour. The Government or the Municipal Council had by that time incurred a liability of about £1500 for the cost of carrying out the survey. The Government was approached as to the Mt. Balfour Company and the Municipal Council entering into an arrangement to present a Bill to Parliament to enable the Council to assign its rights to the company. The Minister of Lands asked how the survey was to be paid for, and then it was suggested—in fact, by myself—that the Council should borrow sufficient money, and it would ensure the starting of the line, and if the worst came to the worst the Council could go on with the work. That was how the loan was arranged between the company and the Council. The amount of the loan was £10,000. From that sum £1570 (the cost of the survey) was deducted; an amount equal to four per cent. for two years to form the nucleus of a sinking fund was also deducted, viz. £800; and the Municipal Council's preliminary expenses of £420 for taking the poll and other matters were also taken out of the total loan. The Balfour Company was then handed £7200 to enable it to commence the construction of the line. The Royal Assent was given to the Bill on the 13th January, 1911. The Balfour Company was supposed to expend not less than £900 per month from the granting of the loan; not from the passing of the Act, but from the time the loan was granted. The Government never paid any portion of that money over till the 16th July, 1911, and the first sod of the railway was turned in May by His Excellency the Governor. The company was then ready to proceed with the construction of the line, but the Government did not find the

money. The Government was approached, but it refused to hand the money over on account of some legal technicalities that had been raised by the Crown law officers. Shortly after that a deputation was visiting Hobart, and waited on the Government to explain the whole matter, when the Solicitor-General, in face of further information, modified the opinion previously given, and the Government paid over the loan; so that the statutory expenditure provided by the Act for the company to carry out—viz., £900 per month—should be from the 16th July, 1911, when the loan was paid over. The terms of the first Bill were that the Mt. Balfour Company was authorised to make, construct, repair, improve, alter, and maintain the railway, together with all necessary or proper tracks, roads, ways, crossings, bridges, culverts, cuttings, tunnels, embankments, approaches, junctions, sidings, stations, buildings, and other works and conveniences that may be used or worked in connection with such railway from a point in the township of Stanley to a point in or near the township of Balfour, along a route from Stanley to the crossing of the Duck River at Trowutta, thence across the Arthur River at Ekberg's Camp, then following up Copper Creek and crossing the divide between Arthur and Frankland Rivers, thence crossing the Frankland River at or near the company's mines, thence up Tin Creek or such other point or deviation as may be settled by actual survey, to the said point in or near the township of Balfour; also a railway from a point in the township of Smithton to a point in the first-mentioned railway between Stanley and Trowutta. The Act also contained provision for the Government to have the right to purchase the railway at the actual cost of its construction, with an amount added equal to 15 per cent. The English people, on the matter being taken there for flotation, considered that the tenure of 14 years was too short, and in addition there was no fixity of tenure. The Balfour Company applied for a renewal of the lease to 28 years, the Government still having the right to purchase the railway at the cost of construction plus 15 per cent. The proposition was made by the company to have the tenure extended to 28 years, with the condition that the Government have the right to purchase at cost of construction plus 15 per cent.; or have it extended to 40 years, giving the State power to purchase at half the cost of construction plus 15 per cent. That aspect was considered by the Municipal Council, and it thought it would be best, in the interests of the State, to ask for an extension of the tenure from the 40 years proposed to 50 years, with the right for the Government to come in at the end of that term to take over the whole project as a going concern, without any compensation whatever. That was the great concession which had been referred to in Parliament and elsewhere as having been obtained by the company last session. This is the concession they got—that instead of the company having a tenure of 14 or 28 years and then being entitled to receive from the Government the cost of the construction of the railway plus 15 per cent, the State now takes over the railway at the expiration of 50 years without compensation of any description. That means that the Mt. Balfour Company actually pays the State of Tasmania £5000 per annum for 50 years; because under "The Railway Clauses Act" they are bound

to keep the railway in repair, otherwise it may be forfeited to the State. That is the great concession that was granted to the company by its amending Bill last year, and I say without fear of contradiction that it was a good bit of business for this State. It ensures the railway reverting to the State without any contingency whatever. I trust I have made the position clear up to this stage.

Mr. Ewing: You say it amounts to the Balfour Company paying the State £5000 a year; how do you arrive at that?

Mr. Laughton: The estimated cost of the construction of the railway is £250,000, and it reverts to the State in 50 years.

Mr. Ewing: That is £5000, certainly, but it amounts to a great deal more than that.

Mr. Laughton: Yes; but I am leaving all the other matters out, and putting other considerations on one side altogether. I am just saying that as the construction is to cost £250,000 that is equal to £5000 a year for 50 years.

Mr. Ewing: The total return to the State would be nearer £10,000.

Mr. Laughton: Yes; if you calculate at compound interest, and so on. I know I am erring, but it is on the right side, so far as my case is concerned. We now come to the present application—the third application to Parliament by the company. The Preamble of the Bill deals with the right of the company to construct the railway, which is now in course of construction. The company desires to obtain a special lease from the Crown of a certain area of timber land in the vicinity of the Arthur River for the purpose of obtaining timber from it, and of having certain modifications of the regulations with regard to the working of such timber lands, with a view to working the same as a whole, and in accordance with more economical and convenient methods. I do not propose to go through the Bill section by section—that can be done by the Committee—but briefly what we are asking for is this: under “The Crown Lands Act” any individual can take up 1500 acres of timber land. We are asking Parliament for the right to enable us to take up 50,000 acres of timber lands on the same conditions which obtain, so far as timber lands can now be leased under “The Crown Lands Act”; that is to say, that the rent to be paid for the lands comprised in the lease, and the royalties to be paid on the timber, shall not exceed that prescribed by the regulations under “The Crown Lands Act.” The concession we are asking for is that we may be permitted to take up a larger area than is permitted now. We do not want to dummy it, which might possibly be done by a certain number of individuals taking up 1500 acres each; but we come to Parliament to give us the right to have special leases granted to us, while the modifications we are asking for are in respect of power. We ask that if the company shall fell, cut, and remove all the sawmilling timber upon an area of at least 400 acres per annum, such shall be deemed to be a compliance with the regulations in regard to the method and manner of working the timber land. I think you will agree with us that it would be unreasonable to ask us to put in machinery or power up to 20 horse for every 1500 acres that are granted to us, because we would then have something like 660 horse-power spread over the 50,000 acres. That really, Mr. Chairman, is the concession we are asking for—the right to take up a bigger area than now permitted, paying the same rent and royalty as are now payable under “The Crown Lands Act.” I submit that, considering the position of the land, we are not asking an unreasonable thing. I have a plan here which I will put in. It will explain the whole position very clearly.

There is another plan here which shows the reserved area which the Crown has withdrawn from selection, and of which the area being applied for forms part. It is only comparatively sparsely timbered country, and evidence will be given as to that fact by persons who know the country well, and they say it averages from 10,000 to 12,000 feet of timber per acre. I think it will be admitted that it is hardly a payable proposition unless a big area is granted. This plan will be for your inspection later on. There is one matter at this stage which I would like to refer to, if it is admissible, Mr. Chairman. I might say that this matter has been before the local Municipal Council, and after consideration it decided to support the granting of 100,000 acres to the Balfour Company for timber purposes, but which the company thought might be regarded as too great an area, and cut down that recommendation to one-half. The arguments used at the Council meeting were fully reported, and I think most members of Parliament have had copies of the debate sent to them. I do not know, of course, whether they have read them; that is another matter. The Council took the matter up very keenly. On Saturday last at the meeting of the Council this resolution was moved: “That this Council requests Mr. Laughton to urge the desirability of the passing of the Stanley Balfour Company’s Bill and all timber rights, in the interests of the Circular Head Municipality.” That serves to show that it is being taken up very strongly locally, and they realise that that country requires sawmills; in fact, the timber on it is a bugbear on the settler. The timber on the land there frightens him, and consequently the land is not taken up. Milling timber is the most expensive timber of all to remove off the land. We can give evidence of specific instances where palings have been split on land that 40 years before had been scrubbed, ringed, and grassed. That is the nature of the country there. By virtue of “The Crown Lands Act” the settler going in there is compelled when he takes up a selection to destroy the timber on it. That is one of the terms of his contract, and it counts as an improvement to his block. I have heard some members of Parliament say “conserve the State’s timber,” and yet under “The Crown Lands Act” of the State a settler has to destroy it, and it is regarded that he is effecting improvements. To prevent forfeiture a settler is compelled to destroy the timber.

Mr. Ewing: You are asking by your Bill to have tied up 50,000 acres of land for a start; that you will throw open 1000 acres of land per annum for selection. In the meantime you will have to clear the timber off it, so as to make it a valuable asset, instead of having the timber burnt off by settlers. We will have the benefit of the royalty and the labour that will be employed getting the timber to market.

Mr. Laughton: That is the case in a nutshell. We say, too, that the milling timber on that land is the most difficult to remove, because it is solid, takes so much more power to get it off the land, and it will not burn. I purchased a block of land in the district, and it cost me £9 per acre to clear up. Some of the timber I put in the fence had been fair milling timber, and that is the kind we are asking the right to take off. One of the councillors of the Circular Head Municipality, in support of this matter (Councillor Moore, who has taken up land there—or his son has) at the meeting said he knew that thousands of acres of good timber had been ruthlessly destroyed in Circular Head. They could go into Christmas Hills district (where his son had a selection) and there they would see hundreds of acres of marketable timber ringed and waiting for the fire stick. To his mind it was a crying shame,

and yet the selector could not be blamed, as there was no opportunity or outlet for a market, and under "The Crown Lands Act" he is compelled to improve his land, and ringing the timber is about the first thing he does. It would be far better to have sawmills than seeing the trees destroyed. He would support anything in preference to this huge waste of what ought to be one of the biggest industries. At a later stage he said, in conversation with Mr. Harrison, the District Surveyor, Mr. Harrison said that three years ago he had surveyed 70,000 acres of land, and he undertook to say that the timber had not been marketed from a single acre; of that area all had been destroyed. I do not really see how the State is going to suffer in any way by Parliament granting the company's application. It will be starting a new industry in this district; these people will deal with the matter in a big way, because they will be compelled to take timber off at least 400 acres a year. In any case it is provided that 1000 acres are to revert to the Crown every year, so that they will be compelled to go in for a big proposition, and it will result in the creation of a town some 30 miles inland from Stanley. Some members of the House, in speaking to me, said, "Abandon the scheme and we will undertake that the Government will get a railway pushed through into that district." Well, the Government will have to take the line from the present proposed terminus at Flowerdale to Stanley, and then it would go from there through country which is largely unsettled for 30 miles.

Mr. Ewing: I see you are practically taking land on both sides of the line?

Mr. Laughton: Yes.

Mr. Ewing: Now, suppose, for the sake of argument, we were dealing with settlers of under 200 acres—the thing that appeals to me is that this is tying up the land for 50 years, whatever else it may be. Would it not be for the benefit of your company that if a *bona fide* settler were to come along and wanted to select anything under 200 acres, that would induce small settlers to take up land, your company would release any portion so applied for, and get a similar area further back. Because from a company's point of view that man settling there near your railway-line on a 200-acre block is of more commercial value to you than the piece of land. Do you see any objection to that?

Mr. Laughton: No; I cannot say that I can, speaking off-hand. That could be arranged for by applying reasonable restrictions. We do not want the company blocked in any way from taking the timber, as they will incur a heavy expenditure. The great object of the company is to induce settlement. This company in its notices set out that it was applying for the right to nominate settlers; that is, they wished to be able to say to any man in England who might want employment, "If you work on this line and desire to settle in the vicinity of it we will undertake that you will be enabled to take up 200 acres of land near the line where you want it." We say to the State, "This man wants 200 acres of land on the same terms as other settlers." That is the object the company had. The company desires to people the land, and considers it is the quickest way to get population there by establishing such an industry as now proposed.

Mr. Ewing: Unless you put some clause in the Bill of the kind I suggest no one could settle there without your leave.

Mr. Laughton: But you must remember that 1000 acres of land revert to the State every year.

Mr. Ewing: If we are going to give you the right to the timber and reserve the right of settlement it is a different proposition to giving you the exclusive right to the land.

Mr. Laughton: I can see your point.

Mr. Bakhap: There is another aspect of the case as put by Mr. Ewing. Once the railway is made settlers would naturally evince a desire to go in and take the very land that the company may want to operate on. There would have to be some protective proviso in any clause of that description.

Mr. Ewing: Yes; that could be provided for.

Mr. Laughton: A clause to the following effect should be in any contract between the selector and the State; that is, that the settler should sell the timber to us on the same royalty as we would have to pay the Government under the same conditions. It would not be fair for a selector to be able to take up land in the vicinity of our mill and then ask us a higher price for it than we would be compelled to pay under our special leases, and we should be entitled to all reasonable easements.

Mr. Ewing: You want to have the right to the timber, but you do not want to stop settlement. So long as you get the timber, that is what you want; but you also purpose encouraging settlement.

Mr. Laughton: Our desire is to create an industry almost at once, and that creates population. It affords employment to men who take up land.

Mr. Watkins: You do not want the land after you get the timber?

Mr. Laughton: Not at all. We do not care who has the land, but we want to promote settlement. We realise the railway will not pay for the first four or five years unless something of the kind is done.

Mr. Watkins: They think the timber is going to be their freight.

Mr. Laughton: It must largely be, for a time, at any rate. The population in that locality is not so great as it was a few years ago.

Mr. Bakhap: How is that?

Mr. Laughton: There were a number of Gippsland settlers who took up selections, but threw up the land and went back to Victoria. They only had a limited amount of capital, and they found the timber so heavy that the cost of clearing was more than they could bear, and they became discouraged. Settlement on the land must go hand in hand with industry. It has been stated that this company has not been acting in good faith; has not been fulfilling its obligations; and that its rights should be forfeited. The statement has also been made that the recommendation of the Council should be ignored, because many of the councillors are shareholders in the Mt. Balfour Company. The real position is that only one solitary councillor holds a single share in the company, and that is Councillor W. B. Collins, so that is an unfair statement to make—an untrue statement, and one that is likely to prejudice the Council and company in the eyes of the community. It was not fair that such a statement should have been made. Coming to the financial position, the expenditure on the mine has been £11,425 10s. 8d.; that has nothing at all to do with the railway.

Mr. Bakhap: But it is incidental to the railway project?

Mr. Laughton: Yes. The amount spent on the railway totals £26,214 1s. 7d., which has been certified to by Mr. J. H. Opas.

Mr. Bakhap: That includes the main line?

Mr. Laughton: Yes.

The Chairman:—What money did the company have advanced to it.

Mr. Laughton: Seven thousand two hundred pounds. There was £800 taken from the £10,000 to establish a sinking fund; £1500 odd to pay for the survey done by the Council, which incurred that liability prior to the company taking it over; and £420 to pay the Council for its preliminary expenses in taking a poll, and other incidental matters. That left £7200 as the actual amount the company had

to expend, and they never got the whole of it until many months after the passing of the Bill. The expenditure during the last month I think exceeds the statutory obligation by £500, and during the past two weeks something like £600 has been expended, and contracts have been entered into for another 3 miles, and then formation and earth-works will be completed at the expiration of this contract up to 13 miles 50 chains.

The Chairman: I would like to ask if the Council had proceeded with this work instead of transferring it to the Balfour Company, there would have been any occasion for it to have paid that £800 sinking fund to the Government.

Mr. Laughton: No. The municipality was exempt from the payment of interest for three years. I say the Balfour Company need not have paid that £800, because the loan was made under the provisions of "The Local Government Act (Tramways)." That provision should have been extended to the Balfour Company, but it paid it to save any bother.

Mr. Bakhap: The Government is getting the interest on that.

Mr. Laughton: Yes; and then there is the £2500 which has been deposited by the company with the Government under its Bill.

The Chairman: If all these items were taken off the £7200 there would be very little left. There would be only about £5000 out of the £10,000.

Mr. Laughton: Yes; while on the construction of the line the expenditure up to the present time is £26,214 1s. 7d. When discussing the measure with different members of the House I hear them reflecting on the company, and attacking its *bona fides*, it is particularly galling to me, knowing, as I do, what the company has done to keep its end up, and that it has fulfilled every obligation imposed upon it. It has done all that Parliament has asked it to do, and if it has done all those things why should it be asked to do more? While it is fulfilling from day to day the obligations imposed it should not be asked to do more, and it certainly should not be censured by members.

The Chairman: When?

Mr. Laughton: On the motion for the appointment of this Select Committee, it was practically said that the company was not carrying out what was provided for in its Bill; that the company was not *bona fide*; that it was coming to Parliament for concession after concession, whereas, as a matter of fact, all the company was bound by its Bill to do was being carried out to the letter. What more should be wanted than that? The second Act that was passed through Parliament was only an alteration of the term of the first Bill. All the company wanted was a further extension, when a suggestion was made by the local Council, and we compromised with them. The company's proposal was that the Government should have the right to purchase the line at the end of 28 years at cost of construction plus 15 per cent., or at half cost of construction plus 15 per cent. at the end of 40 years, so the Council asked us to compromise with them. They viewed the proposition like this: at the end of 40 years the Government would have the right to purchase the line at half cost, but the Government might not want to purchase the line, or may not see its way clear to do so. If the term was extended from 40 to 50 years, the line at the end of that time reverting to the State, and so make sure of getting it, and without any compensation whatever. The proposition was accepted by the company, and the alteration was given effect to last year, and I claim that it was all in favour of the State.

Mr. Bakhap: It may be claimed that it is only an alteration of the term, but you say they have

spent £600 during the past two weeks. That amounted to the employment of a large number of men.

Mr. Laughton: Yes. The company has prevented the district from feeling the depression that it otherwise would have done.

Mr. Bakhap: I suppose you have read the report of the debate on the proposal by the Circular Head Council?

Mr. Laughton: Yes.

Mr. Bakhap: I see it is there stated that the establishment of a mill there has created the town of Smithton. Is that so?—I see Mr. Fenton stated that one mill had practically built a town at Smithton. Is that really so?

Mr. Laughton: That is so. If it had not been for the mill there Smithton would not be the place it is. I have known that town for 16 years, and I know how it has grown in that time. No produce is shipped from there, and it is the mills practically insure its prosperity.

Mr. Bakhap: There is some sort of a harbour at Smithton?

Mr. Laughton: I do not want to reflect on the harbour at all.

Mr. Bakhap: It is a harbour in some sort of a way.

Mr. Laughton: Yes; the "Marrawah" and sailing vessels go there occasionally for timber. I say that Smithton has been created practically by the establishment of sawmills.

The Chairman: How long have you been in the district?

Mr. Laughton: I have known it for 16 years.

The Chairman: Have you noticed farmers leaving the district of recent times?

Mr. Laughton: Yes.

The Chairman:—Do you know the reason why?

Mr. Laughton: The original men are staying there, but many men who came there from Victoria have gone away again. They were not used to the heavy timber there. They cannot make the land pay. They partly improved it, and then sold out where possible.

The Chairman: If the sawmill industry is established there it will serve to encourage the men to stay there?

Mr. Laughton: The young men prefer the other States to Tasmania. They do not like the land, and as there are no industries to afford work they leave the State. If a sawmilling industry were established many would settle in the district and stay there.

Mr. Bakhap: These areas that you are applying for are 30 miles from Stanley?

Mr. Laughton: They are from 30 to 40 miles.

Mr. Bakhap: And there is no hope of them being settled on without a railway being put into the district?

Mr. Laughton: Not the slightest hope.

The Chairman: And you propose under the Bill for 1000 acres to annually revert to the Crown?

Mr. Laughton: Yes.

The Chairman: Do you think that you will only cut out 1000 acres annually?

Mr. Laughton: No; I do not, but if the suggestion thrown out by Mr. Ewing were adopted it would again give the Government more power. We must cut out 400 acres at least; we are bound to do that. That is done for the purpose of ensuring a certain output annually.

The Chairman: It assures the *bona fides* of the company.

Mr. Laughton: Yes; it provides absolute *bona fides*. If we take 390 acres it would make the leases liable to forfeiture.

Mr. Bakhap: I do not want to inquire too closely into the private affairs of the company, but I would like to know, if you do not mind, what are the prospects of the mining venture which caused the genesis of this scheme.

Mr. Laughton: The trouble has been the lack of capital, and the lack of machinery. There has only been one area rich enough to enable them to export it in bulk; that is the Murray Brothers' Mine. I believe they do not send away anything less rich than 30 per cent. I think the prospects of the Balfour field, granted railway facilities, good.

Mr. Bakhap: It has not succeeded in getting the additional capital required?

Mr. Laughton: I assumed that certain questions would be asked in that direction. I do not want to overstep the mark, but I have no objection to give you some information. From day to day, just about the time of the Lyell strike, it was expected the money would be raised; in fact, a cable was expected from London hourly. One influential house withdrew at that time, which held the matter up. Then the company was expecting a cable weekly, but the settlement hung fire. The reason given was the unsettled state of the money market in Europe. That is the reason that is being advanced now. Warden Plummer, of Circular Head, when he was in Melbourne recently had a conversation with Mr. Sharpe, who stated he was daily expecting to hear from London on the matter. I believe this company will be floated whether they get these concessions or not.

Mr. Bakhap: But they will have a material influence on it.

Mr. Laughton: Yes; of course it will be an inducement. Speaking of the state of the company in London: a small company was floated there with a capital of £25,000. They have got about £15,000 of a balance from that flotation, but it is considered that a great proportion of that will go in flotation expenses for a big company.

Mr. Ewing: What is to be the capital of the new company?

Mr. Laughton: Five hundred thousand.

Mr. Ewing: What loading is there to be?

Mr. Laughton: In what way?

Mr. Ewing: Have the promoters to get anything?

Mr. Laughton: They are, I think, to get £150,000 for the mine and everything else they have in the venture, but I am not quite sure of the figures.

Mr. Bakhap: Do you think the construction work as done by the company up to the present has given general satisfaction to those interested?

Mr. Laughton: There is no doubt about it. I think I have given you all the information at my disposal on the proposed Bill, and what it aims at, and I will now call Mr. Plummer.

ERNEST PLUMMER called and examined.

Mr. Plummer made the Statutory Declaration.

1. *By Mr. Laughton.*—Your name is Ernest Plummer? Yes.

2. You are Warden of the Municipality of Circular Head? Yes.

3. And your occupation? I am proprietor of a butter and cheese factory; also a general commission agent.

4. You know what the objects of the Mt. Balfour Bill are that is before Parliament? Yes.

5. And you know that I have been before the Circular Head Municipal Council and explained the nature of the Bill to the councillors? Yes; fully.

6. What was the result of my interview with them? The whole Council, with but one dissentient voice, passed a resolution in support of the proposal.

7. Personally what are your views towards the concessions that are being asked for by the company?—You are a resident of the district, and have interests there; what do you think about the matter? I say that for the benefit of the district it is essential that something of the kind should be done.

8. Why? There is reason upon reason. For one thing, it is to establish an industry there.

9. How do you consider that will be beneficial to the district? It will give employment to all the labour that is there, which is now leaving the district because of the want of employment. It will utilise the asset that is practically now being wasted, so that in that one direction alone it will do an immense amount of good.

10. Since you have been there—how long did you say? I have been for 23 years in touch with Circular Head district.

11. Since you have been there you have seen areas of land selected there? I have been in touch with all land that has been selected during the period I have been there.

12. Would you consider that much timber has been sold or marketed from that land? For the last 23 years off the actual land selected there has not been one per cent., in fact, not a half per cent., of the timber utilised.

13. And which is the most difficult timber for the settler to clear? The sound timber that would otherwise be marketed for sawmilling purposes.

14. You know that an area of land has been reserved—some 97,000 acres have been reserved for timber beds? Yes.

15. You know where it is? Yes; I have a good idea where it is.

16. Is it accessible? It is inaccessible, and beyond the settled area.

17. How far is Trowutta to the north of the Arthur River? About 8 miles.

18. How far does the metal road go back into that country from Smithton? When the money under the present Public Works Scheme is expended it will go back a distance of 18 miles from Smithton.

19. How far back is the metal road to the back country of Stanley? Fourteen miles to the extreme point.

20. How long has it taken to obtain the construction of that road? Since Circular Head district was established, 90 years ago.

21. Ninety miles to obtain 14 miles of metal road in that country. Is it rich country? It is second to none of any land in Tasmania.

22. You say that all that country is second to none in Tasmania, and yet it has taken 90 years to get 14 miles of road into the back country? Absolutely.

23. And now you have an opportunity of getting 50 miles of that country opened up by means of a railway? Absolutely certain; that is my opinion.

24. You have been closely connected with this scheme of opening up that country by virtue of your position as Warden of the Municipality? Intimately.

25. What is your opinion of the *bona fides* of the company as to whether they have carried out all the obligations of their other Bill, or otherwise?—What is your present opinion as to the attitude of the company in so far as it applies to the Council and to the Government? Would be be advisable for me to give a *resume* of the position as it is known to me?

26. You might make a short statement as to the position? So far as the Mt. Balfour Company has operated in conjunction with the Municipal Council

the relationship has been more than amicable, and the company has carried out absolutely all its Bill has asked it to do. As nominee for the Council I have pressed it very closely at different periods on the expenditure of the £10,000 loan, providing for £900 per month being spent. With regard to the expenditure of £900 a month, it has carried that out, with one exception, and that was on account of the weather, which obstructed traffic. On that occasion I deemed it advisable to allow them a slight concession, but it has been made up last month and the month before.

27. What was expended the month before? I have a copy of the expenditure here, which I keep as nominee of the Council. In September the expenditure was £980 for construction, and in October it was £1330 absolutely on construction within the meaning of the Act, so that instead of £1800 for those two months they expended £2310 to make up for the month they were short.

28. How much fencing has the company constructed along the line? Ten miles on either side, making a total of 20 miles altogether.

29. What kind of fencing? A substantial steel-wire fence and droppers; one of the most substantial fences built. There are enough sleepers now on the job (which are paid for) to do 10 miles of railway.

30. How many? Fifteen thousand.

31. I thought there were more than that? I am talking about those already on the job. There are others already cut in the bush, but they have not been brought in.

32. Then, Mr. Plummer, you consider it would be beneficial to your municipality that this concession should be granted to the Balfour Company? It would mean a revolution of the district.

33. Can you see any harm that the State is likely to suffer from the granting of these timber areas? Only the receiving of a royalty from the timber, and the large influx of population, if that can be called harm to the State.

34. Have you knowledge of any specific instance where timber has been felled, and its having grown up again? There is a property occupied by Mr. Edwards, of Thorn Hill; some 1400 acres. Fifty-four years ago that land was selected, scrubbed, and the trees ring-barked. I took it up 12 years ago, and started at once splitting posts and rails. That was 40 years after, roughly, that it had been ring-barked.

35. Then you say that during that time the timber has grown up sufficiently to become marketable timber on the same land? Positively. After two years' scrubbing saplings will start to grow, and in three years they will develop into saplings 3 inches in diameter. I can vouch for those figures.

36. *By Mr. Ewing.*—How many miles, do you say, of road-construction in how many years? Fourteen miles from Stanley into the forest in 90 years, and from Smithton, another centre, a lightly-gravelled road for 18 miles.

37. As to the nature of the country: have you been over it? Not to speak as an expert on it; but from my own observations of it I would say that the land is patchy.

38. Can you give us any idea of the size of the big trees—are they very large? I would estimate it at a very low figure a matter of 10,000 feet to the acre where the timber is good.

39. You miss my question. I mean are there any trees in that district of big diameter? There are plenty of trees ranging up to 72 feet in length of milling logs of at least 6 feet in diameter.

40. And you would say that timber like that is a very great trouble to the settler? It is almost impossible to deal with it.

41. He would be infinitely better off there with only the stumps? Yes; far better.

42. What do you think about our timber for milling, and how many acres would an ordinary timber mill cut out in a year? I would like to interject here, Mr. Ewing, that the average tree, when they were brought down, would cost from £2 10s. to £3 an acre to clear off.

43. Yes; but I would like to know from you as to what you think an ordinary timber mill would cut out in a year? I am not quite sure of the horsepower of an average mill. I believe it is 30 horsepower, and that would cut out about a million and a half feet of timber.

44. What area of land would that mean? Taking an average of 10,000 feet to the acre, which is about a fair estimate, that would mean 150 acres of land. There would be nothing to prevent five million feet being cut in a year.

45. Then 1000 acres to be surrendered to the Crown would be a pretty liberal amount, from a milling point of view? If the Balfour Company is suggesting to put in a mill to deal with 1000 acres of timber land they will want the world's market for the timber. To have a large plant they must have a large area to deal with.

46. How many men would that proposition serve to employ? It would occupy from 300 to 400 men to handle the timber.

47. What do you think of the suggestion that has been thrown out that, subject to the right of the Balfour Company to take off the timber, a settler should be allowed to take up the land? I highly approve of the scheme. It would be one of the best things that could be done. It is one of the main features to appeal to our Council, as they desire to foster settlement.

48. You think it would be a good idea to put a clause in the Bill to provide for that? I think it would be a good thing. It would be an advantage to the district.

49. *By the Chairman.*—Provided the timber is removed first? Yes.

50. *By Mr. Ewing.*—That is not my point. Suppose a man comes along and says, I want 200 acres of land in a certain place, that he should be given the opportunity of taking it up, providing that he should give the company the right to go on that land at any time to remove the timber, protecting the settler against any injury to his crop or any improvements he had carried out; or, in other words, you would not give the settler absolute exclusive right to his land, giving the company the right to go on his land, provided it did not do him any damage? I think that would be absolutely impracticable—for a settler to take up land and give the company the right to go on it after, for it would then be denuded of timber.

51. From the standpoint that the timber would be destroyed? Yes.

52. I am trying to make clear my point. I want to try and prevent reasonable objection being raised to the fact that all the best land might be tied up under your Bill. Suppose you take up 200 acres of this land, with the right given to the company to come along five years after to remove the timber off that land for you without doing the settler any damage to his crops or improvements—where are the objections? There are no objections to that, because he would be glad to get rid of it, instead of having to do it himself.

53. One thousand acres are all right, because the company offers that to the Government for selection; but you want to see settlement there? Yes.

54. And the more settlement that is fostered the better it will be for the company? Yes.

55. Then if you allow any person to come along and select, say, 200 acres of this land, with this additional condition—that the company shall have the right to enter on the land within a certain number of years and remove the marketable timber from it, would you not be glad to have that concession, so as to get the timber removed for you? Yes; I see no objection to that. In the Irish Town district that has been illustrated. Potato-growing was largely undertaken in that district, but Irish blight came along and it was dropped in a large number of cases. Since the cessation of the potato industry the farmers have been practically stopped from utilising their land. In the Irish Town district the farmers have been making a living by carting surplus timber off their land to the Duck River mill.

56. You think the taking up of 200 acres by a selector will be no disadvantage to the company so long as it has the right to go on it and take off all marketable timber within five years? No objection at all.

57. *By Mr. Pullen.*—Do not settlers regard the timber as one of their assets—a valuable first crop, as it were?—Do you think settlers would be prepared to take on 200 acres of land and allow the company to come along and take his first crop off? The timber has always been regarded as useless to the settler—an encumbrance—and unless some large plant is put in to work the timber to advantage on a small profit margin it means that the timber will not be utilised.

58. I am suggesting that the railway-line is in; would not the very first question a settler would ask himself if he takes up 200 acres be, “Can I get that milling timber to market?”

59. In the past it has always been looked upon as an encumbrance by the settlers.

60. *By Mr. Laughton.*—The company could pay royalty on the timber to the man from whose land it is taken, instead of to the State? That might do.

61. *By Mr. Pullen.*—How far is the area of timber from the present settlement? There is land taken up to within 2 or 2 miles of it. There are 2400 holdings in the Circular Head district, and the population of Circular Head is only about 4000.

62. That particular locality might lay there for another hundred years undeveloped unless some company or the Government does something with it? Yes. The Roger River is the limit of settlement, and that is about 30 miles from Stanley. This chart is illustrative of the great isolation and undeveloped state of our district. From the Roger River south-west is practically unexplored. Settlement does not extend in the Circular Head district much beyond 20 miles. The reserved land is south-west from the Roger and Arthur Rivers.

63. It is not likely that any individual will go there and select 200 acres of land under present conditions? Absolutely impracticable for them to do so.

64. He would be mad to go there and take it up? Entirely.

65. There is no get out for his produce? Not the slightest.

66. Looking at Clause 9, which provides for the reversion to the Crown from the company of 1000 acres annually: would it be possible, do you think, for the company to commence operations, as it were, on the block nearest to settlement, so as to give everybody an opportunity of taking up land nearest to the settlement—I mean for the company to take the timber off that area first? As a business scheme it must be so. The company would naturally decide on that block nearest to the railway, and then push their tramlines further back, as the land becomes depleted of the timber.

67. *By Mr. Ewing.*—If the company acts on the suggestion that I threw out there will be no need for that clause at all; it can be struck out? It will be inadvisable for any settler to go there until the timber area has been submitted to royalty, and the Crown gets its first contribution from it. As I stated, there are 2400 holdings in the Circular Head district, and only a population of 4000. Therefore there is such a large quantity of land not being utilised that it would be inadvisable to have further land thrown open for selection until that timber has been taken off, and the settler given a fair opportunity of working the land to its best advantage.

68. *By Mr. Bakhap.*—Is the whole of that land over which the timber leases are desired included in the territory reserved by the Crown? Yes; the whole of it.

69. What is the number of councillors in the Circular Head Municipal Council? Fifteen.

70. It is an unusually large number, is it not? Yes.

71. Are they all representative men of landed interest? Yes; every one of them is associated with it, with the exception of three business men, or four including myself.

72. Are the councillors all settlers? Yes.

73. And are they thoroughly conversant with settlement? Yes.

74. Are the most of the eleven, who may be regarded as representatives of the settlers—are they in favour of the scheme? Yes; with one exception.

75. That is 10 out of 11 are in favour of it? Yes.

76. You have read the report of what was practically a municipal debate on the proposal? Yes.

77. Is it a good representative report? It has been submitted to me, and it is *verbatim*, to my idea.

78. You are pretty conversant with the history of the Balfour Company? Intimately.

79. Do you think the granting of this concession will materially assist the further capitalisation of the company? From my own point of view I do not know really that it will. It seems to me that they are undertaking further expenditure for the further development of the district. They recognise that it will assist them in the matter of freight for the railway, but, as a matter of fact, they are entering on a further liability, which they are to make good.

80. Since this company started operations the money market has become very much more stringent? Yes.

81. It is fair to infer that if the utilisation of the timber resources are profitable to the company it will assist them in obtaining further capital? I believe it would.

82. Have you any knowledge of the mine that belongs to this company? Not particularly; only from information which I have gathered.

83. I will read what Councillor Ford, of the Circular Head Council, said: “He thought that the company were after similar concessions to what the Marrawah Tramway got. They obtained 10,000 acres of land without royalties. He would even support the Balfour Company if it wanted it without royalties, as it would be doing pioneering work.” I would ask, “Is the Marrawah tramway a municipal venture? No; private. As a matter of fact, it does not serve the municipality, it only serves Marrawah.”

84. It is owned by a company? Yes.

85. Has the granting of concessions to the Marrawah Tramway syndicate in any way facilitated settlement in the Marrawah district? It has not had time to operate up to the present, but the attitude of the Marrawah people is very sanguine as to the ultimate result.

86. Has the scheme yet been consummated? No; it is expected to be by January next.

87. It is not yet completed? No.

88. Are any of the people of the district of Marrawah at all sorry at the concessions having been granted to that company? I have not heard a dissenting voice at Marrawah.

89. It is not regarded by the local people that it was a step in the wrong direction? The local view is that the company should have the concessions free of royalty.

Mr. Ewing: Under this Bill it provides for the company not to pay rent.

Mr. Laughton: No; it provides to pay rent and royalty.

Mr. Ewing: What do you mean to say—they are to pay rent as well?

Mr. Laughton:—That is how the bill reads.

90. *By Mr. Bakhap* (to witness).—Is the country that will be developed virgin country? Yes.

91. Do you consider the scheme of giving the selectors open right to take any of the land mentioned in this Bill, provided they pay the company a small sum in addition to what they have to pay the Crown as a betterment price, because of the company opening up the land?—Do you think those land and timber concessions would be satisfactory to the company? That would do away with Parliamentary objection to locking up 50,000 acres of land for such a long time. Say a settler was called upon to pay 5s. per acre in addition to the Crown lands price because of the betterment principle—do you think it would be satisfactory to the promoters of the Bill? Do you mean to give the company the right to take off all the timber on the land?

92. Yes; to give an open right to the selector to take up the land, who would have to pay the Crown the price of it, and then a further price of 5s. per acre because of the betterment offered by the construction of the railway?—Do you think that would be satisfactory to the projectors of the enterprise? Yes; I should think that would be only fair to them. I have not given the matter mature consideration, but speaking off-hand I see no objection to it.

93. There is always a difficulty in regard to duality to the title of the land? Yes.

94. Some such difficulty will probably arise if settlers were allowed free access to the land; even admitting that the company has full timber rights, the duality of title will arise? I do not see there is any necessity for such an occasion to arise.

95. You see, the duality of title will be established? Yes; it would.

96. And that will occasion a difficulty? Under circumstances if it were as you define—selectors to select from the Crown, and pay a further price to the company, the company to have the right to take the timber from the land—I would say it would be a fair thing.

97. You are intimately connected with the development of Circular Head district? No one more so.

98. You have a conviction that the granting of this concession, with reasonable limitations, will be of benefit to the district where you reside? Yes; and the State generally.

Mr. Ewing: This company is offering to pay interest at the rate of four per cent. on £12,500, in the shape of rents.

Mr. Laughton: We are paying £500 a year.

Mr. Ewing: You are paying the interest on £12,500 a year for a start. In addition to that you realise you have got to pay municipal taxation on the whole 50,000 acres. It has been decided that that has to be paid. We had a case here recently with the Huon Timber Company. I represented the Port Esperance Municipality, and it was held

that the company had to pay municipal taxation on it. Then you are going to pay royalty on the timber cut.

Mr. Laughton: Yes; but despite all that these concessions are being opposed.

99. *By Mr. Ewing* (to witness).—What proportion of that land, in a general way, will be first, second, and third class land? Taking it on the basis of first-class land (I would not further classify it), I would not say there was more than 10 per cent. of first-class land.

100. Is there any considerable area there that is practically useless? Yes; on the hilly country—not a stick on the lot of that. Our local council recognises clearly that this proposition put before it should be received with both hands and open arms, so well do they favour it.

101. *By Mr. Pullen.*—You are looking at the question of rating that area? Decidedly. We at present collect rates from all leaseholders—timber or grazing—under the Crown.

102. *By Mr. Bakhap.*—Full rates? Yes.

103. *By Mr. Pullen.*—And you are of opinion this will give employment to 300 or 400 workmen? I think that will prove to be under-estimated.

104. Do you think it would be possible to arrange for these workmen to have the right to workmen's holdings? Our council recommends that.

Mr. Laughton: The company desired to have the right to nominate persons for selections, but I was advised not to proceed with the application.

105. *By Mr. Pullen* (to witness).—You have a knowledge of timber, and you know it is a big price at the present time? Yes.

106. Do you think the demand for timber is likely to increase or decrease? That possibly is out of my knowledge. I am not an expert. All inquiries go to show that though the timber market may not improve, it will hold firm. It is not anticipated there will be any material rise. On the mainland now there is a cessation in building. Practically, retrenchment is going on, and there may be a slight slump. With regard to the whole project, this company is coming in there with a large capital to establish a sawmill and open up the industry. There is an inquiry from America, with a quotation for several million sleepers. The quotation comes almost within range of Tasmanian timber, leaving a small profit. This project must be a large undertaking with small profits. The company must have a guarantee of a sufficient area before it can put in a proper plant.

107. *By Mr. Counsel.*—It has been put before this Committee, Mr. Plummer, that the sawmill at Duck River practically established the settlement there? I am in thorough accord with that statement.

108. Is it a fact, or not, that this sawmill stripped several thousand acres of land of the best timber before settlement took place, and that settlement followed it? It made it practicable to open up the roads. The Duck River mill extended the tram in and then opened up feeders to the tram.

109. Where is the tram now? Away to the back of Montagu.

110. I am referring to the tram Lee put in, but it is not much now. You are referring to the Marrawah tram. Is it not only the Marrawah that leads away to the west? Yes.

111. That is the only tramway that was put in for timber? It is practically the same tram, although it has been improved.

112. If the timber were there now it would be worth a lot of money? Yes; with the tramway constructed, if the timber was still there it would be an asset to the settlers, but the settlement would not have been there if it had not been for the sawmill and the construction of the line.

113. Can you say how many settlers are there now—any estimate at all? There are the men that

were employed at the mill. They drew their wages from the mill and took up an area of land, and were able to effect improvements to it.

114. Where are they living? In the district. There are the Grays, Lovells, McLeod, Carrols, Murray, and others; they all worked at the mill and drew their wages to improve their holdings.

115. But that did not bring settlement on the land that had been denuded of timber? Settlement did take place there.

116. We are at cross purposes. What I want to know is, did it ensure any settlement on the land which had been denuded of timber? No; not in that case.

117. *By Mr. Bakhap.*—Was it suitable for settlement? Yes; but means of ingress are very limited.

118. What estimate do you put upon the timber—how many feet per acre do you estimate? It is difficult to strike an average, for a great quantity of this 50,000 acres has not a tree upon it.

119. What is the estimate? I would scarcely like to say, for the simple reason we have not had an estimate prepared. I think an estimate of about 15,000 feet to the acre would be fair.

120. How many marketable trees would there be to the acre? About 12 to the acre.

121. What would be the average diameter of the trees; taking them about 4 feet from the ground? The average would be 4 feet 6 inches or 4 feet.

122. That is small timber? Yes.

123. I think you have said that settlement practically goes out 12 miles from Stanley? Yes.

124. Have you been out there? Yes.

125. Have you been out to the Roger River? Yes.

126. Is it not almost continual settlement from Stanley out to there? There is settlement out there, for the Messrs. McKay and McDonald live at the Roger River.

127. How far is it to the next settlement? Tro-wutta comes next, and between here and there are about a dozen settlers.

128. Is it not a fact that settlement extends out to the Roger River? There is intermittent settlement. I would say that there is about one man to every 500 acres.

129. How much country has been opened up? The country is more or less scrubbed and grassed.

130. How can you say, then, that settlement is only intermittent, or that it extends as you say? My idea of settlement is residential occupancy. Under "The Crown Lands Act" settlement is supposed to embody occupancy, and I take it that settlement means occupancy.

131. How far from Stanley is the bulk of the timber beds? About 30 or 40 miles.

132. I think you said that only about 10 per cent of the land could be classed as first-class land? That is as near as I could judge.

133. What proportion do you suppose has been purchased out of the 30 miles of country you speak of? I cannot say.

134. Is the land on the rest of the line first, second, or third class land right out to the Roger River? I would scarcely like to express my absolute professional opinion upon it. A good deal of it is rated as first-class land.

135. By persons who should know something about it? Yes.

135A. How can you say that only about 10 per cent. of it is first-class land? I am dealing with the 97,000 acres.

136. The question, as I understood it, was the settled land? I understood it the other way.

137. *By Mr. Pullen.*—I asked you how far the 50,000 acres was from the present settlement? Yes.

138. And I asked how much of the 50,000 acres was first-class land? Yes.

Mr. Watkins: That is how I understood the question.

139. *By Mr. Counsel* (to witness).—Is this 50,000 acres any different from the land at the Roger River? Yes.

140. What is the character of the land? Rising land of a whitish and yellowish colour.

141. What height does it rise to? The altitude from Stanley to the Arthur River does not exceed 250 feet. It would run to about 800 feet in the rises.

142. You have told the Committee that the present company spent something like £26,000 in the construction of the line? I do not say that definitely, though I think that is the amount.

143. Can you say from your knowledge whether that has been fairly spent in construction work? Are you referring to the £26,000.

144. Yes; I am? Well, I consider that the Balfour Company has acted in a perfectly *bona fide* way with its construction work.

145. What work has the company done? The track has been cleared. The company has done clearing and grubbing for 22 miles. It has also formed and completed the line for a considerable distance ready for plate-laying. The line has yet to be ballasted, but it is formed and completed for platelaying for a distance of 10 miles.

146. What do you estimate would be a fair expense per mile for grubbing and clearing the land? Grubbing and clearing would cost about £500 per mile.

147. What would be the expenditure on the whole thing, as it stands? I could not give you the actual figures.

148. You would not give an estimate? No; it varies so much.

149. You say that 10 miles of line has been formed? Yes; and I estimate the work to cost about £500 per mile.

150. How much per mile would the fencing cost? About 15s. per chain. It must be recognised that forming has been done a distance of 3 chains back from the line on both sides.

The witness withdrew.

EDWARD WILLIAM STEPHENS *called and examined.*

Mr. Stephens made the Statutory Declaration.

151. *By the Chairman.*—What is your name? Edward William Stephens.

152. *By Mr. Laughton.*—What is your occupation? Civil engineer.

153. You are in charge of the Mt. Balfour Mining and Railway Company's construction works? Yes.

154. Will you tell the Committee what has been done so far by the company? Practically 10½ miles of forming have been completed; that is to say, the route has been cleared, earthworks and culverts completed, road-crossings put in, and drains constructed. Besides that, there is another 11 miles of clearing done.

155. All that land is cleared? Yes—for the line.

156. And the fencing? The fencing is practically completed for 10½ miles.

157. Can you give the Committee any idea of the average cost of the earthworks per mile? I should say that the cost of the earthworks would be about £500 per mile.

158. What would be the total cost of the line up to the end of the 10½ miles which you have mentioned?—I am speaking of the route which has been grubbed and cleared, and on which the earthworks have been finished? The total cost, including sleepers, would be about £15,000.

159. For the 10½ miles mentioned the total cost would be £15,000? Yes. When I say £15,000, it includes the clearing which has been done ahead. It would average about £175 to £200 per mile.

160. So that the work done would cost over £1000 per mile exclusive of rails and sleepers? Yes.

161. Do you know of any effort on the part of the company to obtain steel rails? Yes. I have authority from the Chief Engineer to look at any Government rails or second-hand rails that are anywhere in the southern part of the State. To-morrow I am going to examine some. There are also some rails on the West Coast. We have also been making enquiries and getting quotes from Victoria and New South Wales.

162. The line for which you are engineer is practically to be of Government standard? Yes; a Government standard light line.

163. You know that the Balfour Company is applying for certain timber rights in the vicinity of the Arthur River. What is the nature of the country?—You have been right through it? I have travelled over a considerable part of it.

164. You know the quality of the timber? Yes.

165. What is the timber like? The general run of it is myrtle forest, with scattered beds of stringy-bark, white-gum, blackwood, and one or two beds of leatherwood, horizontal, and that sort of timber. None of the beds of stringy-bark or blackwood are really big. They are scattered. Right through the country through which the line runs there is no consistent forest of stringy-bark or blackwood. It is what we always call myrtle country. The ridges are clothed with stringy-bark, and the flats with a certain percentage of blackwood.

166. The quality of the land is the average quality. But can you say whether first, second, or third class land predominates? I should say one half of the 50,000 acres mentioned is first-class land.

167. What is the nature of the soil? The country rock is mudstone slates and schists, and portions of basaltic rock in it. The flat country is enriched by denudation of basaltic rocks, and by the Arthur River and other streams. The Arthur River particularly has extended over many miles of country from where it is now, and has enriched the flat country.

168. *By the Chairman.*—What is the nature of the soil; is it white soil? It is a sort of brown soil. Part of it is of a clayey nature, composed of mudstone with certain enriching constituents, and a good part of it is a rich dark loam composed of mudstone, with a certain quantity of sand.

169. It is like the average class of land in Tasmania? Yes.

170. There is some good, bad, and indifferent land in the area? Yes.

171. There is a good proportion of myrtle land? Yes.

172. Has the survey been completed? Yes, for 45 miles.

173. Has that been located on the ground? Yes.

174. It is a permanent survey? Yes. Surveys have also been made for the balance of the distance. I have made a flying survey for the last 11 miles; that is, from midway between Arthur River and Franklin River to Balfour.

174A. Without a railway going into the country the prospects of settlement are remote? Yes; very remote, indeed.

175. How long do you think that it would take settlement to take place at the ordinary rate? Settlers would not go into the country, because it is too far away from a port. People who went into the back country could not get their products to a port.

176. It is necessary, then, to have a line to convey the sawmilling plant? Yes, if you are to make sawmilling a profitable venture.

177. The timber is useless as it is? Yes.

178. It is of no use to anyone unless the line is constructed? It is no use at all.

179. No one would establish a sawmill there without a railway? No; not without a railway or a tramway.

180. Is the timber fairly good adjacent to the railway? What timber I have seen is of good quality.

181. What are the dimensions of the trees? The stringy-bark and the white-gum trees would average 250 feet in height, and would be from 2 feet 6 inches to 5 feet in diameter.

182. You cannot class the country as being one continuous belt of timber throughout the 97,000 acres? No; certainly not. There is fully 40,000 acres of it which is lightly timbered. You get into mineral country, and that is very sparsely timbered.

183. You take about 40,000 acres out of it? Yes; 40,000 acres is not heavily timbered. It has a certain amount of timber on it.

184. *By Mr. Pullen.*—Have you had any difficulty in procuring men for your work? We have had plenty of men so far. We have had no difficulty in getting men, but when we start out in a big way we will probably have a difficulty.

185. What is the rate of pay? The contractors are paying 9s. per day; that is, the earthworks contractors. We are paying 8s. a day for day labour.

186. *By Mr. Bakhap.*—How many men are being employed? I should say between 70 and 80 men altogether.

187. Do they come from outside the district?—Are they migratory men, or are they selectors? They are mostly local people.

188. Are you well aware of the nature of the tract of country over which the company, by virtue of the provisions of the Bill, seeks a concession?—Do you know the character of the country? I have travelled over a good portion of it.

189. Have you any knowledge of the classification of lands, agricultural, pastoral, and so on, so that you speak authoritatively as to its being suitable for agricultural purposes? I have a general knowledge.

190. How would you class the land—first, second, or third class land, &c., or would there be a proportion of each? There would be a proportion of each. At least one-third of it is first-class land.

191. One-third of the 97,000 acres? Yes.

192. What is the balance? One-third would be second-class land, and the third, third-class land.

193. Fifty thousand acres could be classified into three classes? Hardly 50,000 acres. I was speaking of the 97,000 acres. I should say about half of the 50,000 acres is first-class land.

194. And the balance? The balance would be pretty well second-class land. Where there is no large timber the land is poor; where there is plenty of timber the land is first or second class land.

195. Is the first-class land of that quality characteristic of the basaltic areas on the North-West Coast? No; it is hardly characteristic of the basaltic areas. It is not red soil. It is a brownish soil.

196. It is not that super first-class land which is to be found in the Circular Head district? I think the average first-class land would be quite as good as the basaltic land.

197. The country which carries the biggest timber is the land best suited for settlement? Yes. Once the timber is off it.

198. *By Mr. Counsel.*—In regard to the land, if expert evidence is given to the Committee to say that only 10 per cent. of it is good land, would you consider 50,000 acres to be a fair estimate? No. There is certainly more than 10 per cent. of it good land.

199. How far does settlement extend back from Stanley? In an unbroken line?—

200. No; along the route of the railway? About 34 miles.

201. Is that country similar to the 50,000 acres you mention? The first 10 miles is similar to the preceding 10.

202. Are there any particular difficulties in the way of the construction of the line where you have formed or cleared to? There is one piece of heavy line between the Arthur River and the Franklin River.

203. What is the character of the marketable timber on the best timber beds of the 50,000 acres? The forests are myrtle, with belts of stringy-bark.

204. What is the hard timber? Mostly stringy-bark, and there is a certain proportion of white-gum.

205. Any considerable quantity of blackwood? There is scattered through the whole of it a fair amount of blackwood, but there are no big beds of that timber.

206. Are you well acquainted with the timber country in the Tyenna district? Yes.

207. How does it compare with the 50,000 acres you mention? Parts of the Tyenna country have more stringy-bark to the acre than the majority of this.

208. Much more? Not much. It is a very hard question to give an answer to. The Tyenna country that I know is a very small area with stringy-bark on it.

209. I am pressing it because it is important, because we have the best of expert evidence on the Tyenna country, and it says that 50,000 feet per acre is a fair thing, and if it compares in any way with the 50,000 acres you speak of it is important? If you take the whole of the timber, myrtle, leatherwood, manuka, stringy-bark, and blackwood, in this country, you might get 50,000 feet to the acre.

210. You do not think there is more than 15,000 feet of hardwood to the acre? I do not think there is more than 15,000 feet of hardwood.

211. *By Mr. Laughton.*—How many miles of tracks has the Balfour Company constructed, and what exploration work has the company done? It has cut about 50 miles of tracks.

212. Cut 50 miles of tracks practically to open the country? Yes.

213. I would like you to explain to the Committee the position of the land and the position of the Arthur River, as your plan shows portion of the Arthur River 9 miles north of its position on the Government plan? I have had a rough prismatic survey made from the crossing of the Arthur River 18 miles up-stream.

214. *By Mr. Ewing.*—Where does the Government plan show the Arthur River? It is 9 miles out.

Mr. Watkins: The Government plan is 9 miles out!

215. *By Mr. Counsel.*—No one has ever been out there. There has never been any accurate survey made of the country? I have had rough traverses made of the country in various directions to pick up where I thought timber would lie.

216. At what point on your line did you start the line west of Marrawah? From the north-west corner, near McKay's timber lease.

217. How far from Stanley is that? Twenty-five miles south-west.

218. Did you go right through to Marrawah? The party I sent went right through to Marrawah.

219. You did not see the country yourself? No; but I had a report made upon it.

The witness withdrew.

ARCHIBALD WILBRAHAM FORD *called and examined.*

Mr. Ford made the Statutory Declaration.

220. *By the Chairman.*—What is your name? Archibald Wilbraham Ford.

221. *By Mr. Laughton.*—What is your occupation? I follow a variety of callings, but I think you can say that I am a company manager.

222. Where do you reside? At Smithton.

222A. You are managing director of the Marrawah Tramway Company? Yes.

223. You are also following grazing pursuits at Marrawah? Yes.

224. You know that the Balfour Mining and Railway Company is applying for certain rights? Yes.

225. I believe that you are also a councillor of the Municipality of Circular Head? Yes.

226. What is the feeling in the district with regard to the concession asked for? It is very favourable.

227. What is the feeling of the Council? The Council is practically unanimous in its support of the concession. There is only one member of the Council opposed to it. I think you can say that 90 per cent. of the people of the district are in favour of granting the concession.

228. You form your opinion from the discussions which you have heard? Yes.

229. Ninety per cent. of the people of the district you say are in favour of it? Yes.

230. You have had a good deal to do with the clearing of land? Yes.

231. What is the most difficult land to clear? The most difficult land to clear is that which has heavy milling timber upon it.

232. Why is that? It is the hardest timber to get rid of. It costs more to get out and to log it. The timber that the mill leaves is much easier timber to clear.

233. From the time you have been at Circular Head, have you known of much timber being taken off selected land? No.

234. It is a safe proposition to say that the whole of the timber has been destroyed? Yes; nine-tenths of it.

235. Nine-tenths of the timber which was originally on selected land has been destroyed? Yes.

236. Do you know anything of the land for which the company is applying? Have you any general knowledge of it or the nature of the timber, or how much timber each acre would be likely to carry? Yes. I have a general knowledge of the timber.

236A. Does your knowledge extend to the land on both sides of the Arthur River? Yes.

237. What is the nature of the country? It is stringy-bark and myrtle country. Portions of it would be worth while surveying for timber leases. I would estimate that it would contain about 12,000 feet to the acre.

238. That is the best timber land? Yes. I am speaking of the areas that any company would have surveyed as timber areas. Some of the country would not pay the surveyors' fees.

239. You have had a fair amount of experience with the timber? Yes.

240. You speak, then, with a certain degree of authority upon it? Yes.

241. What is your opinion as to the effect of the granting the concession to the company?—Would its effect on the district of Circular Head be beneficial? It would be very beneficial. The cutting and marketing of the timber alone would give employment to a large number of men.

242. *By Mr. Pullen.*—Would the establishment of a sawmilling industry in the district be productive of settlement? Yes.

243 *By Mr. Bakhap.*—I have a circular here embodying the report of a municipal debate in connection with the project? Yes.

244. Have you seen the circular? I have.

245 Is it a fair report of what took place and what was said? Yes.

246. You are reported as having spoken in emphatic terms in favour of the concession? Yes. At first I was opposed to the operations of the company; that was some 12 months ago. I opposed the company because I considered that it was not proceeding about its work with sufficient despatch. During the last six months the company has made much better progress, and I have altered my mind.

247. You are a convert to the company, then? Yes.

248. You are now in favour of the operations of the company? Yes.

249. You spoke during the debate. Was the Marrawah Tram Company then in existence? Yes.

250. You said in your speech that that company had obtained 10,000 acres of land without royalties? Yes.

251. Is there any opposition regarding the Marrawah Company's concession? None whatever.

252. The people regard it as being beneficial to the district? They do. They know that the concession brought about the building of the line.

253. They consider that when the line is built it will afford great benefits to the district? The line will be finished in a few weeks. The people now want to make it a municipal line.

254. And you anticipate that the same good results will be achieved by the Balfour Company if this concession is granted? Yes.

255. You have not heard any people expressing the hope that the concession will not be granted? No.

256. *By Mr. Watkins.*—Nearly every witness has told us that one member of the council strongly opposed the concession. Did that gentleman give any particular reason for his action? His reason is that he is opposed to any line being built by any one other than the Government. It is a matter of principle with him.

257. He does not object to the concession? No.

258. *By Mr. Counsel.*—You had a good deal of experience in the construction work on the Marrawah line? Yes.

259. What is a fair estimate of the cost of forming on the Balfour line? It would average about 3000 yards to the mile, and would cost about 1s. 6d. per yard. I gave an estimate for the Balfour line as a tramway, and reckoned that it would cost £1000 per mile.

260. What about the clearing of the country? There are several miles of it which requires practically no clearing. For 10 miles from the Arthur River the line runs through bush country until Irish Town is reached. The company is scrubbing and clearing wider than we do.

261. What do you estimate it would cost? About £4 or £5 per chain.

262. And the fencing? It is a double fence.

263. There is about 20 miles of fencing? The double fence would cost about 25s. per chain.

264. You think the company has done fairly well. You have been closely associated with it, and think it has made fair progress? Yes—during the last six months.

265. It has been said that they have spent £76,000 on it altogether. If the actual work cost £15,000, do you think the remainder is an excessive sum for incidental expenses, such as flotation, &c.?—Are the flotation expenses included in the £26,000? Yes.

266. Do you think it is an excessive sum to spend 50 per cent. of the money on flotation expenses? It seems a good deal.

Mr. Laughton: The cost of the survey is not included in the £15,000. The particulars of the expenditure are tabled.

267. *By Mr. Laughton.*—Do you know how many individual councillors hold shares in the company? There is only one.

268. *By the Chairman.*—He is a business man? Yes; at Stanley.

268A. *By Mr. Counsel.*—Is it your firm opinion that if the concession is granted that the company will construct the line out as far as the Act will authorise? That is my private opinion. I have no authority from the company to say it. It is simply my personal opinion.

The witness withdrew.

ERNEST HENRY FENTON *called and examined.*

Mr. Fenton made the Statutory Declaration.

269. *By the Chairman.*—What is your name? Ernest Henry Fenton.

269A. What is your occupation? Contractor and farmer.

270. *By Mr. Laughton.*—You are a member of the Municipal Council of Circular Head? Yes.

271. You know that the Balfour Company is applying for certain timber areas? Yes.

272. What is the feeling in the municipality as to the concession? The public of the district hope that the concession will be granted. The people are very anxious for it.

273. Have you ever been through the particular area? I have been out as far as the Arthur River.

274. You think that the removal of the timber off of the land would be beneficial to it as far as settlement is concerned? Yes. Moving heavy timber from any land is beneficial to it.

275. What would the clearing cost? We always reckon it costs £1 per tree to remove them.

276. *By the Chairman.*—You would not clear one single tree for £1? No; certainly not.

277. You have been a considerable time on the North-West Coast? Yes.

278. How long have you waited for railway facilities? For 25 years.

279. How long do you expect to be without railway connection with Stanley at the present rate of progress? Not for a lifetime.

280. You do not think there is much possibility of the country being developed unless the line is constructed? The way things are going we will have to wait a long time.

281. You consider it would be advantageous for the development of the land for the line to be constructed? Most decidedly.

282. You have been languishing in that locality for a number of years owing to the absence of a line? Yes.

283. And you trust that this venture will have a happy consummation? Yes.

Mr. Bakhap (to Mr. Counsel).—I would like to know, Mr. Counsel, how you regard this measure. Do you consider it is a pretty liberal Bill?

Mr. Counsel: I think it is fair. The only thing that troubles me is the settlement question. If a considerable quantity of land is made available year by year, I think the measure will prove highly desirable. So long as the land is not locked up, and an area, say, 1000 acres, is made available for settlement every year, the proposal can be regarded as a fair one. I might say that I am opposed to the granting of such concessions generally, because they have never been satisfactory to the State. In this case, considering the amount of work which the company has done, I am inclined to favour its request.

APPENDICES.

APPENDIX A.

To the Honourable the Speaker and Members of the House of Assembly of Tasmania, in Parliament assembled.

The humble petition of "The Mount Balfour Copper Mines, No Liability," a company duly incorporated in Victoria,

SHEWETH AS FOLLOWS:

1. That within three months previous to the presentation of this petition, namely, on the eighth, fifteenth, twenty-second, and twenty-ninth days of October last, your petitioners duly caused to be inserted in the "Tasmanian Government Gazette" and in the "Mercury" and "Daily Post," newspapers circulating in Hobart, in Tasmania, and on the ninth, sixteenth, twenty-third, and thirtieth days of October last in the "Daily Telegraph," a newspaper circulating in Launceston, in Tasmania, and on the ninth, sixteenth, twenty-third, and thirtieth days of October last in the "Circular Head Chronicle," a newspaper circulating in Stanley, in Tasmania, a notice stating that it was the intention of your petitioners to apply to the Parliament of Tasmania for leave to bring in a Bill, of which the general objects are hereinafter set forth.

2. That the general objects of the said Bill, as set forth in the said notice, are:—

- (a) To empower your petitioners to obtain control of one hundred thousand acres of land in the vicinity of the Arthur River, to cut and remove timber therefrom, and to empower your petitioners to purchase alternate blocks thereof on the timber being cleared off therefrom at the upset price usually paid for Crown lands.
- (b) To provide for a definite portion of the said land reverting annually to the Crown.
- (c) To provide for all privileges and powers necessary for the carrying out of the foregoing objects.

Your petitioners therefore humbly pray that leave may be granted to bring in such proposed Bill. And your petitioners will ever pray, &c.

THE MOUNT BALFOUR COPPER MINES.
NO LIABILITY, by
KENRIC LAUGHTON.
Their Solicitor and Agent.

APPENDIX B.

MOUNT BALFOUR COPPER MINES, NO LIABILITY, TASMANIA.

National Mutual Buildings,
395 Collins-street, Melbourne,
5th November, 1912.

I, Joseph Henry Opas, of National Mutual Chambers, 395 Collins-street, Melbourne, Legal Manager of the Mount Balfour Copper Mines, No Liability, whose registered office is in Melbourne, in the State of Victoria, do hereby certify that the undermentioned item-

ised statement of expenditure under the headings of Mining and Railway, the summarised results of which show an amount of £11,425 15s. 8d., for the former, and £26,214 1s. 7d. for the latter, respectively, has been disbursed by this company from its formation in February, 1909, to 31st October, 1912, inclusive, viz.:—

Expenditure on Mining from February, 1909, to October 31, 1912.

	£	s.	d.	£	s.	d.
Wages and contracts	7286	19	9			
Timber, stores, and fuel... ..	1754	8	1			
Plant and machinery	1199	3	3			
				10,240	11	1
Lease, rents, and survey fees	464	19	7			
Lease purchase	120	0	0			
Insurance under "Workers' Compensation Act"	44	5	0			
				629	4	7
Paid to vendors				450	0	0
Deposit on telephone to Mt. Balfour				106	0	0
				£11,425	15	8

Expenditure on Railway to October, 1912.

	£	s.	d.	£	s.	d.
General construction	13,899	18	7			
Surveys	3557	11	1			
Fee debited this company by London Syndicate for experts' inspection	500	0	0			
Railway land purchases... ..	135	0	0			
Insurance under "Workers' Compensation Act"	169	0	0			
				18,261	9	8
Costs of compilation of reports, &c., and expenses of attorney and agent respectively in London ...	3476	9	10			
Cables to London	101	10	10			
				3578	0	8
Parliamentary, law, and poll expenses on Bills before Tasmanian Parliament and salary and expenses of company's agents thereon... ..				1074	11	3
Deposit under "Stanley and Balfour Railway Act" ...	2500	0	0			
Sinking fund on £10,000, Government loan	800	0	0			
				3300	0	0
				£26,214	1	7

Summary of Expenditure.

	£	s.	d.
Mining, as per analysis	11,425	15	8
Railway, as per analysis	26,214	1	7
	£37,639	17	3

J. H. OPAS, A.C.P.A., Legal Manager
Melbourne, 4th November, 1912



(As Amended by the Select Committee.)*(Brought in by Mr. Whitsitt.)*

ANALYSIS.

- | | |
|---------------------------------------|--|
| 1. Short title. | 8. Aggregate area and minimum area and shape of block. |
| 2. Interpretation. | 9. Return of leased land to Crown. |
| 3. Authority to grant special leases. | 10. Renewal of leases. |
| 4. Term and form of special leases. | 11. Crown Lands Acts to apply. |
| 5. Lease to be in duplicate. | 12. Mode of working timber areas. |
| 6. Rent and royalty. | 13. Authority to construct tramways. |
| 7. Situation of leased land. | 14. Acts to be read together. |

A

B I L L

TO

Authorise the Leasing to the Mount Balfour ^{A.D.} 1912
 Copper Mines, No Liability, of certain
 Timber Areas for the purposes of Establish-
 ing a Sawmilling Industry and to amend
 "The Stanley and Balfour Railway Act,"
 and for other purposes.

WHEREAS the Mount Balfour Copper Mines, No Liability (hereinafter called "the Company"), or its assigns, is empowered under and by virtue of "The Stanley and Balfour Railway Act" and "The Stanley and Balfour Railway Amendment Act, 1911," *inter alia*, to
 5 construct and maintain a certain line of railway from Stanley to Balfour, in Tasmania, and the same is now in course of construction in accordance with the said Acts : PREAMBLE

And whereas the Company is desirous of obtaining a special lease from the Crown of a certain area of timber land in the vicinity of the

[*Private.*]—B4C755

* * The words proposed to be struck out are enclosed in brackets [] ; those to be inserted, in parentheses ().

A.D. 1912.

Arthur River, in the County of Wellington, for the purpose of obtaining timber therefrom, and of having certain modifications of the regulations with regard to the working of such timber lands, with a view to working the same as a whole and in accordance with more economical and convenient methods :

And whereas the Company intends to expend large sums of money in the installation of sawmilling plant and machinery upon the said timber lands and in the development of a timber industry in conjunction with and in addition to the purposes mentioned in the said Acts :

Be it therefore enacted by His Excellency the Governor of Tasmania, by and with the advice and consent of the Legislative Council and House of Assembly, in Parliament assembled, as follows :—

Short title.

1 This Act may be cited for all purposes as “The Stanley and Balfour Railway Amendment Act, 1912.”

Interpretation.

2 In this Act the expression “the Minister” shall mean the Minister of Lands for the time being.

Authority to grant special leases.

3 It shall be lawful for the Minister to grant to the Company a special lease or leases, in accordance with the provisions of this Act, of the area of land hereinafter mentioned or any part thereof for the purpose of obtaining, felling, working, and removing timber there-
from.

Term and form of special leases.

4 Every lease granted under the authority of Section Three of this Act shall be for the term of Twenty-five years from the date thereof, and shall be subject to the terms and conditions contained in this Act.

Lease to be in duplicate.

5 Every such lease as last aforesaid shall be by deed, and shall be in duplicate, and one part thereof shall be executed by the Minister and the other part thereof by the Company, and shall bind the Company to occupy and work the lands therein described under and subject to the conditions, stipulations, and grounds of forfeiture therein set forth, and shall give the Company the right to assign or sublet the lands comprised in the said leases or any part thereof on such terms and conditions, and at such rental, as the Company may determine, subject to the approval of the Governor.

Rent and royalty.

6 The rent to be paid for the lands comprised in any such lease as aforesaid, and the royalties to be paid on timber, shall not exceed the rent and royalties prescribed by the regulations for the time being in force under “The Crown Lands Act, 1911,” or any statutory amendment or re-enactment thereof, and shall be subject to the reductions or increases provided for by the said regulations.

Situation of leased land.

7 The said lands so to be leased as aforesaid shall be selected by the Company, and shall be situated adjacent to the Arthur River, in the County of Wellington, and shall form portion of Ninety-seven thousand acres or thereabout withdrawn from the operation of “The Crown Lands Act, 1911.” After the Company has indicated to the Minister

[3 Geo. v.]

Stanley and Balfour Railway.

3

the approximate situation of the said lands, the Minister shall reserve the said lands from selection, leasing, or sale, for the period of Two years, in order to enable the Company to select the lands to be leased by it. A.D. 1912.
—

- 5 **8** The blocks of land to be leased shall not have an aggregate area of more than Fifty thousand acres, and shall be in the form of squares or parallelograms of which the length of the sides shall not exceed twice the length of the ends (at the option of the Company, with the approval of the Minister, and no block shall be less than Three hundred acres in area, and the Company shall have surveys of the said blocks effected at its own expense by a duly qualified surveyor to be approved by the Surveyor-General. All such areas shall be chosen by the Company within Two years from the passing of this Act. Aggregate area and minimum area and shape of blocks.

- 15 **(A)** After the expiration of Two years from the date of the passing of this Act it shall be lawful for the Minister to withdraw from the operation of the said leases, any block of land applied for under the provisions of the Crown Lands Acts, not exceeding for One applicant Two hundred acres in each block, for the purpose of *bona fide* land settlement; and upon each block being so withdrawn as aforesaid the rent payable by the Company shall be abated in proportion to the areas so withdrawn by the Minister as aforesaid. Provided that the Company shall have the right for Five years after the date of selection to purchase the timber on the blocks selected at the royalties payable for the time being for timber on Crown lands. Provided also that the Minister shall grant to the Company such easements as the Company may reasonably require over the said blocks for the general operations of the said Company.) Return of leased land to Crown.

- 30 **[9** After Three years from the date of the passing of this Act, an area of One thousand acres, to be defined by the Minister, shall in every year be relinquished and returned to the Crown by the Company for the purposes of land settlement: Provided that the Company may return to the Crown a larger area than that specified; and if the Company shall in any One year return a larger area of land than that specified the excess shall be credited to the area returnable the following year, so as to make up the area which must annually revert to the Crown under the provisions of this section.] Renewal of leases.

- 40 **10—(1)** The Company, provided the covenants and conditions of any such lease as aforesaid shall have been fulfilled up to the expiration of such lease, and upon the Company applying within Three months before or One month after the expiration thereof, shall be entitled to renewals from time to time of such leases respectively for a further period of Twenty-one years, subject to the payment of the rent and such royalties as the Minister (with the consent of the Governor) shall think fit to impose subject to the provisions of "The Crown Lands Act, 1911," or any statutory amendment or re-enactment thereof, and the regulations made thereunder.

A.D. 1912.

(2) The royalties so imposed by the Minister shall be for the royalties payable under timber leases, according to the regulations for the time being in force under the said Acts or any of them.

(3) Every such renewal shall be by the issue of a new lease, which shall entitle the Company to all the same rights, preferences, and priorities as were formerly held by it under the expired lease. 5

Crown Lands
Acts to apply.

11 Subject to the provisions of this Act all the provisions of "The Crown Lands Act, 1911," or any statutory amendment or modification thereof, and the regulations for the time being in force thereunder, as far as the same are applicable and are not inconsistent with the provisions of this Act, shall apply to all leases granted under this Act. 10

Mode of working
timber areas.

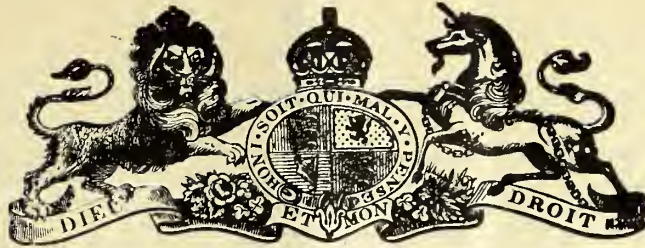
12 Notwithstanding anything contained in the said Acts, or in the regulations made thereunder, the Company shall be entitled to obtain, fell, work, and remove timber from more than One of the said areas at the same time, and to work all or any part of the said areas of land from One or more mill site or mill sites (whether on any part of the land leased or not), as the Company may deem convenient. And if the Company shall in every year fell, cut, and remove all the sawmilling timber upon an area of at least Four hundred acres, then such felling, cutting, and removal shall be deemed a compliance with the said regulations in regard to the method and manner of working the said areas of land, and in regard to the erection, maintenance and power of the machinery and plant thereon. The Company shall also be at liberty to use steam, electricity, or any other motive-power for working any mill or machinery upon any of the said lands or any lands worked in connection therewith. 15 20 25

Authority to construct tramways.

13 It shall be lawful for the Company to make, construct, repair, improve, alter, and maintain such tramways upon or over any of the said areas of land, whether relinquished or returned to the Crown or otherwise, as may be necessary or convenient for getting, cutting, sawing, or working of the timber upon or from any of such lands or over such portions of Crown land as may be necessary for the more economical transport or carriage of such timber from such lands or any part thereof to a convenient point upon the said railway from Stanley to Balfour. 30 35

Acts to be read together.

14 This Act and the Principal and amending Act shall be read and construed together as one Act.


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1912.

PARLIAMENT OF TASMANIA

PUBLIC DEBTS SINKING FUND:

REPORT FOR THE YEAR ENDED JUNE 30, 1912.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£5 6s.]

PUBLIC DEBTS SINKING FUND: REPORT FOR THE YEAR ENDED JUNE 30, 1912.

 Office of Commissioners of Public Debts Sinking Fund,
Hobart, 26th November, 1912.

SIR,

In accordance with the provisions of Section 6 of "The Public Debts Sinking Fund Act, 1881," we have the honour to forward, for the information of Parliament, our report for the year ended 30th June, 1912.

The accounts, having been duly examined and certified as correct by the Auditor-General, are herewith submitted.

herewith submitted.

	State of the Fund.			£	s.	d.	£	s.	d.
The Fund on the 30th June, 1911, amounted to	414,601	5	7
Add Receipts on account of the past year, as under—									
Reserves under Waste and Crown Lands Acts for year ended 30th June, 1911	29,344	17	2			
Contributions in connection with Mt. Cameron Water-race—									
Moiety of Rentals and Surplus Receipts	464	2	2			
Contribution on account of loan to Tarleton Road Trust (60 Vict. No. 23)	20	0	0			
Contributions in connection with redemption of loans for									
Public Works under Act 1 Ed. VII. No. 49	1180	0	0			
Ditto ditto under Act 2 Ed. VII. No. 43	630	0	0			
Ditto ditto under Act 3 Ed. VII. No. 27	495	0	0			
Ditto ditto under Act 4 Ed. VII. No. 29	342	0	0			
Ditto ditto under Act 5 Ed. VII. No. 42	458	0	0			
Ditto ditto ditto (Item 330)	440	0	0			
Ditto ditto ditto under Act 6 Ed. VII. No. 23	997	0	0			
Ditto ditto under Act 7 Ed. VII. No. 31	1655	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 9)	440	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 10)	1658	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 11)	513	0	0			
Ditto ditto under Act 8 Ed. VII. No. 29 (Section 12)	141	0	0			
Ditto ditto under Act 9 Ed. VII. No. 51	1791	0	0			
Ditto ditto under Act 1 Geo. V. No. 51	2708	0	0			
Ditto ditto ditto (Item 941)	180	0	0			
Ditto on account of loan to State Scholarship Board (1 Geo. V. No. 15)	100	0	0			
Contributions in connection with payment of Pensions, &c., under various Acts	12,207	19	10			
Credits to Survey Advance Account under "Crown Lands Act, 1903"	3802	2	1			
Interest on Investments	15,220	3	4			
							74,787	4	7
							489,388	10	2
Deduct Payments for Pensions, &c., payable under various Acts	6000	0	0			
Ditto ditto to Treasury on account of debits to Survey Advance Account	1335	4	3			
Ditto for redemption of Local Inscribed Stock, issued under Waste and Crown Lands Acts	61,081	2	1			
							68,416	6	4
Total Fund on 30th June, 1912				£420,972	3	10

The total transactions of the Sinking Fund since its foundation in the year 1881 are as under:—

Receipts—	£	s. d.	£	s. d.
Reserves under Waste and Crown Lands Acts	585,383	8 11		
Sinking Fund under "Local Public Works Act, 1872"	415	10 8		
Premiums on Debentures and Treasury Bills sold	10,042	1 4		
Discount on purchase of Local Inscribed Stock	174	6 4		
Sinking Fund—Loan to Zeehan School of Mines (2 Ed. VII. No. 40)	145	11 7		
Ditto, ditto Moonah Town Board (2 Ed. VII. No. 40)	74	15 7		
Contributions in connection with redemption of Debentures under Act 50 Vict. No. 7	5600	0 0		
Ditto in connection with Mt. Cameron Water-race	10,586	15 1		
Ditto in connection with Tarleton Road District Loan	300	0 0		
Contributions in connection with redemption of Loans for Public Works under Act 1 Ed. VII. No. 49... ..	11,210	0 0		
Ditto ditto under 2 Ed. VII. No. 43	5328	0 0		
Ditto ditto under 3 Ed. VII. No. 27	3960	0 0		
Ditto ditto 4 Ed. VII. No. 29	2394	0 0		
Ditto ditto 5 Ed. VII. No. 42	2748	0 0		
Ditto ditto ditto (Item 330)	2640	0 0		
Ditto ditto 6 Ed. VII. No. 23	4985	0 0		
Ditto ditto 7 Ed. VII. No. 31	6620	0 0		
Ditto ditto 8 Ed. VII. No. 29 (Section 9)	1320	0 0		
Ditto ditto ditto (Section 10)	4974	0 0		
Ditto ditto ditto (Section 11)	2052	0 0		
Ditto ditto ditto (Section 12)	564	0 0		
Ditto ditto 9 Ed. VII. No. 51	3582	0 0		
Ditto ditto (1 Geo. V. No. 51)	2708	0 0		
Ditto, ditto, ditto (Item 941)	180	0 0		
Ditto in connection with Launceston Fire Brigade Loan	50	0 0		
Ditto in connection with Loan to State Scholarship Board (1 Geo. V. No. 15)	100	0 0		
Ditto in connection with payment of Pensions, &c., under various Acts	210,073	19 1		
Survey Advance Account under "Crown Lands Act, 1903"	45,545	19 11		
Interest on Investments	198,098	11 8		
			1,121,856	0 2

Payments—

Debentures and Local Inscribed Stock redeemed by the Fund—

	£	s. d.		
Issued under Waste and Crown Lands Acts	361,461	2 1		
Ditto "Local Public Works Act"	27,100	0 0		
Ditto 50 Vict. No. 7	7220	0 0		
To redeem loan to Zeehan School of Mines... ..	150	0 0		
			395,931	2 1
Payments to Treasury for Pensions, &c., under various Acts	258,001	12 0		
Ditto in connection with Survey Advance Account	46,951	2 3		
			700,883	16 4

Total Fund as above £420,972 3 10

The Fund is disposed of in the following manner:—

	£	s. d.
Invested in Government Debentures	33,800	0 0
Ditto in Municipal Debentures	300	0 0
Ditto Local Inscribed Stock	324,709	10 10
Ditto Treasury Bills	60,110	8 6
Cash in Treasury	2052	4 6
	£420,972	3 10

The position of the several accounts embraced in the Fund, after apportionment of interest, may be thus stated:—

	CR.	£	s. d.
Mount Cameron Water-race Account		17,287	18 8
Tarleton Road District Loan		387	8 7
Moonah Town Board Loan (2 Ed. VII. No. 40)		81	16 6
Redemption of Loans for Public Works under 1 Ed. VII. No. 49		13,194	11 7
Ditto ditto under 2 Ed. VII. No. 43		6177	13 0
Ditto ditto under 3 Ed. VII. No. 27		4553	14 2
Ditto ditto under 4 Ed. VII. No. 29		2708	18 4
Ditto ditto under 5 Ed. VII. No. 42		3063	1 8
Ditto ditto ditto ditto (Item 330)		2937	11 2
Ditto ditto under 6 Ed. VII. No. 23		5454	6 6
Ditto ditto under 7 Ed. VII. No. 31		7118	11 10
Ditto ditto under 8 Ed. VII. No. 29 (Section 9)		1393	19 10
Ditto ditto ditto (Section 10)		5252	16 6
Ditto ditto ditto (Section 11)		2206	10 6
Ditto ditto ditto (Section 12)		606	8 11
Ditto ditto ditto 9 Ed. VII. No. 51		3715	8 1
Ditto ditto (1 Geo. V. No. 51)		2758	2 4
Ditto ditto ditto (Item 941)		183	6 10
State Scholarship Board Loan (1 Geo. V. No. 15)		103	2 8
Launceston Fire Brigade Loan (9 Ed. VII. No. 23)		52	14 1
General Account		435,273	2 2
		£514,511	3 11

Dr.	£	s.	d.
Payments on account of Pensions, &c., in excess of Receipts, &c.,			
with interest added.....	88,769	14	11
Survey Advance Account, with interest added	4769	5	2
		93,539	0 1
		£420,972	3 0

In accordance with the arrangements detailed in our last report, the sum of £6000 was advanced by the Sinking Fund to the Treasury to meet payments for pensions for the year 1911-12. The advance has since been adjusted on the closing of the Treasury accounts for that year.

The contributions towards providing for the redemption of loans for public works authorised by Acts 1 Ed. VII No. 49, 2 Ed. VII. No. 43, 3 Ed. VII. No. 27, 4 Ed. VII. No. 29, 5 Ed. VII. No. 42, 6 Ed. VII. No. 23, 7 Ed. VII. No. 31, 8 Ed. VII. No. 29, 9 Ed. VII. No. 51, and amounting to £13,628, were received from the Treasury on the 30th December, 1911.

In accordance with the provisions of Section 45 of "The Crown Lands Act, 1903," a sum of £3802 2s. 1d. was received from the Treasury on account of credits to the Survey Advance Account during the year ended 30th June, 1912, and payment was made to the Treasury by the Commissioners of £1335 4s. 3d. to meet debits to that account for the same period.

The usual detailed statements are appended, showing the securities held by the Commissioners, the debentures which have been redeemed out of the Fund since it was established, and the debentures and inscribed stock now current which have still to be redeemed.

The expenses for the past year, paid from the Consolidated Revenue, on account of the Fund amounted to £50.

The following arrangements in connection with the payment of pensions have been made for carrying out the provisions of the Acts for the year 1912-13.

1. The Commissioners pay into the Treasury at the close of each quarter—viz., on 30th September, 31st December, 31st March, and 30th June—the sum of One thousand five hundred Pounds (£1500), leaving the final adjustment of accounts to be made as soon after the close of the financial year as possible.

2. The contributions to the Sinking Fund under Acts 56 Vict. No. 24, 58 Vict. No. 23, 59 Vict No. 40, 60 Vict. No. 25, 61 Vict. No. 12, and 3 Ed. VII. No. 29, are to be paid to the Commissioners in four equal parts on the days before mentioned.

We have the honour to be,

Sir.
Your obedient Servants

H. J. M. PAYNE, Treasurer, Chairman.
G. H. BUTLER,
J. G. DAVIES, } Commissioners
JAMES WHYTE.

The Hon. the Treasurer.

(A.)—RETURN showing Debentures and Local Inscribed Stock held by the Commissioners of the Public Debts Sinking Fund on 30th June, 1912.

Act.	No. of Debentures, &c.	TOTAL.	Rate of Interest per cent.	Dates Redeemable.											
					1913.	1914.	1915.	1916.	1917.	1918.	1920.	1921.	1922.	1926.	
<i>Debentures—</i>		£			£	£	£	£	£	£	£	£	£	£	
56 Vict. No. 53	5	3, 6, 7, 8, & 14	33,800	4	1 Jan.	...	...	...	...	...	...	...	...	33,800
Richmond Municipality	1	1	300	4	1 Jan.	...	...	...	...	...	...	300	...	...
<i>Treasury Bills</i>															
9 Ed. VII. No. 58 ...	2	1 & 2	38,224	4	1 Oct.	18,224	...	...	...	...	...	...	...	...
1 Geo. V. No. 45 ...	1	1	21,886l 8s. 6d.	3½	19 Feb.	...	20,000 21,886l 8s. 6d.	...	...	...	...	...	...	...
<i>Local Inscribed Stock—</i>															
54 Vict. No. 8; 3 Ed. VII. No. 39; and 5 Ed. VII. No. 31.....	5	1, 9, 29, 532 849	18,579l 10s. 2d. 2178l 18s. 8	3½ 3½ 3½ 3½	1 July	...	...	...	...	...	188l 1s. 7d.	...	...	...
64 Vict. No. 14	1	280r	2178l 18s. 8	3½	1 July	...	...	...	...	...	...	2178l 18s. 8d.	...	4682l 10s. 8d.
4 Ed. VII. No. 30...	1	391	258/2s. 3d.	3½	1 Jan.	...	258l 2s. 3d.	...	...	...	...	...	...	...
5 Ed. VII. No. 43...	6	88, 340, 392, 421, 822, 838	15,355l 7s. 9d.	3½ & 3½	1 Oct. 1 Jan. 1 Apr.	7521l 9s. 10d. ...	...	1057l 4s. 10d. ...	...	...	...	...	...	...
6 Ed. VII. No. 39 ..	8	24, 64, 103, 134, 136, 170, 176 918	64,169l 5s. 10d.	3½ & 3½	1 April	...	...	...	410l 7s. 5d.	...	...	...	...	...
6 Ed. VII. No. 40...	4	173, 177, 211, 255	18,655l 6s. 3d.	3½	1 Oct.	...	...	...	63,758l 18s. 5d.	...	...	...	...	...
7 Ed. VII. No. 16...	9	272, 291, 316, 324, 364, 376, 379, 409, 422	60,237l 16s. 8d.	3½	1 Jan. 1 Apr. 1 Oct.	...	6851l 4879l 12s. 10d.	...	...	...	...	...	...	...
8 Ed. VII. No. 25...	3	393, 459, 465	14,675l 11s. 4d.	3½ & 3½	1 Jan. 1 Oct.	...	8285l 4s. 8d. 6390l 6s. 8d.	...	...	...	...	...	...	...
8 Ed. VII. No. 29...	1	471	24,016l 4s. 8d.	3½	1 Oct.	...	...	...	24,016l 4s. 8d.	...	...	...	...	...
Closer Settlement Act ...	5	2, 4, 10, 13, 28	18,770l 0s. 4d.	3½	1 Apr. 1 July 1 Oct.	...	4375l 17s. 7d. ...	...	...	...	...	130l 16s. 10d.	...	...
9 Ed. VII. No. 60	6	562, 571, 614, 637, 638, 639	46,855l 1s. 5d.	4	1 July 1 Oct. 1 Jan.	34,421l 16s. 5205l 19s. 9d.	...	...	...	...	...	...	...	...
9 Ed. VII. No. 59...	1	670	10,740	4	1 Jan.	...	7227l 5s. 8d.	...	...	...	...	...	...	...
9 Ed. VII. No. 59 & 1 Geo. V. No. 44...	1	686	5580 14s. 6d.	4	1 April	...	10,740 5580l 14s. 6d.	...	...	...	...	...	...	...
8 Ed. VII. No. 25 & 9 Ed. VII. No. 59	1	T 377	5500	4	1 Oct.	5500	...	...	...	...	...	...	...	...
9 Ed. VII. No. 59...	1	T 383	214l 6s. 3d.	4	1 April	...	214l 6s. 3d.	...	...	...	...	...	...	...
9 Ed VII. No. 61...	3	877, 901, 948	18,459 2s. 7d.	3½	1 Jan. 1 Apr.	...	...	...	13,140l 4s. 1d. 5318l 18s. 6d.	...	...	...	...	...
1 Geo. V. No. 43 ...	1	800	164l 2s. 2d.	3½	1 Oct.	...	...	464l 2s. 2d.	...	...	...	...	...	...
		418,919l 19s. 4d.				114,592l 14s. 10d.	99,089l 14s. 5d.	18,521l 18s. 3d.	102,549l 9s. 5d.	18,869l 10s.	24,016l 4s. 8d.	318l 18s. 5d.	2478l 18s. 8d.	4682l 10s. 8d.	33,800

Total Government Debentures	£	s.	d.
Total Municipal Debentures	33,800	0	0
Total Local Inscribed Stock	300	0	0
Total Treasury Bills	924,709	10	10
	60,110	8	6

£418,919 19 4

A. REID, Secretary.

Examined and certified to be correct.

J. E. BENNISON, Auditor-General.
26th November, 1912.H. J. M. PAYNE, Treasurer, Chairman.
G. H. BUTLER,
J. G. DAVIES,
JAMES WHYTE, } Commissioners.

(B.)—RETURN of Debentures and Inscribed Stock issued and to be redeemed out of Moneys at the disposal of the Commissioners of the Public Debts Sinking Fund.

Act under which Debentures and Stock have been issued.	TOTAL.	Dates when due.												1925.	1940.*
		1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1920.	1921.	1922.	1925.		
	£ s. d.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.	£	£ s. d.	
49 Viet. No. 54.....	21,000 0 0	21,000*	...	...	...	...	...	...	...	...	...	...	...	10,700 0 0*	
55 Viet. No. 82.....	10,700 0 0	...	...	...	...	...	...	...	...	...	...	...	...	1000 0 0*	
58 Viet. No. 40.....	1000 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
Crown and Waste ands Acts, 54 Vict. No. 8, 3 Ed. VII. No. 39, &c.	178,918 17 11	...	...	...	9000 0 0	45,192 9 8	...	7100 0 0	...	206 17 3	...	4682 10 8	...	...
Tarleton Road District Loan, 60 Vict. No. 15 (taken up by 5 Ed. VII. No. 43).....	...	...	73 13 10	5000 0 0	...	6075 10 10	61,667 4 9	17 9 4	30,915 0 0	188 1 7	300	...	...	...
1 Ed. VII. No. 52.....	400 0 0	...	...	400 0 0	...	...	...	...	...	...	...	...	...	...
(Proportion taken up by 7 Ed. VII. No. 16).....	117,950 0 0	...	...	1000 0 0	...	...	...	...	100 0 0	...	55,770	...	500	...	
(Proportion taken up by 8 Ed. VII. No. 29).....	...	...	...	...	...	...	...	...	...	...	150	...	...	...
(Proportion taken up by 9 Ed. VII. No. 60).....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mooneah Town Board Loan, 2 Ed. VII. No. 39 (taken up by 7 Ed. VII. No. 16).....	1000 0 0	...	...	...	15,100 15 8	...	...	...	...	...	...	...	...	32,120 16 9	
3 Ed. VII. No. 26 (taken up by 7 Ed. VII. No. 16).....	112,547 10 9	...	...	...	...	...	...	...	...	...	...	...	...	13,208 7 7	
4 Ed. VII. No. 29.....	34,133 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
5 Ed. VII. No. 43.....	57,716 15 8	...	...	15,000 0 0	9249 11 3	...	...	...	...	...	1000	...	...	...
6 Ed. VII. No. 39.....	99,662 4 2	...	...	10,000 0 0	4227 1 10	...	...	...	...	...	...	...	...	...
7 Ed. VII. No. 16.....	165,470 0 0	...	54,568 10 0	3390 2 7	4300 0 0	...	...	...	...	...	11,550	...	...	...
8 Ed. VII. No. 29.....	200,546 14 10	...	45,093 14 2	165,470 0 0	...	4875 10 4	...	...	...	...	...	...	...	...
Launceston Fire Brigade Loan (9 Ed. VII. No. 59).....	700 0 0	...	...	...	93 0 0	...	...	...	24,016 4 8	...	927	...	...	165,765 0 0	
9 Ed. VII. No. 60.....	179,117 0 0	...	...	75,192 13 7	...	...	...	...	...	...	...	...	...	...
1 Geo. V. No. 43.....	375,852 0 0	...	...	95,186 18 4	...	...	10,220 0 0	...	...	...	...	...	...	...
	...	...	...	...	11,343 0 0	...	10,100 0 0	...	...	...	...	...	...	...
	...	...	...	...	32,206 0 0	...	11,983 0 0	...	...	...	300,000	...	...	...
	1,556,734 3 4	21,000	99,735 18 0	381,639 14 6	100,326 16 8	53,143 10 10	93,970 4 9	7117 9 4	55,031 4 8	394 18 10	369,697	4682 10 8	500	36,494 15 1	

• Debentures and Inscribed Stock issued in connection with the "Mount Cameron Water-race Act" to be paid off by the Sinking Fund when the contributions paid to the Commissioners under Section 6 of Act 51 Viet. No. 28 amount to a sum equal to such Debentures and Stock.
† With option of redemption in 1920 on 12 months' notice being given.

A. REID, Secretary.

(C.)—RETURN showing *Debentures and Stock which have been redeemed out of "The Public Debts Sinking Fund" up to 30th June, 1912.*

<i>Due Date of Debentures.</i>	<i>Act.</i>	<i>Amount.</i>		
		£	s.	d.
17 April, 1882.....	31 Vict. No. 1.....	3600	0	0
6 July, 1884.....	37 Vict. No. 22.....	2500	0	0
2 October, 1884.....	Ditto.....	3500	0	0
1 May, 1885.....	34 Vict. No. 10.....	2100	0	0
Ditto.....	37 Vict. No. 22.....	3000	0	0
1 November, 1885.....	34 Vict. No. 10.....	5800	0	0
11 February, 1886.....	Ditto.....	6000	0	0
24 February, 1886.....	31 Vict. No. 1.....	7000	0	0
1 July, 1886.....	34 Vict. No. 10.....	9200	0	0
4 September, 1886.....	37 Vict. No. 22.....	7500	0	0
1 October, 1886.....	34 Vict. No. 10.....	3500	0	0
13 April, 1887.....	Ditto.....	20,000	0	0
1 May, 1887.....	Ditto.....	300	0	0
1 January, 1888.....	Ditto.....	200	0	0
1 May, 1888.....	Ditto.....	9700	0	0
1 July, 1888.....	Ditto.....	11,500	0	0
1 November, 1888.....	Ditto.....	300	0	0
9 September, 1889.....	Ditto.....	800	0	0
3 October, 1890.....	50 Vict. No. 11.....	3300	0	0
1 October, 1891.....	34 Vict. No. 10.....	800	0	0
3 October, 1891.....	50 Vict. No. 11.....	4750	0	0
1 September, 1892.....	Ditto.....	55,180	0	0
3 October, 1892.....	Ditto.....	200	0	0
1 January, 1893.....	34 Vict. No. 10.....	100	0	0
1 July, 1893.....	Ditto.....	400	0	0
3 October, 1893.....	50 Vict. No. 11.....	1300	0	0
1 January, 1894.....	34 Vict. No. 10.....	200	0	0
3 October, 1894.....	50 Vict. No. 11.....	14,600	0	0
31 October, 1894.....	Ditto.....	25,850	0	0
1 January, 1895.....	34 Vict. No. 10.....	300	0	0
9 June, 1896.....	54 Vict. No. 8.....	300	0	0
1 July, 1896.....	Ditto.....	300	0	0
30 December, 1897.....	Ditto.....	600	0	0
16 May, 1898.....	Ditto.....	100	0	0
17 May, 1898.....	Ditto.....	1300	0	0
20 May, 1898.....	Ditto.....	600	0	0
31 May, 1898.....	Ditto.....	200	0	0
23 June, 1898.....	Ditto.....	250	0	0
10 November, 1898.....	Ditto.....	1000	0	0
2 January, 1899.....	Ditto.....	100	0	0
3 January, 1899.....	Ditto.....	100	0	0
1 July, 1900.....	52 Vict. No. 44.....	7220	0	0
1 January, 1903.....	34 Vict. No. 10.....	10,000	0	0
22 June, 1903.....	54 Vict. No. 8.....	1200	0	0
13 July, 1903.....	Ditto.....	11,600	0	0
14 July, 1903.....	Ditto.....	100	0	0
19 July, 1903.....	Ditto.....	100	0	0
25 July, 1903.....	Ditto.....	1800	0	0
9 August, 1903.....	Ditto.....	680	0	0
10 August, 1903.....	Ditto.....	250	0	0
5 September, 1903.....	Ditto.....	2900	0	0
26 September, 1903.....	Ditto.....	5000	0	0
1 October, 1903.....	Ditto.....	300	0	0
10 October, 1903.....	Ditto.....	100	0	0
13 October, 1903.....	Ditto.....	6000	0	0
30 November, 1903.....	Ditto.....	7000	0	0
14 December, 1903.....	Ditto.....	500	0	0
28 December, 1903.....	Ditto.....	150	0	0
29 December, 1903.....	Ditto.....	400	0	0
31 December, 1903.....	Ditto.....	2600	0	0
9 January, 1904.....	Ditto.....	2900	0	0
23 January, 1904.....	Ditto.....	700	0	0
9 February, 1904.....	Ditto.....	370	0	0
13 April, 1904.....	Ditto.....	500	0	0
1 May, 1905.....	34 Vict. No. 10.....	100	0	0
1 October, 1905.....	Ditto.....	3900	0	0
1 July, 1909.....	54 Vict. No. 8, &c.....	40,000	0	0
30 June, 1911.....	2 Edw. VII. No. 39 (taken up by 7 Edw. 16).....	150	0	0
1 July, 1911.....	54 Vict. No. 8, &c.....	20,000	0	0
1 October, 1911.....	Ditto.....	54,990	0	0
1 January, 1912.....	Ditto.....	6091	2	1
		395,931	2	1

A. REID, Secretary.



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PARLIAMENT OF TASMANIA

THE HYDRO-ELECTRIC POWER AND METALLURGICAL COMPANY LIMITED INQUIRY:

REPORT OF SELECT COMMITTEE, WITH MINUTES OF PROCEEDINGS
AND EVIDENCE.

Brought up by Mr. Dicker, December 4, 1912, and ordered by the House
of Assembly to be printed.

*SELECT COMMITTEE appointed on the 21st day of November, 1912, to inquire into
and report upon the financial position of the Hydro-Electric Power and Metallurgical
Company, the prospects of the scheme, and the terms on which the rights of the Company
can be acquired.*

MEMBERS OF THE COMMITTEE.

MR. MINISTER OF LANDS AND WORKS.
MR. EARLE.
MR. BAKHAP.
MR. OGDEN.

MR. LYONS.
MR. VALENTINE.
MR. DICKER. (*Mover.*)

DAYS OF MEETING.

Thursday, November 21; Friday, November 22; Wednesday, November, 27; Friday, November, 29;
Monday, December, 2; Wednesday, December, 4.

WITNESSES EXAMINED.

The Honourable Norman Kirkwood Ewing, Director of the Company; Mr. James William Fraser, Electrical Engineer; Mr. George Brettingham Moore, Director of the Company; Mr. Frederick Bowden Rattle, Local Secretary of the Company; Mr. James Hynds Gillies, Managing Director of the Company; Mr. Francis James Davies, Chairman of Directors of the Company.

REPORT.

The Select Committee appointed by your Honourable House on the 21st day of November last on the following Order—"That in view of the fact that the Hydro-Electric Company is in financial difficulties, and has discharged its employees, a Select Committee be appointed, with power to send for Persons and Papers, to inquire into and report upon the prospects of the scheme, and the terms on which the rights of the Company can be acquired by the State, and to make such recommendations as they deem fit," has the honour to report as follows :—

Since its appointment Your Committee has held six sittings, and examined six witnesses, among whom were the Managing Director, the Chairman of the Board of Directors, and the two Local Directors of the Hydro-Electric Company. The Chairman of the Board in his evidence stated that he was authorised to speak on behalf of the whole of the Melbourne Board.

The evidence of the above and other witnesses disclosed that the Hydro-Electric Company is negotiating for the extra capital necessary to enable the Company to complete its power, distribution, and other works, in accordance with the requirements of the Complex Ores Act.

The same witnesses, speaking on behalf of the Hydro-Electric Company, affirmed that it does not at this time desire to approach the State for the purpose of disposing of its rights and assets, and under those circumstances, as it is doubtful whether the State, under the Complex Ores Act, has any right to intervene at the present juncture, Your Committee has the honour to recommend that it may be relieved from the duty of making further inquiry into the matters referred to it for investigation.

D. E. DICKER, Chairman.

No. 1 Committee Room, House of Assembly,
4th December, 1912.

MINUTES OF PROCEEDINGS.

THURSDAY, NOVEMBER 21, 1912.

The Committee met at 7 o'clock.

Members present.—Mr. Minister of Lands and Works, Mr. Earle, Mr. Lyons, Mr. Bakhap, Mr. Valentine, Mr. Ogden, and Mr. Dicker.

The Clerk read the Order of the House appointing the Committee.

Mr. Dicker was appointed Chairman.

Resolved, That all witnesses give their evidence under the Statutory Declaration Act (1 Geo. V. No. 20, Section 23). (Mr. Bakhap.)

The Committee deliberated.

Ordered, That the following witnesses be summoned for to-morrow :—

The Hon. Norman K. Ewing, M.H.A., Barrister, and a Director of the Hydro-Electric Company.

Mr. J. H. Butters, Managing Engineer of the Company.

Mr. J. W. Fraser, Electrical Engineer.

At 7.30 o'clock the Committee adjourned till Friday, 22nd instant, at 10.30 o'clock.

The Minutes of the last Meeting were read and confirmed.

Resolved, That Mr. J. W. Fraser, Electrical Engineer, be allowed to be present on behalf of the Company during the taking of evidence.

The Honourable Norman Kirkwood Ewing, Barrister, and Director of the Hydro-Electric Company Limited, was called, made the Statutory Declaration, and examined.

Mr. Ewing put in the following Papers :—

1. Prospectus of the Hydro-Electric Power and Metallurgical Company Limited. (Exhibit I.)
2. Trust Deed for securing First Mortgage Debentures between the Hydro-Electric Power and Metallurgical Company Limited and the Trustees, Executors, and Securities Insurance Corporation Limited. (Exhibit II.)
3. Contract for Power-station Buildings and Equipment and Transmission Line in Tasmania between the Hydro-Electric Power and Metallurgical Company Limited and the British Westinghouse Electric and Manufacturing Company Limited. (Exhibit III.)

Mr. Ewing withdrew.

Mr. James William Fraser, Electrical Engineer, was called, made the Statutory Declaration, and examined.

Mr. Fraser put in the following Paper :—

Plan showing Map of Transmission System of the Southern Power Company of the United States of America.

At 1.30 o'clock the Committee adjourned.

FRIDAY, NOVEMBER 22, 1912.

The Committee met at 10.30 o'clock.

Members present.—Mr. Dicker (Chairman), Mr. Ogden, Mr. Earle, and Mr. Lyons.

The Committee met again at 3 o'clock.
Members present.—Mr. Dicker (Chairman), Mr. Ogden, and Mr. Lyons.

The examination of Mr. Fraser was continued.
 Mr. Fraser withdrew.
 Mr. George Brettingham Moore, Civil Engineer, and a Director of the Hydro-Electric Company, was called, made the Statutory Declaration, and examined.

Mr. Moore withdrew.
 At 4.30 o'clock the Committee adjourned, to meet on Wednesday, 27th instant, at 2 o'clock.

WEDNESDAY, NOVEMBER 27, 1912.

The Committee met at 2 o'clock.

Members present.—Mr. Minister of Lands and Works, Mr. Valentine, Mr. Ogden, Mr. Earle, Mr. Bakhap, and Mr. Lyons.

Mr. Mulcahy was appointed Acting-Chairman.
 The Minutes of the last Meeting were read and confirmed.

The Committee deliberated.
 Mr. Frederick Bowden Rattle, Local Secretary of the Hydro-Electric Company, was called, made the Statutory Declaration, and examined.

Mr. Rattle withdrew.
Ordered, That the following witnesses be summoned for Friday, 29th instant, at 2.30 o'clock:—

Mr. J. H. Gillies, Director of the Hydro-Electric Company.

Mr. Henry Jones, Director of the Hydro-Electric Company.

At 3 o'clock the Committee adjourned till Friday, 29th instant, at 2.30 o'clock.

FRIDAY, NOVEMBER 29, 1912.

The Committee met at 2.30 o'clock.

Members present.—Mr. Minister of Lands and Works, Mr. Ogden, Mr. Earle, Mr. Lyons, Mr. Valentine, and Mr. Dicker.

Mr. Mulcahy took the Chair as Acting-Chairman.
 The Minutes of the last Meeting were read and confirmed.

Mr. James Hynds Gillies, Metallurgist, and Managing Director of the Hydro-Electric Company, was called, made the Statutory Declaration, and examined.

Mr. Bakhap took his seat.

Mr. Gillies withdrew.

The Committee deliberated.
Ordered, That the following witness be summoned for Monday, 2nd December:—

Mr. F. J. Davies, Chairman of Directors of the Hydro-Electric Company.

At 4.40 o'clock the Committee adjourned till Monday, 2nd December, at 2.30 o'clock.

MONDAY, DECEMBER 2, 1912.

The Committee met at 2.30 o'clock.

Members present.—Mr. Mulcahy (Acting-Chairman), Mr. Ogden, Mr. Bakhap, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Mr. Francis James Davies, Chairman of Directors of the Hydro-Electric Company, was called, made the Statutory Declaration, and examined.

Mr. Lyons took his seat.

Mr. Davies withdrew.

The Committee deliberated.

Resolved, That the Acting-Chairman draft a Report for presentation to the House, stating:—

1. That the Committee, after hearing the evidence of several of the Directors, including the Chairman and the Managing Director, the former speaking with the authority of four other Melbourne Directors, have ascertained that the Hydro-Electric Company are negotiating for the extra capital necessary to carry out their works, and hope to be successful in obtaining it.
2. That the Company do not at this time desire to approach the State for the purpose of disposing of their rights and assets.
3. That it is doubtful if the State, under the Complex Ores Act, has any legal right to intervene at this juncture. (Mr. Ogden.)

At 3.40 o'clock the Committee adjourned *sine die*.

WEDNESDAY, DECEMBER 4, 1912.

The Committee met at 2.15 o'clock.

Members present.—Mr. Dicker (Chairman), Mr. Minister of Lands and Works, Mr. Earle, Mr. Ogden, and Mr. Valentine.

The Minutes of the last Meeting were read and confirmed.

Draft Report brought up, and agreed to.

At 2.35 o'clock the Committee adjourned *sine die*.



EVIDENCE.

FRIDAY, NOVEMBER 22, 1912.

NORMAN KIRKWOOD EWING *called and examined.*

Mr. Ewing made the Statutory Declaration.

1. *By the Chairman.*—What is your name? Norman Kirkwood Ewing.

2. What is your profession? Barrister-at-law.

3. What is your relationship with the Hydro-Electric Company? I am one of the directors.

4. I understand you have a statement to make this morning to the Committee concerning that company—is that so? I understand, Mr. Chairman, or rather I believe, that this Committee is desirous of learning something about the financial position of the Hydro-Electric Company; what contracts they have got; what is the position regarding those contracts, and any information I can give with regard to the profits that are likely to be earned by the company, and also with regard to the general affairs of the company and as to what suggestions that I may have to make with regard to the acquisition of the company. First, then, sir, as to the capital of the company. The nominal capital of the company is £500,000 in 500,000 shares of £1 each. Seventy thousand (70,000) preference shares as to capital with an income up to 5 per cent. have been issued and taken up. I am informed by the Melbourne directors that of all calls upon these 70,000 shares up to the present, £56,000 has been paid, leaving a balance still to be paid in calls of, in round figures, £14,000. There were 145,000 debentures at 5 per cent. issued in London, redeemable over a period of 30 years, starting approximately in two years from date; that is to say, the redemption approximately starting then, the redemption being by creation of a sinking fund extending over 30 years, which will consequently meet the debentures in that time. Those debentures were issued at a discount of 10 per cent., consequently they produced actual cash to the company of £130,500. Then 65,000 fully paid-up shares were issued to the underwriters of those debentures as consideration for their underwriting. Then 21,000 fully paid-up shares were issued to the underwriters of the 70,000 preferential shares before referred to. Then 94,000 shares are unissued, but they are held under option agreement by the underwriters of the debentures, under which they have the right to take them up within a specified period at prices ranging from 20s. up to 30s.; that is, running up to 15s. above par. The Complex Ores Company had 250,000 fully paid-up shares issued to it in consideration of this, that the Complex Ores Company transfer all its rights, contracts, including the patents for the metallurgical process, &c., in Tasmania. Of these 250,000 shares, the Complex Ores Company still hold approximately 235,000 shares, the balance being given by them to persons in London and Australia for services in connection with the obtaining of contracts and underwriting arrangements, so that actually the cash received is £186,500, and £14,000 is still to be received, making a total, roughly, of £200,000. The position of the company is that it has a contract with the British Westinghouse Electric and Manufacturing Company Limited for the manufacture of machinery, transmission lines, erection of machinery, erection of transmission lines, the transmission line being capable of bringing 20,000 horse-power to the

city of Hobart and buildings in connection with same. The balance of the debenture money that is lying in London is more than sufficient to complete the orders there, so that provision is made for the payment of the whole of that aspect of the case. As far as the wood pipes are concerned, a great many of them are already laid in position, and I understand from the accountant they are all paid for, so that is disposed of. The iron pipes supplied by Messrs. Boving and Company have been paid for, less 10 per cent., which is held back until the completion of the work under the terms of the contract. I cannot give you the exact amount of Boving's contract, but it is something approaching £20,000. The work is proceeding. The dam is completed, the tramline is completed; of course, when I say they are completed, I mean subject to the debts being paid off. A large amount of pipes are in position. The position with regard to the track for the pipes is that it has been cut out and cleared, and trenches made sufficient to carry five or six sets, and that is one of the causes for the additional expenditure. It was estimated that one pipe-line for one set of turbines would cost a certain amount of money. It was found, if we laid that, that the country was hard, and blasting operations for the widening of the track at some future date would injure the existing track, so that provision had to be made for the full capacity that it was ever likely to grow to in the first excavation, so as to prevent damage being done to the completed track. That was one of the causes, as I said, for the increase in expenditure that has taken place. I will say this, that when you go there you will see that the most of this work has been done. The engineer's estimate is, that after providing interest on debentures, that it will require, roughly, another £50,000 to bring the power into Hobart, making a total cost of £250,000, or £50,000 more than was anticipated. It is estimated that the safe capacity of the scheme is 80,000 horse-power per annum; that is, estimated as the maximum. The present installation provides for only about 9000 horse-power, although the transmission-line to Hobart provides for 20,000 horse-power, and a further expenditure of £12,000 will be necessary to do that part of the work. We are actually putting in two 4500 horse-power installations; but then, if you are going to contract up to 8000 horse-power, you will have to put in another 4500 horse-power, so as to have one to spare to be on the safe side in case of a break-down or anything else happening. Now as to the debts of the company.

5. *By Mr. Earle.*—Before you pass away from this phase of the subject, Mr. Ewing, what is the meaning of the term "kilowatt"—is that horse-power; a unit generally means a horse-power? A horse-power is 75 per cent. of a kilowatt, and 1000 watts is a kilowatt.

6. How many horse-power is on a line of 8000 kilowatt? Ten thousand.

Mr. Ewing (continuing): We estimate that 10,000 horse-power will be generated, and with a 10 per cent. loss in transmission, it means there will be 9000 effective horse-power delivered to the city of Hobart. We estimate that the company's creditors are, in round figures—I mean ordinary creditors—£6000. For salaries, wages, rates, and taxes, which are a preferential claim, another £1000. There is in addition to that an overdraft of £1000 at the Bank

of Australasia in Tasmania; but that bank holds a deposit of £1000, which we will be entitled to when we spend a certain amount of money. There is something like £9000 of an overdraft at the same bank in Melbourne. They hold against that the deeds of the land at North-West Bay, which cost £8000 odd, and which land is not mortgaged to the first debenture-holders, but it is mortgaged, subject to the bank's claim, to the second debenture-holders for £3000, which amount was raised recently for the purpose of staving off for a few weeks, and not leaving the men any more than we could help without their money.

7. *By Mr. Earle.*—What is the area of the land at North-West Bay that is held by the company? Something over 2000 acres.

8. *By the Chairman.*—Did you say that is held under preference to the second debenture-holders? Yes, subject to the bank's claim. I reckon there will be nothing left to go to the second debenture-holders, because of the bank's claim.

9. *By Mr. Ogden.*—That land will be necessary to complete the scheme? It is quite open to doubt, and I have got my own opinion as a director about that—whether it is worth while to spend the money to carry the power to North-West Bay for the purpose of metallurgical works, particularly if you are going to establish works of a class that cannot possibly have any evil effects from the fumes. I ask whether it is worth while to do that when you can do that work much closer home. If the State were going to take it over, would it be a wise thing for them to take it down there at all when it could be established nearer.

10. All sulphurous fumes are evil, and the Complex Ores are also likely to be detrimental? You might have the works where the fumes would not do any harm. If you were going to allow Mr. Gillies to keep his patent and make a contract with him for a supply of power for his metallurgical works, it might be quite a wise undertaking. If the Government were going to take it over and allow the Complex Ores Company to keep Gillies' patent and to make contracts with them, which will involve the carrying over the North-West Bay line a supply of power to let them carry out that portion of the business, that might be as well. I think that is about all the information I have to give you, but I will be pleased to give you anything further you might want to know.

11. You were speaking of ordinary debts amounting to £6000 owing by the Hydro Company. They have to be paid. Are they secured? No; they are not secured, but they have to be met. You must remember this, that there is more than enough if there was the time to get it in to meet those debts. The fact is this, that instead of the financial position being faced early, when it ought to have been faced, it has been left too late, and I have not even now succeeded in making our co-directors agree with our view that the position has got to be faced.

12. They think that it still can be arranged? I will put in for your information the prospectus of the Hydro-Electric Company, in which I will refer you particularly to the report of Messrs. Siemens and Merz, particularly the summary of Siemens Bros., which reads:—"As to the technical and engineering features of the scheme, we have no hesitation in saying that it is one of the cheapest and most highly-favoured naturally, with which our firm, who have carried out many large hydro-electric schemes in all parts of the world, have been associated, and the construction work should proceed smoothly and uninterruptedly. As to the commercial aspect of the scheme, we think the figures speak for themselves. For a capital expenditure of about £165,000, a revenue of £36,000, with an annual charge of £21,000 odd, including interest, is obtainable in a year or so, and with the further expenditure of about £25,000 in the

second year a further revenue of £10,000, with a very small increase in annual charges, obtainable, bringing the total revenue to £46,000. This is all apart from the load revenue obtained from other departments of the company, which would represent several thousands of pounds per annum. We think these figures are sufficiently strong evidence that the enterprise is one which will be as satisfactory to the company as it must be to the community in which it will be operating." Mr. Merz also holds a high opinion as to the value of the undertaking.

13. *By the Chairman.*—Will you please give us some idea of the contracts that your company holds? Yes; I have them here. We hold to-day very few contracts, by reason of the fact that we are not up to time. We cannot tell you we hold contracts that are of real value, except that they will be valuable to you in this way. These persons were prepared to enter into contracts at the prices mentioned to them, to take the power, and I can show you what would be the financial results of those contracts to the company. It is fair to assume that if these persons were prepared to enter into contracts before the thing started at all, that they would be only too glad now to take it up, because of the big reduction. But I cannot put it to you that these contracts are actually secured, because of the reason named.

14. What have you got secured? Let me take, first of all, our contract with the Gas Company. We have a contract with the Hobart City Council, which we have sold to the Hobart Gas Company, or rather, we have agreed to sell to that company on the following terms. This is the outline of them:—The Gas Company is to supply the light at a price in the future which is below those being charged in Launceston. They are not to supply any power contract at all except that where they are supplying power under two horse-power in the same connection with the light, they are allowed to do so; but they cannot make any independent contract for power, and even with their light can only contract up to two horse-power, so that company is relieved of the retail trade. The Gas Company agrees to take the whole of the electricity required by them in bulk from the Hydro-Electric Company. They are to pay a minimum fee of £5000 a year to the Hydro Company for the supply of that electricity. Thus, this contract alone pays the interest on £500,000, independent of working expenses.

15. *By Mr. Earle.*—What is the maximum supply? The Hydro Company provides the supply, and the Gas Company pays us £3 per kilowatt for it, which is equal to, approximately, £2 5s. per horse-power; that is the standing charge for every horse-power they order to be put on the line. They give us an order for so many horse-power to be kept on the line, and they pay us £2 5s. per horse-power for it, whether they use it or not, plus a fixed charge extra for every unit of power which they use.

16. *By Mr. Ogden.*—That contract is not secured? I think it is, practically, because the Gas Company—I think I can fairly say that you can look upon that as being secured, for this reason, that the Gas Company and the Hydro Company about two months ago agreed to the headings of an agreement, and both companies signed it; and that agreement has now been reduced to a more detailed agreement, and that detailed agreement has actually been prepared, but is not actually signed. I do not think there is any doubt but that the Gas Company is prepared to sign it at once, and I think I am safe in saying that it is a binding contract to-day, while the Gas Company will remove any doubt in that direction in 10 minutes by signing it. We have agreed as to terms, as to the detail terms, and that is the stage that we have got to in the matter. I consider it is a binding contract.

17. What are the terms? It is for 10 years. The Gas Company is not to be allowed to sell any electricity for power purposes over two horse-power, but they can contract up to that where they are supplying light. They hand over to the Hydro Company the whole of their existing contracts for the supply of power, although the Gas Company gets a great deal more for them now. At our reduced contemplated price for the power, that will produce a further revenue of £1200. Further, the Gas Company is to take over the whole of the poles in the city of Hobart, and pay approximately £18,000 to the Hydro Company for them. I may say here that in saying what it would cost to complete the scheme the receipt of that £18,000 from the Gas Company was taken into consideration. The contract provides for all the poles that the Gas Company is using for lighting purposes being available to the Hydro Company at a rental of a few shillings per pole per annum, which the engineer considers a very sound proposition from our point of view. When I said that it will take £50,000 to complete the bringing of the power to Hobart, I was taking into consideration the £18,000 to be received from the Gas Company.

18. *By Mr. Earle.*—Then, without the £18,000, it will take £68,000? Yes; and that is making it dead sure.

19. *By the Chairman.*—It will take £68,000 to complete the scheme now? Yes; and towards that amount we will get £18,000 from the Gas Company. Now, we have a contract with Gibson's flourmill. Just to give you an idea of the value of how much power can be sold, I will give you a few illustrations. Take Gibson & Co. for their flourmill. The price fixed with them was a lower rate than in any other contract we have made, and from the standpoint of our engineer, it is a bad contract. It is not high enough, being only $\frac{1}{2}$ d. per unit. That was only payable by working 50 per cent. of their time. The price at which you can profitably sell electricity is regulated by the number of hours that they are working in the day. You have got to keep the power on the line all day, but Gibson is only 50 per cent. of time, and the rate, $\frac{1}{2}$ d., is the lowest of any entered into. All the others are $\frac{1}{2}$ d. for 24 hours running load, running up to $1\frac{1}{2}$ d. per unit, on a scale for other loads. Notwithstanding that low rate, Gibson's will give us a revenue of £806 per annum. Murdoch's flourmill will give us £500 a year; Jones & Company's factory, Mr. Jones informed me, would give us £500 a year; Johnson's woollen mill, on terms arranged with him, the engineer estimates will bring in £600 a year; Aiken's woollen mill, £500. I give you those instances to show you what there is in the scheme. The Metropolitan Drainage Board also pays £300 a year for a 15-horse-power engine in connection with their works. The cost of generating the power on the tramways to-day with coal, without making any allowance for interest, sinking fund, or depreciation, in order to operate the present small system, is £3900 a year, and the contemplated extension, such as the City Council expects to carry out, will probably double it.

20. You have got a contract for the supply of power to the Tramway Company? No. I am putting it to you as an illustration, because people will tell you there is no market for the stuff. I am only giving you a half-dozen instances which will pay the interest on the lock, stock, and barrel of the whole concern without going to the hundred and one people who will be taking the power. Those I have named are only a mere handful.

21. Your argument here is to the effect that you have quite sufficient contracts in sight to pay for the whole scheme without any new industries at all? I am going to say this, that I will put some Launceston figures before you which will show you what is pro-

posed. I realise, if the Government is going to deal with this, that it is going to do so on business lines on a sound basis. I want to draw your attention to another thing. The Government is paying to-day on its railway system, its public buildings, at the rate of 6d. or 7d. per unit for light, and it would be well for you to find out what it is costing the Government to day—what they are burning in the Government buildings. I venture to say that it runs into a substantial sum in the year. Should the Government take this over it will be able to supply itself with light and heating probably at a cost of $\frac{1}{2}$ d. per unit, or to be on the safe side, 1d. per unit. But anyhow, whatever it costs, it would result in a big saving, although I am not in a position which makes me competent to say what the actual cost of supply would be. If you like you can supply yourself with light and power. You cannot sell any light, because our contract prevents us from selling it; but we have the right for our own purposes to use whatever electricity we like, and if the Government steps into our shoes it can do the same.

22. *By Mr. Lyons.*—Has the Government got a lengthy contract with the Hobart Gas Company? I do not think so. I think they are supplied on an ordinary basis. I think you will find it has not got a contract. I want to refer you to some figures I have got about the Launceston system for last year. They can easily be verified, and they are these:—The Launceston scheme has cost, approximately, £170,000, and I am safe in saying that for that £170,000 they get under 1000 horse-power all the year round. Launceston retails that and gets a revenue from it of £18,500. The Launceston working expenses out of that are £5800, leaving a gross profit, not considering interest, of £12,700. The net profit, I think, the figures show to be £5000, after providing for all their interest; and that is on only 1000 horse-power. I would like to put this proposition to you, Mr. Chairman—that for every horse-power that is consumed in Launceston there are at least two in Hobart. The population is, approximately, double at the present time, without any development whatever. I put it to Mr. Henry Jones when I was discussing it with him, as a business man, as to his opinion concerning the consuming power of the two cities, and he said that Hobart to-day would consume three times that of Launceston, rather than twice as much. Therefore, if you assume that the consuming power is double that of Launceston—and their income is £18,000—it makes Hobart's earning capacity as £36,000. The expenses for running the plant by reason of the additional amount earned, as you are selling 3000 horse-power to achieve that, are not increased by one penny. The moment you get up to selling 2000 or 3000 horse-power in the city of Hobart every bit of power you sell is a dead clear profit. That is the proposition.

23. *By Mr. Ogden.*—When you get over 3000 horse-power? Something between 2000 and 3000 horse-power. It depends on the price you sell it at. Launceston makes a profit, after paying interest, on the sale of a thousand horse-power, but they are dealing with small consumers. If the Government were to take it over it would be dealing with small consumers through the Gas Company, so that probably, in order to make that profit, the Government would have to sell about double the quantity of horse-power that Launceston does.

24. You think that the small consumers pay the best? Yes; but they are a nuisance. With regard to the maintenance of the line, it may be said that it is a very much longer line to maintain than the Launceston one. Our engineer thinks that if the Government was not going to retail the power, the difference in the length of line is made up by the additional staff that Launceston has got to keep,

through its retail department. The whole cost of keeping the line in order is estimated to be the wages of six men and an overseer.

25. *By the Chairman.*—About £1000 a year? With the cost of running the motor-car.

26. *By Mr. Earle.*—In the cost of the line that you have given us, have you included the cost of duplicating the line—what would be the additional cost of duplicating? The whole thing is provided to cover every possible contingency. The cost will be for the installation and cables. We are putting in the cables. You are thinking of a stand-by in the event of one of the lines being broken.

27. It will have to be done if the Government takes it over? Unless the trams are bought.

28. *By Mr. Ogden.*—There is nothing in your Act to prevent your signing a portion of your rights over to the Hobart Gas Company? Nothing at all.

29. *By Mr. Earle.*—I was asking you a little while back about the duplication of the lines. I would like to know what would be the approximate cost of the present cable—what would be the additional amount to be expended if the line were to be duplicated? The present cable is put up to carry 20,000 horse-power; you would not want that quantity of cable as a stand-by. If the line were put up with aluminium cable the approximate cost would be £4050 for the actual line and £7200 if it were copper. Then there would be the insulators; they would cost about £3330, as there would have to be about 11,000 of them. They do not do that in America.

30. You would not feel safe unless you had a duplicate line, for you would never know when there would be a break-down? No; that is right. There is another important matter I would like to draw the attention of the Committee to. It is in connection with the manufacture of carbide. The company went to the expense of obtaining a report from one of the most eminent men in connection with the manufacture of carbide. The consumption of carbide in Australia and New Zealand is 15,000 tons. The average price of carbide is £13 per ton. This gentleman, who is constructing a very important work—and for obvious reasons I do not want to make his name known—gave full particulars as to the cost of producing 5000 tons of carbide. He has, in my opinion, under-estimated the wages that are being paid in Australia by about 20 per cent. To give you an illustration of what I mean, he set down 7s. 6d. a day for labour. I say when we are making an estimate of that character we should put labour down at least 8s. 6d. a day. And again, as to the cost of coal. I consider he has under-estimated that, because he put it down at 15s. per ton, when it will cost 18s. a ton in Hobart. He estimated that cost assuming that you are going to charge 30s. per horse-power for the electricity used in it, making that charge against the carbide, which, of course, seeing when you get to that stage in the production of power it will practically be getting electricity for nothing to the State, you can if you like keep that charge out of the calculations in the cost of the production of the carbide; but to make it a charge against the manufacture of carbide in Tasmania it will mean that it will cost £6 11s. 6d. per ton. The total cost is £24,515 for the plant, machinery, and erection. I put it down in the estimate that I made at £32,000, because, as I said, I look upon the other as being under-estimated. The company has what has been reported upon as being the best limestone for the purpose that could be found anywhere, carrying up to 97 per cent., I think it is, according to the assays that have been made, and they were very carefully dealt with.

31. *By the Chairman.*—By the way, how many acres of limestone are down there? I could not tell you.

31A. There is another company that has got a portion of it? We have got all that we want. I think it is safe—if these figures that I have given you are reliable, and the selling price is right, assuming you do not get a duty—that at the present selling price you can make 75 per cent. per annum, and expenses, on the sale of 5000 tons of carbide. You have got to face this position. The foreign company may bring the price down, but I think you will find they will not do so very much, at any rate, for two reasons—the freight is especially high for the export of carbide; it has to be specially and expensively packed, which will not be necessary from the mainland to any close market of Australia.

32. *By Mr. Lyons.*—What is the consumption of carbide in Australia? I believe it is 15,000 tons.

33. *By the Chairman.*—You are estimating that you will get one-third of the trade in Australia? Yes. Then there is another thing. Take the manufacture of artificial manures. If you can get the people, by taking sufficient power to pay the interest on the capital outlay, you have got the surplus power there, that will be practically costing you nothing to produce.

34. Have you got any report on the manufacture of nitrolin? There is something in the report I have put in. I would like to put in a copy of the British Westinghouse contract for the supply of machinery, and also a copy of the debenture deed. The second debenture deed I have not brought down. It is a type-written copy, but it is substantially the same as the other. Mr. Moore, one of my co-directors, and myself, are strongly of the opinion that we ought to deal with the Government if reasonable terms can be arranged, although I have not the least doubt that if the debenture-holders in London will consent to new debentures being issued, as No. 1 instead of No. 2 debentures, standing level with the London debenture-holders by way of security, and the Complex Ores Company is prepared to give up a very substantial amount of its water, holding that the company can be refloated with very little trouble, but it involves the giving up of a very large portion of its assets by the Complex Ores Company. If we have got to face the position, my personal opinion is—although it is not the opinion of the majority of the directors—that we might just as well be done with it for our part, and deal with the Government. I would like to give you an idea of two alternative suggestions that might receive consideration at the hands of the Government, and which, if you approve of, Mr. Moore and I, as directors—and I believe another director—will do all that lays in our power to get the shareholders to carry, because this is not a matter that the shareholders have got more control over than the debenture-holders; no real control over it at all.

35. *By Mr. Earle.*—Can you tell us where the shareholders principally reside? The bulk of them in Australia, but there are a few in Tasmania. The great majority of them are in Australia.

36. *By Mr. Ogden.*—Are there any shareholders in England? Only 69,000 fully paid up. Ordinarily you pay the underwriters a certain commission in cash, but we paid them in scrip. The first suggestion I could make to you for consideration is this—subject to the approval of the debenture-holders and the shareholders, which I firmly believe could be obtained—that the Government advance £105,000 in Government bonds at 4 per cent., the company to take them at par, the company to give the Government No. 1 debentures, running equally with the London No. 1 debentures, bearing interest at 5 per cent., repayable in 20 years. That is a profit of 1 per cent. to the Government; the company to give the Government, in consideration of that advance, 100,000 fully paid-up shares in the

company out of the 235,000 shares now held by the Complex Ores Company; the Government to have the right to nominate three directors of the company out of seven, and the company to nominate three, the odd director to be agreed upon by both parties, thus giving the Government and the company equal control.

37. *By Mr. Earle.*—In the event of the two parties disagreeing to the selection of the seventh director? That will have to be provided for. A judge of the Supreme Court may be asked to act in that case. We generally fall back on a judge. We also suggest that the time for the erection of the metallurgical works be extended for another two years, and it to be made clear that the manufacture of carbide is within the definition of the Act.

38. *By Mr. Ogden.*—That will do away with the necessity of Section 40 of the Act? The reason is this: we have got to comply with the Act. People before they will put any money into the venture will say, "Give us something that is not a speculative character for a start." This is on the basis of the Government really buying half an interest in the company.

39. It will mean divided control? Yes. The office and management of the company to be transferred to Hobart. That is No. 1 suggestion. Again, subject to the approval of the debenture-holders and the shareholders, that the Government should take over the whole of the company, with its assets and liabilities, subject to the debentures in London, that the £3000 owing to the second debenture-holders should be paid off; that the preferential shareholders should be bought out by giving them Government debentures at 4 per cent., repayable at the end of 20 years, for the actual money that they subscribed to the company; that a sum to be agreed upon, payable in 4 per cent. debentures, extending over 20 years, should be given to the holders of the fully paid-up stock for distribution amongst them.

40. What sum do you suggest that the Government should pay for this? I would not like at this stage to say what sum should be paid, until I have a conference with the directors in Melbourne, and you have an opportunity of seeing what the whole scheme is really worth; see how far it has been advanced; and whether, in your opinion, it is a really sound proposition. Also that Mr. Gillies' patent for the treatment of complex ores be handed back to him, and that the company make a contract with him for the supply of necessary power to enable him to carry out that work, provided the works are erected in a position approved of by the Government, at a cost of £2 10s. per horse-power.

41. It would be a good consideration to hand back those rights, would it not? Well, as far as I am concerned, you can have them. The Government would not care to enter upon a speculative thing like that; I do not think it would consider it.

42. *By the Chairman.*—Of that 250,000 shares that were handed to the Complex Ores Company for its rights, how many of those were given to Mr. Gillies for his patent? I do not think that the people who were investing their money into the thing gave any consideration at all to Mr. Gillies' patent. I do not think they did, or whether they gave any consideration to the question as to whether Gillies' patent was any good or not. There were plenty of other known methods for the electrical treatment of ores that could be adopted, but as for Gillies' patent and what was given for it, I could not say. It may be of great value, but it certainly was not passed on any scale so far as any amount was concerned; but if Gillies can get people together who are prepared to put their money in to test it, well and good.

43. To test it! I thought it had already been tested? I meant to work it; it has been tested, I

understand. At any rate, Mr. Gillies is satisfied about it.

44. *By Mr. Lyons.*—One of the essentials for carrying it on would be the obtaining of the necessary power very cheaply? Yes.

45. There is nothing very much in it for the Government? If it is gone in for at all it will require about 5000 horse-power, probably. Once you have got up to that level with the production it will be paying its way, and that extra 5000 horse-power is approximately going to cost you very little indeed.

46. *By the Chairman.*—Here is the point. The Complex Ores Company got its rights and privileges to do that metallurgical work, and failing to carry that out as provided for in the Act all its rights cease? I do not think there is any doubt myself, and the legal advisers to the company in London hold the same view as I do, and the Melbourne solicitors also agree that under that clause you are referring to the manufacture of carbide is a compliance with the Act.

47. *By Mr. Ogden.*—That is exactly what I expected was coming? The idea we have in mind is not to have the matter debatable at all, and we think that if we are going to come to terms with the Government that matter has got to be made clear. It says "electrical, metallurgical, and smelting works." Carbide manufacture is clearly smelting; it is metallurgical, and it is purely electrical.

48. Not smelting, surely? The whole process in the manufacture of carbide is smelting. I would like to suggest to you that if you can get anyone to start this metallurgical works and to take the power from you at £2 10s. per horse-power, let them have it.

49. *By the Chairman.*—You are asking us for a sum that you have not yet named, to be put on one side to pay for this water-right; 250,000 shares went to the Complex Ores Company, and now you are asking us to hand back for nothing what are really the rights of this company? I know that Mr. Gillies and others consider that it is of great value; but you can understand what my opinion is from the way I have referred to it this morning in my evidence. But what I think is, that the release of the patent will cause him, and his co-directors who think with him, to throw their weight on the Government buying it.

50. Can you give us any idea as to the sum you expect for the purchase of the company's rights—what you suggest should be paid to these people for their paid-up stock—£325,000? I would much rather not, at the present stage, and I hope you will not press me for an answer to it. You must remember, Mr. Chairman, I am not at one with my co-directors to-day. They desire me to carry on these works without the money to do it, but I shut the works down in their teeth, as it were. In the next place, Mr. Moore and I are of opinion that we ought to deal with the Government in this matter, and we are trying to drive the other directors to that position, too. So I would much rather not put myself in any more false position than I am already in.

51. In connection with the construction that has been going on of these works, how much has been spent on it? The whole of those moneys I previously referred to.

52. Can you tell us what it will cost to put down the six sets you spoke about? I would rather you asked the engineer, as he can give you details of the expenditure better than I can do.

53. *By Mr. Ogden.*—Mr. Ewing has put in an estimated profit in the manufacture of carbide. If his interpretation of Section

40 of the Act is correct, and the manufacture of carbide is a compliance with it, does he mean to infer that that is also to be handed back as part of Mr. Gillies' patent? No; we do not ask for the right to manufacture carbide. We only ask to have handed back Mr. Gillies' patent, which has nothing at all to do with the manufacture of carbide.

54. *By Mr. Earle.*—I would like to hear whether the interpretation of those clauses dealing with metallurgical works has been seriously discussed—whether the metallurgical works and their connection with the manufacture of carbide has been seriously discussed by the legal practitioners, and that they have come to the conclusion that they include the making of carbide? Yes; the opinion has been given that it would, and I can tell you that was one of the things that the debenture-holders hesitated over. They got the legal opinion also about it. I only got this second-hand, but Mr. Gillies told me that was one of the things that caused them to hesitate. They got frightened of it. They said to him, "you have made a test of your metallurgical process, but suppose it happens to be a failure, are we going to put up £130,000 to carry out the scheme, which may be forfeited if it is a failure?" And they would not do it until they had been advised that the manufacture of carbide would cover it, and carbide was an absolutely sound proposition. That was the way it was dealt with in London, and dealt with by the debenture-holders before they put in any money.

55. The using of 3000 horse-power for the manufacture of carbide will be an essential thing? Yes.

56. When the Act was before us it was clearly defined as being for the purpose of establishing electrical metallurgical and smelting works. That seems strange now, the way you define it? It is as clear as noonday. The whole process of the manufacture of carbide is an absolutely smelting process. You can see from that report that a great portion of the cost is for furnaces, crushing-house, cooling-house, carbide store, electrical works in connection with it, crushing machine for the limestone, wooden packing-room, &c.

57. *By Mr. Lyons.*—You were saying a little while back, Mr. Ewing, that there was a certain amount of money in London paid by the debenture-holders, which was a set-off to meet the contracts entered into with the Westinghouse Company. What is the balance that is left? Something between £40,000 and £50,000.

58. With that amount you can meet all your present liabilities? We can meet all our London liabilities.

59. From your statements to us it would seem that your company is actually about £15,000 to the bad, with creditors to the tune of £6000? Yes; and by the time that is paid and the work completed it will take another £50,000 to do it.

60. That amount is included in your estimate? Yes.

61. It is not additional? No; but as I pointed out, the total estimate for the work is £68,000, but we are going to get £18,000 from the Gas Company, which reduces the amount to the £50,000 I mentioned.

62. You say the overdraft at the Bank of Australasia in Melbourne is balanced by the North-West Bay property? Yes; but that was included in the liabilities to be met.

63. *By the Chairman.*—I notice here in the prospectus issued by the Hydro-Electric Power and Metallurgical Company that you have obtained the option over iron-ore deposit situate at Penguin, comprising two 80-acre blocks held under mineral lease. Is that for the purpose of manufacturing iron and steel? Yes.

64. What was paid for that option? Six hundred pounds, and we have surrendered it, by reason of the fact that when we got more complete investigation made of it, the metallurgist to the company advised that it was not a sound proposition, as it was not good enough.

65. On what ground was it not good enough? On the ground that the ore was not good enough. May I say that certain statements have been made that money has been grossly squandered in connection with this company. I was told only this morning that statement were coming to some extent from one of the officials of the company (Mr. Bremner, assistant to Mr. Butters, the Engineer-in-Chief). Now, while one must naturally admit that in a scheme that is entirely new to Australia some small mistakes might unquestionably have been made, I do not honestly believe there is any justification for the statements that have been made. This is a material thing for you if you think we have wasted our money, but you will be able to form a better estimate yourself as to what has been done, and the way it has been done, when you pay a visit to the scene of operations, as I hope you will, before this Committee has finished. Even if small mistakes have been made, they have been honestly made; but as to saying the money has been squandered, that is absolutely untrue. The increased cost of the work has been due to the views I have given you; approximately, to an increase of 25 to 30 per cent. in wages, the cold, bad weather experienced. I have no doubt but that the men tried to give a decent day's work, but they could not do it, and the consequence was this—that while the men were doing their best, the company was not getting full value.

66. *By the Chairman.*—That is often the case in the country? Yes.

67. *By Mr. Earle.*—Can you give any reason why the company is laying down six sets of pipes instead of what was originally intended? That is not quite right. We are only making the necessary provision for four sets. We are only laying down two sets, but we are making our excavations to meet the requirements of six should they be wanted in the future. It was not intended to do it in the first instance, but it is undoubtedly a sound policy, because when blasting out to provide a trench for any extra pipes it might interfere with those that have been laid. I would really like you to see how nearly completed the work is.

68. You say that in London the money there is sufficient to pay for all machinery that you have ordered for the completion of the work? Yes.

69. For the full plant? Yes; but we cannot draw upon it for the carrying out of the local works here; to complete those works which you will see when you make your visit.

70. What is the amount you have in London to cover the cost of the machinery? I do not know exactly what it is. I do not know how much Westinghouse has got. But it does not matter much how much is left so long as it is enough to cover the Westinghouse contract. They tell me there will be very little to spare.

71. From whom could we get that information? From the local secretary, Mr. Rattle. He could get you the information by cabling to London for it, and he could let you have it.

72. I would like to have it? I will see that he makes the necessary inquiries for you.

73. Have you got the contract from the Westinghouse Company, of the amount of machinery, &c.? Yes; it has been put in.

74. *By Mr. Ogden.*—I would like to ask you whether you consider this scheme or project is a good one? As far as I am concerned I honestly believe there is nothing like it in Australia; its future possibilities, &c. Once you get it into the paying basis it will be a tremendously good project. I believe

the real thing is, can you get on to a paying basis for a start, and I have no reason to doubt that that will be achieved within the first year or two, and once that is achieved there is no limit, in my opinion, to its possibilities.

75. Has your company taken into consideration the supply of electrical power to the Government railways? Yes; they expect they will be able to do it. If it comes to that, once you have the thing bought by the State you will be able to get the necessary power practically for nothing. You will have for nothing what they are going to pay a pretty tune in Victoria to get.

76. *By the Chairman.*—In Mr. Merz's report he says it is going to cost 30s. here and in Victoria £8? Yes. There is £88,000 in coal alone in Mr. Merz's report.

77. *By Mr. Ogden.*—You cannot say what it will roughly cost the Government to take the rights of the company over. We have got certain figures here; have you got anything in your mind? Yes; and I would like to be able to tell you what I think, but I would rather not at present, and I hope you will not press me just now. I do not want to withhold anything from you, but it is not the right time for me to say what I think.

78. I am not quite clear about the preference shares—the 70,000 preference shares and the 14,000 still to be called up? The 70,000 cumulative preference shares confer the right to a fixed cumulative preferential dividend of 5 per cent. on the capital for the time being paid up, and shall rank as regards dividends and capital in priority to all other shares in the original capital of the company, and shall be entitled to participate, *pari passu*, with the ordinary shares in the surplus profits of each year, which shall remain after paying the fixed dividend on the preference shares.

79. What is your reason for asking the State to take it over—is it to benefit the present shareholders or because you are of the opinion that the Government should hold an asset like this? It is because I think that is a method by which everyone can be protected fully. The Complex Ores Company is just as likely to get as much from the State as from any new syndicate or from any other company. When it comes down to this—that the Complex Ores Company has got to part with a large portion of its asset—it might just as well give it to the Government as to a group of people who in the long run will probably be connected with other industries, and who will only sell the power to people as it suits them.

80. Under the terms of the debentures is the property to be sold privately or by public auction in case of default? I was just looking into that, although you will not find the debenture-holders taking any risk in view of recent decisions. They would have to establish that they had obtained the best price, and they would take action to protect themselves, by taking the direction of a judge, through a receiver as to what is best to be done. Probably it would be by tender. But of one thing I am sure—that if it came to that the opportunity is not going to be let slip by a certain section of the commercial community to get hold of this thing. That is absolutely certain.

81. There is a danger of the debenture-holders forcing the hands of the company? I do not think so. As a matter of fact, I wired and I got one representative of the debenture-holders to back me up in my position of dealing with the Government. I wired urging him to ask the directors to give me authority to make a firm offer, and also promising that they would not interfere to the detriment of the company at all if we are negotiating with the Government. I have done that.

82. *By the Chairman.*—Can you tell us on what conditions the debenture-holders can step in? That is provided for in the deed. There are several reasons provided for. If the company shall make default in the payment of any of the principal moneys or interest when and as the same ought to be paid; if an order shall be made, or an effective resolution passed, for the winding up of the company; if a receiver of the company's undertaking shall be appointed, and such appointment shall in the opinion of the trustees be prejudicial to the security; if a distress or execution shall be levied or enforced upon or sued out against any of the chattels or property of the company; if default shall be made by the company in the performance or observance of any covenant, condition, or obligation binding on the company; if the company shall stop payment or shall cease to carry on its business or threaten to cease to carry on its business with due diligence in the construction of the works. Provided that if the company shall go into voluntary liquidation for the purpose of amalgamation or reconstruction the debentures shall be repayable at a premium of 5 per cent.

83. Is it possible for you to come down to us and give us a definite offer within a week or 10 days? By the time I come back from Queenstown I will be able to do so.

84. I would very much like to have it, as it will give us something to go upon? I believe I will be able to do it, or my partner in the meantime may possibly give it to you.

The witness withdrew.

JAMES WILLIAM FRASER *called and examined.*

Mr. Fraser made the Statutory Declaration.

85. *By the Chairman.*—What is your name? James William Fraser.

86. What is your occupation? I am an electrical engineer.

87. What is your relationship with the Hydro-Electric Company? Contractor. I am representing the British Westinghouse Company, the company which is contracting for the Hydro-Electric Company. My company is called the British Westinghouse Electric and Manufacturing Company.

88. You are here for the purpose of erecting the machinery for the Hydro-Electric Company? Yes.

89. Can you give us any idea at all as to the extent of your contract with the Hydro-Electric Company? Yes; the following is contained in that contract, as shown by the copy supplied by Mr. Ewing:—"The Hydro-Electric Company is to pay to the contractors for the two turbo-alternator sets, transformers, and equipment, and other work in connection therewith, the sum of £31,737; switch-gear, cable-work, and accessories at the head works, and Hobart step-down substation, £5000; main step-up and step-down transformers; and crane at generating station. Specification No. 2, buildings, &c., at the head works and Hobart step-down substation, £7000. Specification No. 3, transmission line, £47,500. The specifications provide for the erection and completion of hydro-electric power works in Tasmania capable of generating delivery and supplying at the Hobart substation of the company under commercial conditions of 4500 electric horse-power (less line losses) by the 31st December, 1912, at 6600 volts, and of an additional 4500 electric horse-power (less line losses) by the 28th March, 1913, at 88,000 volts."

90. Could you give us any idea of the cost of bringing that line to Hobart—breaking down in Hobart—the actual cost per horse-power to Hobart

from the power-station? That would take some calculation. It is all itemised there—the cost of the various parts.

91. You have perused that statement? Yes; several times.

92. You think it is a correct statement? That is our actual contract with the Hydro-Electric Company: to build the power-house buildings, instal the machinery—that is the turbines, the generator, switchboard, the transformers, and to build the line from there to Hobart, build the station at Hobart, and instal the machinery—6600 volts. There were some things that could not be settled when that contract was drawn up; the pipes to the transformers and cables for the connections; and also some extras in the transmission line depending on the nature of the country. Our people did not know anything at all about this country except what Mr. Gillies said, and, of course, he is not an engineer.

93. That is in addition to the contract? Yes. [Taken from contract]—"In the event of the company exercising the said option the sum of £9000 to be paid in respect of three additional wires that may be required, and in respect of the said third turbo-alternator equipment, if ordered by the company in exercise of the option, the sum of £10,051. The contractors, in addition, hereby agree with the company, if called upon by the company at any time within 12 months from the date, to supply and deliver in the same manner as in the case of the first two turbo-alternator sets, within 40 weeks from the date when the same was ordered, the third turbo-alternator equipment (except the erection), upon the same terms, as nearly as may be, as those provided by the contract for the supply and delivery of the two turbo-generating sets and other plants, and to erect the third turbo-alternator equipment at the company's power-station within 52 weeks from the date of such requisition, on the same terms, as nearly as may be, as those provided by this contract in the case of the two turbo-generating sets and other plants and works, save that the price to be paid to the contractors for such erection shall be the cost thereof to the contractors, including in such cost the wages and travelling expenses of such skilled workmen for such periods as the engineers shall certify to be reasonable; and in addition to such cost, the further sum of 10 per cent. of the total of such cost, except travelling expenses." I might make this statement: I was not connected with the company until after the contract was closed. I was hired from my own company to come over here and instal and help complete the plan and special high-tension works. I did not come in on that agreement. I am not a salesman, and I am not interested in the financial end.

94. What is the actual power of the turbines you are working? The normal output of the main turbine will be 4900 break horse-power.

95. How many turbines are there? Two.

96. *By Mr. Ogden.*—You have had considerable experience in projects of this kind? Yes; I have had considerable. I will give you an idea of the proposition which I have just finished. It took eight years to complete. It was done by the Southern Power Company, in Carolina, America.

97. Can you give this Committee any idea of the comparison of that scheme with the present one under discussion? I will try to. When I went there in the spring of 1904, they had completed one small hydro-electric development. It was in the early days, of course, and when the people were very scared of going in for it, and it was very difficult to get anybody to take any interest in it at all. As soon as a few of the mills got operated by electricity the sale of the power went very fast. When I left there we had an integrated load of 133,000 horse-power for 12 hours. We were supplying power for 45 towns

and villages. The towns were small, the largest being about the size of Hobart.

98. *By the Chairman.*—What would be the capital of that company? Thirteen million dollars.

99. What amount would be expended on such a system as that you are speaking of? That amount I mentioned was all clean gold; there was no watered stock. The money came out of three or four men's pockets, particularly out of the pockets of two private gentlemen.

100. Have you visited the scheme that is now the subject of this Committee? I have not been to the Great Lake. I have been spending my time on the transmission work, getting that shaped up.

101. What do you think of this scheme, from what you have gathered so far? I think you have a splendid lake. It is one of the best propositions I know. That is to say, you have enormous sources of power, and if you could generate any large amount of power from that lake you would have a very cheap development.

102. Do you think it would be good business of the Government to take the scheme over—do you know of any Government that has taken over this particular kind of work? In Ontario the Government has gone in for a vast scheme. You could get full reports of the work that has been done there by the Government by cabling for them. They have got between 700 and 800 miles of 100,000 volts' line.

103. In Ontario—was that started by the Government there or by a private company? The transmission scheme was started by the Government. It buys its power from a company. I think when it gave the rights to the company to build the power-house that it provided for obtaining the necessary power from them.

104. Do you think this would be a safe investment for the Government to generate its own power and do its own distributing? I can only answer that one way. I am not familiar with local conditions and the amount of power you could sell; but from what I know we had in a town of the same size in America you should be able to make a success of it here. It was the best thing we had in the whole system (it was the only big town we had), although we had keen competition from gas.

105. How does the gas stand with you to-day? We own it.

106. Have you any knowledge of the manufacture of nitrolin? We manufactured it in South Carolina.

107. Is there big business in that line with your company? We have put a plant in to see what we can do with it. We had an enormous surplus of power for a few months of the year, but here you would have a surplus all the year. We wanted to see if we could not make the thing pay even under those conditions. I have been advised that it is working successfully, but as to how much money we are making out of it I do not know.

108. It is a successful industry—a safe industry for anyone to embark on? Yes; it has been proved beyond doubt. When I left we were selling 133,000 horse-power for 12 hours.

109. Do you think that this district is as favourable as that of South Carolina? You have not got the population; why should you not bring the industries here?—Why cannot you manufacture woollens the same as those people manufacture cotton?—

110. Was the power extended to the railway system? We own two street car systems, and are building 150 miles of heavy-traction line, from Charlotte to Greenwood.

111. How many trains a day? One passenger train every hour of the day for certain periods of the day, in addition to freight.

112. Would that be 12 trains a day? I expect it would average about that; perhaps they run a little more frequently at some times and not so frequently

at others, so that they would average about one an hour. We can make any size train we like. We have electrical locomotives for freight work, and can harness up as many cars as we want.

113. Could electrical energy be employed profitably where you get very few trains running—would it make much difference? It is ideal in electrical transportation to have a number of trains.

114. We have four or five trains running on our main line, could you say that would be satisfactory? So much depends on local conditions. I would have to know more about them.

115. The company you are referring to is principally light? Light and power.

116. Would light be the greater proportion? No; power.

117. What price is charged for the power? From £4 to £5 per horse-power on large units.

118. *By Mr. Earle.*—What do you call large units? Five hundred horse-power and over.

119. Small lots would be dearer? Yes. Our light would cost about 4½d. per k.w. per hour; it would average up about that; and for small power it runs up very fast. I could give you those figures if you want them, but I have not got them with me.

120. What is the maximum length of line over which your company is conveying power? Two hundred and twelve miles.

121. Is the cost of current or power at the terminus the same as at the intermediate stations? We make it the same on account of the local conditions. We find that it is best.

122. The loss is about 10 per cent. in the transmission of the whole distance? It depends altogether on how much copper you put in the line and how many transformers you have. The more copper you put in the less the loss.

123. It depends, then, on the initial outlay whether you have a big or small loss? Yes.

124. What would be the loss of power on a line from the Great Lake to Hobart, say, 5000 horse-power at the lake—what would be the loss by the time it reached Hobart? I think it would reach somewhere about 10 per cent. I have not got my table here, but it would be about that.

125. In the company with which you were connected in South Carolina, has the population taken advantage of the supply of electricity in connection with lighting and heating, to any very great extent? Yes; they have; to a considerable extent.

126. You find the people use it largely? Yes; all the milling villages are supplied from the mills. I might tell you this—that for several years we did not have a solicitor going round to get people to take the power or light. After the first few months they found out what it was, and we had comparatively little trouble in selling power.

127. What is the turnover of your company now; roughly will do? I do not remember, or rather I do not know that I could say; but if you figure it out from the amount of power generated at 133,000 horse-power, and compute it at, say, £4 per horse-power, that gives you nearly half a million per annum.

128. That would be the approximate revenue of the company? Yes.

129. Is the power used in the district served by your company for irrigation purposes at all to any extent? No; they have not got to the best stages of farming yet. They can grow a good crop of cotton without irrigation. The cotton growers are making big money there now. They have too much land really. But the time will come when they will go in for more intense farming generally. A few of them are doing it now, some growing a bale of cotton where they only grew half a bale previously.

130. With regard to irrigation, I understand the manner in which electrical power is used depends very largely on the price of it, and consequently

it is a matter of some importance to know whether the company could supply the electrical energy for running a pumping motor continuously for 24 hours at a cheaper rate than it supplies it to a factory? Yes; that could be done.

131. If they are supplying the power to a factory for ½d. to 1½d. per unit, what could it be done for for irrigation purposes? Halfpenny per unit for 10 hours a day, 310 days in the year, would mean about £6 10s.

132. What would it be for 24 hours a day—what is your experience that the company could do it at?—Knowing the possibilities of irrigation of land, suppose an orchardist put in a motor to pump fresh water from the river, what could the power be supplied at? You have got to have an attendant at the power-house whether the power is being used or not, so you may almost as well supply the power for 24 hours a day as two.

133. You could put it at a minimum of cost? Yes; or what would be better still, you could get them to use the pump when the other load was light. They could use it as well at night when there is no load as any other time of the day. A pump like that can run along with very little attention.

134. With regard to the electrification of the railways: we understand that the success of electrical power on the railways very largely depends on the number of trains running? Yes; that is so.

135. The question to be considered, I suppose, is that if you require 100 horse-power to take a train from Colebrook to the Tunnel on our line, would you require to have that horse-power on the line all the time, whether it was any use or not? You would have to have voltage on your line, but it would not be costing anything when the train was not moving. Your machinery would be operating, but the train would not be taking any load until you put the weight on.

136. You mean that you put the load on while you are going up a steep grade, and on the down grade the load is not required; but you would have to have the power on? Yes; but it is not being taken out of the line. The power-house is running light.

137. Can we understand that if a train requires 100 horse-power, would you be able to run four as cheaply as one—suppose you had four trains of the same resistance, would the cost of running them be proportionate, or four times as much? They would all take the same power.

138. *By the Chairman.*—The cost of the power would not be much more? No; providing the schedule was properly adjusted.

139. *By Mr. Earle.*—What is about the cost of a step-down station—as you are bringing your line down to Bothwell, and you want to put a step-down station, and from Bothwell you want to run it down to the Derwent Valley to instal a pumping-plant there—what would be the cost of that?—I suppose one step-down station would be sufficient to supply 50 or 100 motors on the Derwent Valley line? You would have to run that on a different system. You would probably have to put in a central station halfway between Hamilton and New Norfolk, then run out a different line and stick up transformers on poles somewhere.

140. And a step-down station would probably cost?—Approximately, £4000.

141. *By Mr. Ogden.*—To generate 24,000 horse-power the dam alone where you were was necessary to cost £200,000? Yes.

142. What was the name of the station? It was called Ninety-nine Islands.

143. What did it cost, roughly? Approximately, £275,000.

144. And that was to generate 24,000 horse-power? Yes.

145. What was the cost of the dam on that work? Approximately, £200,000.

146. Did that sum of money complete the scheme to carry the power to where it was used? We had to build a transmission line after that.

147. What distance would that transmission line be? To transmit the power from our stations, 100,000 kilowatt, it took 1400 miles of high-tension line. The total cost was 13 million dollars, but that did not include the railway.

148. How are the facilities for generating power at the station, compared with those of the Great Lake—are they more favourable, or not as favourable? You have a more favourable scheme, because you have no low-water period. We have two or three months of low water, and we have to have about 30 per cent. steam, which you will not have to have.

149. Then this system here must be considerably cheaper commercially than yours? If you could develop a reasonable amount of power. It depends a good deal on that. When you have got a small proposition the electrical energy runs higher than if you had a large one.

150. Have you any idea of the amount of power we could develop here? I have not checked it here. It is a simple calculation; a child could make it up. I asked Mr. Boving in London, and he said he was positive there was 80,000 horse-power.

151. Are there any difficulties in conserving the water? I cannot see that there can be; it is an ideal place.

152. This scheme, you have got to keep auxiliary power, which would not be necessary here? No.

153. *By the Chairman.*—There is one thing I would like to ask you as to nitrolin, and that is: is the cost of manufacture cheap or dear? If you have cheap power I understand there is good money in it.

154. Does it compare with the prices of the nitrates that come from Chili from the deposits—practically all our nitrates come from Chili? I cannot answer that question. I could not be sure about it. I see no reason why nitrates made electrically should not be as pure, if not purer, than the imported, because most of the products made electrically are very pure. It is a question I am not particularly familiar with.

155. It is carried out in very big schemes in America to-day in pretty well all electrical works? I cannot say it is. It is in Scandinavia, where there is very cheap power. A great deal is imported to America in the form of dye stuffs.

156. *By Mr. Ogden.*—I want to make it as definite in the evidence as possible concerning the cost of generating electricity. You say it costs that company you were connected with some three and a quarter million pounds, roughly, to generate or develop 133,000 horse-power, and that was for a 12-hours' integrated load? I can tell you what our power is altogether, say, 120,000 horse-power.

157. Which cost three and a quarter millions, roughly? No; that is not correct. It would be about £2,750,000.

158. And in addition to that you have also got to provide for a dry season? Yes; but it is in that calculation I have given.

159. But it incurs a heavy annual expenditure, in addition; does it not? Yes; there is the coal consumption, and also the depreciation of the steam plant to provide for, which is so very much higher than the water-power plant.

160. The scheme is to develop 80,000 horse-power, and the estimated cost is only about one-quarter the sum you mentioned as having cost to generate 120,000 horse-power; so that, looking at it in that form, ours would be a very much better proposition? Provided you have the population. They have not provided for 80,000 horse-power, but I say they could generate that number of horse-power.

161. What extra cost would it be to get, say, 70,000 horse-power—would it mean a very great further expenditure?—Conservation would be the most, would it not? I think the chief expense would be the power-house and the pipe-line. I think they have pretty well provided for the rest of what would be required. The rest would be comparatively small. If you wanted to go up to such an enormous power as that you would want to increase your transmission. It is an enormous power, 70,000 horse-power, and if you average the revenue from it, say, £5 per horse-power, it gives you the splendid revenue of £350,000 annually.

162. *By the Chairman.*—It would be quite possible, would it not, to serve the whole of the State from the Great Lake? Very easy. By that I mean the proposition is designed for that purpose. They are transmitting power in California over a distance of 200 miles.

The witness withdrew.

GEORGE BRETTINGHAM MOORE *called and examined.*

Mr. Moore made the Statutory Declaration.

163. *By the Chairman.*—What is your name? George Brettingham Moore.

164. What is your profession? I am a civil engineer.

165. What is your relationship with the Hydro-Electric Company, Mr. Moore? I am one of the directors.

166. As a civil engineer, I suppose you have made an estimate of the scheme for generating power from the Great Lake? I did in first instance, but subsequently I left it to the experts that were appointed for that purpose. My line of engineering was not electrical nor hydraulic, but chiefly railways. I am only acting as a director, and I do not interfere in any way with the engineer in any details of the work.

167. Could you give us any idea of the value of the scheme that the Hydro-Electric Company has in hand for generating power—as to the probable cost of the horse-power in Hobart? As far as I can make out it will be about £25 per horse-power—the capital cost; £20 per horse-power was the first estimate.

168. Do you think that £25 would be a safe estimate? I think it would be, and that will be reduced as soon as the additional 9000 horse-power is put in to £20 per horse-power.

169. The more power you generate from the Great Lake the less the average cost will be? Yes.

170. Have you any idea of the number of horse-power that could be generated from the Great Lake, from any observations you have made? Not from my own observations, but from the engineers who have taken detail observations.

171. And from your own knowledge, as an engineer, do you think their estimate is approximately correct? Yes. There is no doubt about being able to generate 80,000 horse-power.

172. Not even in a dry season? No; not when they bring in the top waters of the Ouse.

173. As a director of the company, could you give us an idea as to the financial position of the company to-day? That is evidence you could get better from the secretary, who could bring down the necessary papers and substantiate everything he said. That would save time.

174. You have an accountant in Hobart? Mr. Rattle is secretary and accountant.

175. What is your idea as to the Government taking over these works—has it occurred to you the pos-

sibility of that happening, and on what terms it would be acceptable to you? We do not want the Government to take it over. It is too good, I think, for the Government.

176. You think it is too good for the Government? Yes.

177. Have you seen the statement of the proposal which has been submitted to this Committee by Mr. Ewing? Yes.

178. Are you in accord with that? I think we might get a little more than that for it. That is the bed-rock price for it.

179. But Mr. Ewing has not stated what price he has put on it? No. Those 70,000 preferential shareholders were expected to have got a safe thing, and eventually a good-paying thing. I was always in favour of the Government taking over a thing like this. I always advocated that, but as a director of this company I cannot advocate it, in the interests of the shareholders; but the fact is, I would sooner see the Government squeeze us than anybody else.

180. Have you any idea of the manufacture of nitrolin? I have no knowledge of it.

181. *By Mr. Ogden.*—You still have absolute confidence in the scheme? As a scheme it is one of the finest I have ever heard of. There have been cheaper, but taking it at the capital cost per horse-power—and that is the best way to take it—it is one of the best.

182. The work done up to the present—has it been completed to the best advantage? It has been well constructed, but we have suffered under difficulties. We had to work in the winter so as to push on with the scheme; if we had had more time we would have slacked off in those months.

183. There have been no engineering mistakes? There may have been some, but only of a trivial character; nothing serious. The best engineer is the one who makes the fewest mistakes.

184. *By the Chairman.*—Can you give us any idea what it would cost to complete the scheme and bring the power to Hobart? About £40,000. Mr. Butters told me that was what the experts required.

185. *By Mr. Ogden.*—Would it be fair to ask you how all the present shareholders will fare provided the debenture-holders force the hands of the company—will they lose absolutely? The preference shareholders, of course, will fare better than the ordinary shareholders. It all depends on the way in which it is worked. The ordinary shareholders must get something, but not in the same proportion, naturally, because paper is not cash.

186. The assets would be distributed amongst the whole share capital; that is, the 500,000 shareholders? No; the preference shareholders come in first; if anything is left, then the other people.

187. *By the Chairman.*—The debenture-holders take preference, and then the paid-up stock? Yes; that is so.

188. *By Mr. Ogden.*—What about the transmission line to the West Coast—what would it cost, roughly, to give a 1000 horse-power scheme to the West Coast? Something under £100,000. The transmission line would be about £70,000, the machinery £20,000, and £10,000 might be required for other purposes; roughly, under £100,000. Five per cent. on that is £5000, and if you cannot get £5000 out of the West Coast mineral industry it would be a very poor look-out.

189. What power would be required? I understand the Lyell Company alone requires a little over 3000 horse-power.

190. That would mean if we could get £10,000 guaranteed it would pay any company or the Government to put down a line? Undoubtedly.

191. I heard a rumour to the effect that the amount of water estimated to be conserved could not

be done; is there any truth in that? I do not think there is any truth in that.

192. *By the Chairman.*—I heard a rumour going about Hobart last week that the dam has been raised, with the result that the water was flowing down in other outlets? I never heard of that.

193. Is there any other outlet besides the original one? No.

194. What is the height of the dam at the present time? I forget; but I think it is about 8 or 10 feet. It has been calculated to be eventually raised to 16 feet.

195. That is to give 80,000 horse-power? Yes.

196. Do you think it would be a wise thing for the Government to come in on this proposition—to advance £105,000 at par, to come in as partners? It cannot lose upon it if the works are completed.

197. Do you like the idea of divided control? No; I do not.

198. Is that proposed £105,000 to rank against the company's £500,000? No; that is to rank equally with the present issue of £145,000 London debentures. That would make it £245,000 at 5 per cent., and they, of course, come first. These debentures have a clinch on the whole of the project; on everything.

199. Have you gone into the subject of the manufacture of carbide at all? That is an expert's business, and I have not sufficient knowledge to say definitely that it would be a paying concern. I think it would pay well.

200. You think it a good proposition? Yes; and easy to be started here, with the power that is necessary for its manufacture.

201. Are you of the opinion that it would be a profitable undertaking to electrify our railway system? I do not think it would be good at the present time. It might do for the suburban traffic, but I would not like to express any opinion about that. The traffic seems to be too small at present.

202. *By Mr. Ogden.*—Is there anything in your Act which would make it irksome for the company carry out its obligations under its Act—anything it is afraid of at not being able to comply with? If we cannot get the money that will prevent us complying.

203. I am referring more particularly as regards Section 40, dealing with metallurgical works? If we cannot get the money we might not be able to put them up under the Act.

204. You are not afraid the company will forfeit its rights if it has the necessary capital to go on with? Nothing to fear from that at all if we have the capital. It is only the want of money that is troubling us at present. The money market, as you know, is very tight.

205. *By Mr. Lyons.*—Is that the only thing that will prevent you raising the money? It is a factor. I would not say it is the only thing.

206. Does the large amount of watered stock have anything to do with it? It may.

207. *By the Chairman.*—In the event of the company not being able to raise the money required, what is the actual position with regard to the shareholders? If they forfeit under the act the Government comes in, and it depends on what the Government chooses to give them. They are not likely to forfeit the whole thing and get nothing.

208. Have not the debenture-holders the first right to come in? Yes. Until there is default under the Act only the debenture-holders can come in.

209. What period must elapse before the debenture-holders can come in? That is more of a legal question. I cannot answer it.

210. In the event of the debenture-holders coming in and taking charge, the other shareholders will not fare badly? They might.

211. The largest amount of paid-up shares are held by the Complex Ores Company? Yes.

212. That takes over the whole of Gillies' scheme for the treatment of complex ores? Yes; for his patent rights and concessions under the Act.

213. His patent rights have been handed over to the Hydro-Electric Company? Yes.

214. Has the Hydro-Electric Company carried out any experiments? Only experiments, nothing more.

215. The whole of the scheme is really experimental? Yes.

216. In the scheme submitted by Mr. Ewing he asked that the State should return to Mr. Gillies his patent rights? Yes.

217. In consideration of that, do you think it is fair that we should give back to the shareholders a fixed sum of money, when you are asking us at the same time to give back the patent rights on which that stock was issued—that 250,000 shares were issued for an unknown quantity? Yes; very largely.

218. *By Mr. Lyons.*—What interest did Mr. Gillies get in the Complex Ores Company? That is his own company.

219. *By the Chairman.*—We are asked to pay to the company a certain sum, and we are also asked to hand back to Mr. Gillies the whole of his patent rights? Yes.

220. Do you think it is a fair thing we should pay a sum of money for paid-up stock when you consider we have got to hand over the whole of the concessions for which that stock was issued? There is the water-power, which has proved to be a negotiable asset, but we do not know what the other is yet.

221. But they put some value on that patent? Yes.

222. *By Mr. Ogden.*—What value do you place on it? It is impossible for me to place any estimate of value on it.

223. *By the Chairman.*—Do you think with the cheap power in Hobart, selling at the price you say—£2 10s. per horse-power—it would be likely to attract many manufactures here from the mainland? Yes.

224. Because of the cheap power? Yes; in conjunction with the many other advantages we have here for manufactures.

225. On the whole, you think it would be a good thing for Tasmania? Yes; I have always held that.

226. Do you think it would mean a large amount of revenue being raised by the State? Yes; it has done that all over the world.

227. Are you of the opinion that the complete work would be a paying proposition from the start? Yes; and immensely paying in the future.

The witness withdrew.

FREDERICK BOWDEN RATTLE *called and examined.*

Mr. Rattle made the Statutory Declaration.

228. *By the Deputy-Chairman.*—What is your name? Frederick Bowden Rattle.

229. And what is your relationship with the Hydro-Electric Power Company? I act as local secretary.

230. Can you tell us, of your own knowledge, whether any of the directors of your company, or the board of directors, are in a position to make a definite offer of the assets and rights of this company through this Committee to the Government? I cannot say exactly; I know that Mr. Gillies, who is managing director, is in Tasmania, and will be in Hobart to-night. I believe he would be fully empowered to approach the Government with that object in view.

231. To approach the Government with a definite offer? The communication I have received leads me to think that he would be authorised to negotiate with the Government.

232. Will it be probable that Mr. Gillies can speak with definite authority on the part of the shareholders of the company? I hardly think he would be able to do that. The greater part of the shareholders are resident in Victoria; there are only a few in Tasmania. I have not heard of any meeting of shareholders being held. That would be necessary before any power was given to the directors to sell or make arrangements to sell the property. They could not dispose of the company's rights without reference to the shareholders.

233. Would he in any way be authorised to speak on behalf of the debenture-holders? I do not think so.

234. As far as you are aware, as secretary, have the debenture-holders taken any action since you have closed down? Oh, yes. They asked to be kept posted as to the actual position of the company's affairs.

235. I mean have they taken any action to protect themselves? No. The trustee deed has recently been registered, but it was only to complete their security; that was all.

236. *By Mr. Earle.*—I would like to ask whether since the closing of the company's works, has the company made any effort to raise further money? I believe negotiations are going on in London, and also in Australia, with that end in view.

237. To raise more money? Yes.

238. Have you any knowledge of the result, so far? No.

239. There is a local board of directors in Tasmania? Yes.

240. Who are they? Mr. Brettingham Moore is chairman; Mr. Ewing is another. The other office is vacant; we have three. Mr. Gillies is often in Tasmania, and he sits with the local board. He is managing director.

241. Anything done by the local board has to be submitted to the board of directors—where? At Melbourne. They have certain rights under the articles, but their power is limited. They can do business up to a certain amount, but are limited by the articles. They are not in the position of being full directors of the company.

242. Any action taken by them would have to be submitted to the directors in Melbourne? Yes.

243. With regard to the sale? Yes.

244. Have there been any vouchers deposited with the Auditor-General, in accordance with the Act, on all the expenditure of the company to date? They do not require to be lodged until the work has been completed. When that is completed we are supposed to lodge these vouchers to put the Government in the position of knowing what the whole expenditure has been.

245. So far no vouchers have been deposited? No. They can be if they are wanted, but I think you will find in the Act that it is provided that on completion of the work full vouchers have to be supplied.

246. *By Mr. Bakhap.*—You are merely secretary to the company. You have no administrative voice regarding the financial aspect? No.

247. But you have a general knowledge of it, of course? Of the financial transactions, yes—local expenditure.

248. Of the 70,000 shares that were issued, £14,000 have not yet been made available, not called in? I could not say that.

249. Mr. Ewing said that in his evidence? Mr. Ewing has recently been in Melbourne, and possibly has obtained more information on that point. Money for those shares may have been sent to the head office, of which I would not know. I believe there is something outstanding.

250. The whole of the share capital of the company is earmarked at the present time, is it not—there are no shares to be issued? No.

251. In that sense, the whole of the share capital is earmarked, and to get more money the company will have to be reconstructed? I do not know that.

252. *By Mr. Ogden.*—What are the liabilities of the company that have to be met towards the debenture shareholders—have they been paid their interest? I have not heard of any default. If there had been it would have meant proceedings.

253. Can you tell us whether the debenture-holders can take action under present conditions? I do not know.

254. [Mr. Ogden read a part of the deed, which stated that the security became enforceable on the company ceasing work or attempting to cease work? All I can say is that they have not done so, so far.

255. *By the Deputy-Chairman.*—Will you undertake, as secretary, to notify the head office that this Committee will require a full statement showing the financial position of the company, a statement of the assets, a full statement of the amount drawn against the debenture capital, the amount raised by the issue of shares, the amount expended out of share capital, the total expenditure in Tasmania, headings of expenditure in Tasmania, particulars of all other expenditure? I will.

256. *By Mr. Bakhap.*—Have you any personal knowledge, Mr. Rattle, of any visit having been made by Mr. Merz to the Great Lake? Mr. Merz did not come in person, but his partner, Mr. Reg. Wilson, made an extended inspection of the work, and sent a cable to his partner in England.

257. *By Mr. Ogden.*—Did he make any report? Yes; it is in that report tabled, and on that report the debentures were issued.

258. *By Mr. Bakhap.*—On the statement made by his partner, Mr. Merz based his report? Yes.

The witness withdrew.

JAMES HYND'S GILLIES *called and examined.*

Mr. Gillies made the Statutory Declaration.

259. *By the Deputy-Chairman.*—What is your name? James Hynds Gillies.

260. What is your occupation? Metallurgist.

261. What is your position in connection with the Hydro-Electric Power Company? I am managing director of that company.

262. Are you aware of the purpose for which this Committee was appointed? Only from what I have seen in the papers, and some correspondence that has taken place after the Committee was appointed.

263. I will ask the clerk to read the instructions to this Committee from the House of Assembly.

[The Clerk read the resolution moved by Mr. Dicker for the appointment of the Committee, and the specific purpose of the inquiry.]

264. *By the Deputy-Chairman.*—Now, having heard the Parliamentary authority for the appointment of this Committee, and the instructions from the House, Mr. Gillies, may I ask you if you wish to make any voluntary statement in this matter, as managing director of the company? Only that the company's directors in Melbourne, when asked to authorise its solicitors in Hobart to negotiate with the Government, replied that the time had not arrived for opening up negotiations with the Government; that until the Company had exhausted the ordinary methods for obtaining the necessary capital to carry through its scheme, it considered that to approach the Government would be very injudicious, and a very prejudicial thing to the company, and the directors in Melbourne were very surprised when they found that a Parliamentary Select Committee had been appointed? The appointment of the Committee, I take it, has been brought about in the usual way; people who are

desirous of acquiring something move to obtain it by having it referred to a Select Committee. I think it is quite a proper thing for a Select Committee to be appointed if they thought that by the appointment of such a Committee they had a reasonable hope of being able to acquire the rights of the company for the State; but as far as the company is concerned we have every reason to believe that we will be successful in carrying through our negotiations for the obtaining of further capital, and till we have an opportunity of carrying them through we do not care to make any statement, and I do not think you wish me to make any statement that would prejudice those negotiations. I am here to answer any questions which you, sir, desire to ask me, and in a general way to say that the present difficulties have arisen, unfortunately, through the appointment of engineers, who, in the opinion of the directors, grossly neglected their duties, and were asked to resign. They resigned, and reasons were given why they should do so. This placed the company in the unfortunate position that we were unable to draw on the money that is lying in London to the credit of the trustees. This came about very suddenly, and caused the refusal of the contractors, who were manufacturing the machinery, to agree to the appointment of an engineer to take the place of the engineers referred to, unless the company agreed to the payment of about £13,000 for extras. Negotiations were going on for a considerable time to endeavour to come to some arrangement with the British Westinghouse Company over this matter, and, as you are aware, the present financial stringency caused the bank, which usually gave us an overdraft up to £20,000, to say that they could not make the usual advances. This brought about the sudden cessation of work by the company. A company like ours, that has found upwards of £200,000 to carry out its works, is not going to stop—is still going on with the attempt to complete the scheme—because it happens to be placed in a tight position for a short time. We were desirous and Mr. Ewing made the suggestion that he should approach the Government with a view to its coming temporarily to our assistance, so that we should not stop work, until such time as we could arrange for raising the necessary additional capital for the company to carry the scheme through to a successful issue. The Government in its wisdom considered that it was not justified in doing that, and of course we had to then proceed to obtain the capital we required from other sources. We trust the House, and this Committee, will not do anything to hinder or prejudicially affect the completion of these negotiations. If the House of Parliament, and this Committee as its servants, has any proposition to make to me, as the representative of the company, that I could put before our shareholders I would feel it my duty to do so. If this Committee has some idea, or scheme, or suggestion to make that I could put before the directors and our shareholders for their consideration I would be only too pleased to do it; but at the present time I am not in a position, nor am I authorised, to make any proposition to the Government; and I have every reason to believe that the capital we are seeking will be arranged.

265. You are pretty well acquainted with the provisions of the Act under which you got your rights? Yes.

266. Can you tell this Committee whether so far your company has complied with the provisions of its Act? As far as I am aware, up to the present the company has complied with the provisions of the Act. I am not aware of any thing having been done contrary to the provisions of the Act, or anything that can be construed into a breach of the Act.

on the part of the company. I think the company has shown abundant evidence of its *bona fides*—abundant evidence of its wish to carry the scheme out to a successful issue, and I have no fear that Parliament will take any steps under the circumstances which have arisen. I do not anticipate—I do not think for a moment—that Parliament will take any step at this stage, nor until the end of next year, when the time expires for our carrying out all works, that will imperil the interests of the company.

267. According to your reading of the Act, Mr. Gillies, has the Government at the present time any right to intervene? I do not think so. I have not looked as carefully into the Act, probably, as members of this Committee have, but it would only be when the company had not acted up to the provisions of its Act. The company has shown its *bona fides* in the matter of carrying on the work, and as it has been provided, has up till the end of next year to complete the scheme. I think we have done all that we could possibly be expected to do to carry this scheme out under extraordinary difficulties; under difficulties with regard to carriage; also in connection with the weather. You will no doubt remember we approached you, sir, as Minister, to try and assist us with regard to the carriage of material. Those difficulties have caused a very considerable increase in the original estimate that was considered to be ample to carry this scheme through. I have been acquainted with many large mining companies, which have found themselves in exactly similar positions, such as having to obtain additional money to complete their arrangements owing to difficulties that could not be foreseen. There are any number of companies that have had to do much the same as we are now trying to do. We, unfortunately, are in this position: We have to seek further capital, and it is only a question of terms with us at the present time. It is only a question of negotiations and terms when that capital will be available. I may tell you this—that at the present moment a cable has been received from London in reply to our cable, that an engineer had been appointed and is starting from London immediately, and is due to arrive here in about five weeks' time. We hope directly after his arrival to start, and have the work in full swing again.

268. Among the witnesses that will be available for this Committee to be examined, who would we regard as being the authorised mouthpiece of the Hydro-Electric Power Company? Only myself; and our Melbourne chairman. He is leaving Melbourne to-day, and will be here on Monday, and has asked me to make any appointment that may be necessary for Monday. At the present time there is no one in Tasmania except myself that can represent the company, and those directors who act here do so under and by direction of the board in Melbourne.

269. Have you that direction? I have got it.

270. For you to appear before this Committee, and authorised to represent the company? I did not come to Tasmania for that purpose, but knowing the Committee had been appointed, I said to the directors that the Committee might want to subpoena me as a witness on the matter, and I told them I should be given the necessary authority to act for them; to tell the Committee anything it wanted to know, anything with regard to the financial affairs of the company, and I am trying to tell you now, as well as I am able, anything I know.

271. I want to ascertain your status. Are you really authorised to speak on behalf of the board of directors to this Committee—with full authority to speak for them—or have you to wait for the chair-

man of directors to come here? I am here with authority on a resolution passed by the board to represent the company and to answer any questions that I may be asked; also to promise to this Committee that any suggestions it makes will be conveyed to the board. I am in a position to do that.

272. I am not asking you what we might suggest; we are only an examining Committee, and not here to make any suggestions whatever. Your status with regard to us—any action of yours to-day—is it binding on the directors and the shareholders—you personally? I could not bind the shareholders. I am here by appointment from the directors, and they authorised me to attend before this Committee if required to do so, and as far as they were able to do so they gave me a perfectly free hand, as far as the directors were empowered to do, but under the articles of the association any proposition that might be made, either by the Government or by this Committee to the Government, would have to be sanctioned by the shareholders.

273. Well, then, I can only ask you, as one of the directors, is there any disposition on the part of the directors to offer the assets of your company to the State of Tasmania? I think the directors, if they had any desire of selling their assets, would certainly give the Government the first opportunity of acquiring them.

274. Are they doing so? No; not at this stage; they have no intention of doing so at the present time.

275. I have to ask you, Mr. Gillies, the exact position of your company in regard to the debenture-holders and its creditors to-day. I do not want you to go into detailed figures, but I want to know the commercial position of your company—the real financial position of your company?—In brief, are you to-day liable to your debenture-holders; or to put it in a simple form, are they in a position to-day, if they choose, to put in a receiver? They are in a position to do so, if they wished; but they have not got any wish to do so. Under the trust deed they could, and they have all the ordinary powers of debenture people. If somebody asked them to step in and put in a receiver they could do so.

276. This is what I want to know: what is their position—how do they stand in relation to you and your company? They have the ordinary power of debenture-holders, and they can step in if they think that their interests are going to be in any way prejudiced.

277. Have you given the debenture-holders under the trust deed the power for them to step in with legal authority at the present time? I could not say that we have or that we have not. I know most of the debenture-holders, and a great many of them are personal friends of mine; the largest debenture-holders are friends of mine, and I do not think—

278. I do not want to hear about that, Mr. Gillies; it is only confusing the issue. What I want to know is what is the present relationship between the debenture-holders and the company? Very cordial.

279. I do not mean in that way. I mean in regard to the financial relationship; whether they are possessed of power to do anything in consequence of what has happened; whether they can now step in, owing to what has taken place, and put in a receiver? Yes; they have that power under the trust deed.

280. Would it not be necessary for anyone desiring to secure, by purchase or otherwise, the assets of your company, for them to consult with the debenture-holders? No; not at present. I do not think it would be necessary, and I am inclined to think it would be highly improper for anyone wishing to acquire the assets and rights of the company to approach the debenture-holders until the debenture-

ture-holders had placed themselves in the position in which they could be approached. I think it would be a very indecent thing for anyone to do.

281. That position has not yet arrived? No.

282. *By Mr. Ogden.*—Have the debenture-holders got the power to sell the assets of your company by private contract? No; not until they have put themselves into possession by the proper legal process. It is like a house that is mortgaged, by which a person who mortgages his house makes default. He can do so for some time so long as the mortgagor does not interfere. It is purely at the discretion of the party who has got the mortgage whether he will foreclose or not. When he decides to do so he has to go through the usual legal procedure, and after that he is in the position to dispose of what he has acquired by his foreclosure. I take it that the debenture-holders or the trustees are just in that position. They are in the position to foreclose if they wish to, and then to sell to anybody the assets by private contract or public auction.

283. *By the Deputy-Chairman.*—What I want to know really is whether your company, as a company, to-day, assuming that any person was in the position to deal with you, are you in the position of selling? Yes; we are in that position. We could sign the release to-day.

284. Is it not possible that if you sold out to the Government that the Government might find to-morrow that the debenture-holders, not having been consulted, could assert their legal ownership to-day? Any purchase that takes place right out would have to be a purchase that would be subject to the approval of the debenture-holders. The purchasers would have to take the company's place in the matter with regard to the proposition. If any persons came to us and said we are going to buy you out, and take over your assets and your liabilities—and that would include the debenture liabilities—they could take the money lying to our credit in London, and which could be drawn upon; they could take over all our rights, and the debenture-holders would not say no to them.

285. I could understand that position, say, a month ago; but is that the case to-day, according to your trust deed with the debenture-holders? Until a receiver is put in we have all those powers; that is what I am told. We have got all the power to do so if we want to. The debenture-holders are in communication with us—were in daily contact with our people until I came here. Cables have been sent to the Old Country with a view to arranging for the subscribing of additional capital; and I desire to be perfectly frank with you. I can tell you that there is every prospect of the additional capital required being forthcoming. My own view is this—that if we were going to deal with anybody there is no one I would be more free to deal with (if there were any necessity to do so) than the Government of Tasmania. I asked the Government of this State to harness up that power—to take hold of it—and that if it harnessed it up it could supply us with power for our metallurgical works up to 20,000 horse-power, and as the works extended so would the horse-power necessarily go up. I told the Ministry I would be very pleased for them to go on with harnessing that power up, and I urged with all the powers I possessed, publicly in the newspapers, and there was also a large amount of correspondence between the Government and myself on the matter, because I considered that our own metallurgical part of the business was more important to us, more valuable, and would return a larger revenue than if we disposed of the power. I have not altered my opinion in the slightest in that connection.

286. I do not wish to interrupt you, Mr. Gillies, but it is hardly the sort of evidence that this Com-

mittee has been appointed to obtain. Our instructions are to inquire into the present financial position of the company, and also to ascertain the terms by which the rights and assets of your company can be acquired by the State. I want to centralise this fact. First of all, do you, as a company, wish to deal with the State; and secondly, are you, as a company, in a position to deal with the State? Those are the two points we would like to get definite information about? At this stage we have no desire to deal with the State. We have not at this stage arrived at the time when we wish to relinquish the opportunity of completing this scheme of ours in the manner in which the public have gone into it; to carry out the scheme as outlined in the prospectus on which our friends in England and out here put their money into it. While saying that, I understand I am bound to answer any questions you may ask. Further than that, I might say I am not authorised by the directors or the shareholders at the present time to ask the Government to take over this scheme.

287. I would like to ask you one or two more questions on that particular line of argument, to inform members of this Committee in regard to that particular aspect of the question; after that we might ask you to withdraw for a time until the Committee has discussed the matter, as it is beginning to present itself to us, before calling on you for further evidence. The next question I desire to ask is, did you, when you approached the Tasmanian Government, make any suggestions for the Government to enter into negotiations with you for the acquisition of certain rights of your company? Yes; I thought there was a way by which something could be arrived at that would suit the State, and also serve our purpose.

288. Would you mind outlining to this Committee what your proposal was in connection with that request for assistance—you know the directors saw the Cabinet as a whole? I do not know what happened there. Do you mean with regard to advancing the company money to carry us over till we arranged our finances?—We were not in a position, not having the engineers available, to give certificates, and consequently we were not in a position to carry on our operations until we had our engineers appointed, and we could not do that without arranging with the Westinghouse Company, unless we were willing to give them an additional £13,000 for extras. Then we agreed to the appointment of Mr. Dickenson, which is now agreed upon by both companies. We did not want to stop work, but to continue on so that we would not have to discharge the men. We approached the Government, with a view to the Government supplying us with necessary advance to enable us to carry on, giving the Government second mortgage debentures; temporary debentures at call, a charge on the assets next to the first debenture-holders' interests. I did not get any reply, but I understand—

289. I am not speaking of the reply. What did you propose to the Government that day?—I want you to tell the Committee what you intended doing? It was Mr. Ewing's suggestion more than mine.

290. Who formed that deputation—who were present at that interview? Mr. Ewing, Mr. Moore, and myself.

291. Then will you tell the Committee what took place between Mr. Ewing, Mr. Moore, and yourself, and the members of the Cabinet together, at which certain suggestions were made by Mr. Ewing in your presence, and as far as I know, with your concurrence? If I remember rightly, I think the suggestion Mr. Ewing made was that this advance be made to pay present liabilities, so that the work would not stop.

292. And then the alternative? I was not aware of any alternative.

293. You do not remember? I have no knowledge of any alternative. I think he said we would have to stop work, which was an undesirable thing to do.

294. Was there not a large offer of shares? At that time?

295. Yes? I do not think so. My memory does not carry me that far. I do not think there was on that occasion. A suggestion in connection with the shares was made when I interviewed you myself.

296. That was prior to that? Yes; at which the company was prepared to—

297. Your interview with me, if I might remind you, was before the company was in difficulties. I am referring to your interview with the Cabinet on that occasion. There were two or three alternatives. Do not you remember them? No. I thought we were going to give security by way of a second mortgage to secure the Government for any advance it made, and as soon as the engineer was appointed to give the necessary certificate that this money would be returned. There was such a suggestion made. I referred to a previous conversation between yourself and myself, at which I suggested as consideration for any money the Government might advance that the Government could have power at 30s. per horse-power.

298. There was a suggestion at that time about the transfer of a large number of shares? If the Government were to find the balance of the money for the work. I do not remember the number of shares, but it was suggested that in consideration of the Government completing this scheme that the company would be willing to give over to the Government a certain number of shares, but what the number was I am not quite sure. I was only thinking of the temporary advance.

299. Have you paid your various employees? They have not been paid for a few days now.

300. Are your liabilities very extensive with them? Very little, as far as the employees are concerned; but there is the staff. We asked for particulars, and the amount necessary to pay all wages, and we were told it would take, roughly, about £1500. We provided £3000, and then we were told it was not enough.

301. *By Mr. Ogden.*—The Complex Ores Company is a separate company from the Hydro-Electric Power Company? Yes; the Complex Ores is the parent company.

302. Do you represent that company? Yes; I am a director of that company as well.

303. How many shares in the Hydro-Electric Power Company has the Complex Ores Company got? You have asked that question, but I have not got the information. It is shown in the prospectus. The Complex Ores Company is the parent company, and owned the patent rights for the treatment of zinciferous ores. Australia is the largest producer of zinciferous ores in the world, and we look upon the patent rights for Australia as being more valuable than for the rest of the world, and that if we got cheap power the value of our process for Australia would be very large indeed.

304. Excuse me, Mr. Gillies, all I want to know is how many shares in the Hydro-Electric Power Company does the Complex Ores Company hold? The Complex Ores Company held certain rights. It obtained an Act of Parliament to cover them. I informed the Committee of that previously. The Complex Ores Company then formed another company to take over those rights, and obtained the necessary capital for putting up its works in Tasmania, and to establish the power scheme. The amount of shares it obtained as consideration for those works was, nominally, on paper, 250,000

shares. In reality, after paying the cost of floating the Hydro-Electric Power Company—which is usual for a promoting company to do, and which was a pretty large item; you can easily understand that—the actual position is, roughly, that the Complex Ores Company holds 230,000 shares in the Hydro-Electric Power Company. That is as near as I can give you, within a thousand shares one way or the other.

305. What is the share capital of the Hydro-Electric Power Company—is it 500,000 shares at £1 each? That is the nominal capital.

306. What is the actual capital? The actual subscribed capital in the Hydro-Electric Power Company is £70,000, and £21,000 of common stock goes with them.

307. That is £91,000. What I want to get at is, that really the Complex Ores Company, which you represent, holds the majority of the shares in the Hydro-Electric Power Company? Yes.

308. Then you could speak on behalf of the shareholders in the Hydro-Electric Company, because you represent the majority of the shares? Those shares are split up. Men who hold large interests in the Hydro-Electric Power Company are large holders in the Complex Ores Company, so one does not know how it would go. I could not tell you, whether the Complex Ores Company does hold a majority of the interests in the Hydro-Electric Power Company. I do not know whether they do hold a controlling interest. It was sought to keep control of the Complex Ores Company for a good reason, and I would be very sorry if the control ever goes from the Complex Ores Company into the hands of people whose ideas are not in accordance with those who originated the scheme.

309. It has been stated to this Committee that the debenture-holders in London provided, roughly, about £130,000. Have the debenture-holders found that money? Yes; cash in the bank, waiting there for us to draw, and they have been advancing on that. You can get information from the solicitors for the debenture-holders, Messrs. Dobson, Mitchell, and Allport, about that. There is one thing about these shares that I should like to explain, so as to have no misunderstanding about it. Though the Complex Ores Company has a large number of shares nominally, it considered in that flotation that it should give the first consideration to those taking up subscription shares, and those subscription shares are preference shares—preference as to dividends and repayment of capital. The Complex Ores shareholders do not come in for any results from this venture until the debenture money and the preference shares are provided for; and that, although it may seem to ordinary individuals that the company is holding a large number of shares, that is not the proper way to look at it. The shares may be worth 5d., 1s., or 5s., but the amount of shares is not the measure of what they get. I have not taken one penny out of the company. I am looking forward, though, to the time when our metallurgical scheme is hitched on to the power scheme, and then I am looking forward to taking something out of it that the company will be justly entitled to.

310. *By Mr. Earle.*—You are called upon by your Act to erect smelting works and carry on metallurgical, electrical, and smelting works, using 3000 horse power, within four years of the passing of the Act? Yes; that is so.

311. You intend to go on with that? Yes; but the company, however, owing to the great delay in connection with the actual engineering scheme, will ask—and I think properly so—the Government, in the way provided in the Act, for an extension of time for, say, about six months. I do not anticipate that there will be any trouble about getting

that extension of time for the period I have mentioned.

312. Has there been any discussion about the interpretation of Clause 40, dealing with metallurgical, electrical, and smelting works?—Has it been argued that the manufacture of calcium carbide applies to that clause? Yes. The question arose in England. The metallurgical scheme alone, no matter how good it was, was not very great security for the finding of money, and I promised, in putting up further additional work, that we would put that up first, so as to comply with the Act. One part of our scheme, such as provided for in our prospectus, was that we should put up calcium carbide works immediately. It was an industrial enterprise that would not only use 3000 horse-power, but would continue to do so, and then we would go on at the same time with our metallurgical scheme and work that for all it was worth as well. That is the scheme the company intended to lay out. It intended to comply with the terms of the Act in so far as chemical and smelting works.

313. You consider that you would be complying with your Act by manufacturing carbide, without the smelting of complex ores? The treatment of complex ores is not a smelting one. The main idea the State desires to see carried out is that when the company got a concession that it should do its part to the extent of using 3000 horse-power for its own works. I am satisfied it will be more nearly 8000 horse-power on those works, if we are fortunate enough to get this scheme carried out, and therefore any proposition that may—and I do not say it is not possible for this Committee or the Government to approach the company if it is its desire to do so, and make a proposition to the company if it wishes to.

314. *By the Deputy-Chairman.*—That is entirely outside the scope of this inquiry? I understand that this Committee or the Government is to approach the company?—

315. No; certainly not. We have no power to do anything of the kind. We are merely an examining Committee, to obtain evidence as to the transfer of the company's rights to the Government. We cannot make any proposition whatever?—

Mr. Bakhap: My impression is that the State is being approached by the company, but if it is understood that the Government is approaching the company, then I absolutely misunderstood the purport of this inquiry.

316. *By the Deputy-Chairman.*—As I previously informed you, Mr. Gillies, the object of this Committee is to inquire from your company whether it is disposed to sell its assets to the State, and the terms on which it proposes to do so. This Committee has nothing to do with making any suggestion as to purchase; that is for the company to do? Then I am in just as big a fog as Mr. Bakhap.

317. It is for you, as representative of the company, to approach the Government? Do I understand that the Committee was appointed on the representation of some one that the company should be approached?—

318. This Committee was appointed by the House of Assembly, moved by Mr. Dicker. We are the servants of the House to make certain inquiries regarding your company, but not authorised to make any approaches whatever. It is part of our duty to ascertain whether those who hold the property are willing to sell it; to ascertain who really does hold the property?—

Mr. Earle: If they do not want to sell it is another matter.

Mr. Bakhap: Certainly; we do not intend that any representative of the company shall come here and pretend that they do not want to sell their property.

319. *By Mr. Lyons.*—You say your company has no intention of offering your works to the State? At the present time, no.

320. Then under the provisions of the trust deed have the debenture-holders power to step in at the present time and foreclose? They have the power to do so.

321. Then if that is so, if they were to do that, would it not be too late for your company to offer it to the Government? No; certainly not. If the debenture-holders put in a receiver, which is frequently done in order to protect their interests—if they did that the company would still remain in existence to negotiate. Seeing that the bulk of the debenture-holders are also shareholders, I do not think there is any chance of that happening.

322. In the event of that actually happening? The debenture-holders would act in the best interests of the debenture-holders first, and the shareholders second. If those debenture-holders are shareholders as well, they would consider all that.

322A. Practically, then, negotiations following on that would have to be with the debenture-holders? Yes.

323. Then your opportunity of negotiating with the Government would be gone? Yes; as a result of the communication. I told you about that which has passed between us and the debenture-holders in London, in which they state there is no desire to put such a person in, and they would only take that step if their interests were likely to be jeopardised.

324. *By the Deputy-Chairman.*—If the debenture-holders put a receiver in to-day, would the debenture-holders be within their rights to offer their rights by auction next week? I do not think that it could be done as quickly as that; there is all the legal process to be gone through. They could do so, of course, but I do not think any receiver would attempt to do so.

325. We want to establish the position in as definite a form as we can? I believe they could do so. You are as well able to judge as to that as myself. I fancy they could exercise any of their powers under the trust of selling, and I think if they sold to the Government they would safeguard the interests of the people who held the debentures.

326. Would they be within their rights to sell the property by auction to-morrow? Not as quickly as that. They would have power to do so, provided they went through the usual legal formalities. They would have to advertise it.

327. *By Mr. Ogden.*—They would have power to do that? Yes; do not you think so, Mr. Bakhap?

Mr. Bakhap: I am not here to express opinions, but if you ask me for my own personal view I think they could.

328. *By Mr. Lyons.*—You appear to think any action of this Committee might have an injurious effect on the present negotiations? Already it has had a detrimental effect, by the appointment of the Committee, and the grounds on which, necessarily, it had to be put to the House. When the Committee was appointed the reasons given for the appointment was because the Hydro-Electric Power Company was in financial difficulties. That was advertising the fact all over the world. That would certainly have a prejudicial effect, and to that extent it was prejudicial.

329. Would the very wording of the resolution itself tend to that—have you heard it mentioned? I think so. It was stated in the resolution that owing to the financial difficulties of the company the appointment of a Select Committee was necessary. It is not advisable when a man is hardup to advertise it from the house-tops.

330. *By Mr. Dicker.*—It has appeared in the press that the company was in difficulties? Yes; it was known to others before it was known to us; and from

the information that was given it was well known that it was inspired by someone.

331. *By Mr. Lyons.*—In view of the Government at a later stage acquiring the property, would there be any harm done in investigating the matter? Personally I have no objection. This is a good thing for the State. The State is financially able to undertake it far better than we are. It would be a splendid asset. It would provide interest and working expenses and a small profit from the very jump. If the State were willing to give us what I think fair, under the circumstances, for engineering the scheme up to now—if they gave us what I asked them to give originally, I do not know but what I would urge that being done. Give our company the right up to 20,000 horse-power, as it was wanted. We would strike a financial bargain that would be profitable to the State and of great future benefit to the State, and it would leave the company the right to go on with its own private enterprise to the fullest extent.

332. *By Mr. Lyons.*—This Government would merely supply the power to your company? Yes. Give us the North-West Bay land; return the capital subscribed, and you would have the scheme costing just about £250,000. The Government would be making about £27,000 a year gross revenue. They could make a contract with us which would bring in £12,500. In addition to the present contracts we have, and those that are certain to be got, at a low estimate, you would get about 7 per cent., and possibly 8 per cent., the first year.

333. Would you entertain a proposal that the Government, in addition to supplying the power to you, supply power and light outside, while allowing you to continue your complex ore works? The Government would do as it liked. All the rights contained in the Act the Government would obtain, and I feel that the Government should sell wholesale, like the New Zealand Government is proposing to do; to have nothing to do with the distribution further than supplying the power and light to the local authorities, and let them manage their own business. The reason I cannot tell you more is this: what I have said is what I would suggest that would satisfy myself personally; but we have got people in London who have got to be consulted, and it would be a very wrong thing for us to come here and make suggestions when we know there are proposals being made with a view to the company going ahead and having the scheme completed. As a matter of fact, we have word that an engineer is leaving London immediately to come to Tasmania, and he is expected to be here in about five weeks' time. I protested against any approach being made to the Government other than for temporary assistance, so that the work would not stop.

334. *By Mr. Bakhap.*—Mr. Ewing is a director of your company? Yes.

335. Are you aware that he has given evidence before this Committee? Yes.

336. Before the appointment of this Committee, has there been any conflict of opinion between Mr. Ewing and the other directors regarding the policy to be adopted for future operations of the company?—

The Deputy-Chairman: I hardly think that is a fair question, Mr. Bakhap.

337. *By Mr. Bakhap* (to witness).—I was only taking Mr. Ewing's evidence? That is a question I would not like to answer. There must necessarily be differences of opinion occasionally.

338. Are you aware of the fact that Mr. Ewing has suggested that the best thing for the company to do would be to hand over the whole thing to the State? I have not seen his evidence.

339. Are you aware that Mr. Ewing submitted any proposal to the Committee? I understand not.

340. Was Mr. Ewing authorised to come and make an offer to the Committee? Certainly not.

341. The nominal capital of the company is 500,000 shares of £1 each? Yes.

342. Is this a correct statement of the position: there are 250,000 shares held by the Complex Ores Company; 70,000 preference shares issued; 65,000 shares which have been issued to the underwriters of the debentures; 21,000 to the underwriters of the subscribed shares; 94,000 not issued, but they are under option to the underwriters of the debentures; therefore the whole of the capital of the company is hypothecated? The shares that are under option; if you can say they are hypothecated, they will have them by paying the price put on them.

343. Can you tell us what those shares would bring in if the optionees exercised their option? About £140,000.

344. What is the length of the option? They were anxious until this trouble arose to start with the exercise of their option.

345. The exercise of their option is over a long period? It is exercisable as soon as the shares have attained a certain value. The object of anyone who gets an option is to make a market for those shares, so that they will be able to make a profit.

346. It is not likely the optionees will exercise their option unless the company's operations are successful? No; that is so.

347. You cannot at the present time do anything with those 94,000 shares in the way of offering them as security for the further raising of money? That is right.

348. To get more money into your company reconstruction is necessary? No. The Complex Ores Company realises the unfortunate thing which has arisen has arisen, due to the fact that the cost of the scheme has gone up enormously. Expenditure has been undertaken that was never contemplated when the company was formed. A very much larger plant had to be provided, and more money spent in various ways, that were necessary to carry the scheme through, and have the wheels turning round. That was all done before I returned from England, and done under the direction of the Hobart board of directors.

349. Do you not agree with the way that money has been allocated? They knew what my opinion was about it when I returned from England. They increased the salary of the engineer from £700 to £1000 without him even asking for it. The Complex Ores Company originally held £250,000 shares, but now it has 230,000, the rest having been used in various ways in the promotion of the Hydro-Electric Power Company. In the reconstruction of the company the proposal that is now being undertaken is for the Complex Ores Company to part with some of their 230,000 shares that they had hoped to have retained for the future. The Complex Ores Company can do what it likes with its own shares; it can give them away if it likes. It can return them to the Hydro-Electric Company if it likes.

350. *By Mr. Bakhap.*—You mean to say that it is committing an act of self-sacrifice in order to keep the thing alive? Yes.

351. Is that in contemplation? Yes; so as to carry the scheme to a success.

352. You are going to try and realise what the Complex Ores Company got as consideration for certain rights? We are not going to realise on them, because you cannot sell those shares at present.

353. You are going to hypothecate them in some way? We are going to offer them as a bonus to the debenture-holders, which has been done in all hydro schemes all over the world.

354. Would it be correct to say that the Complex Ores Company spent £8000 or £9000 in cash? From memory I thought it was about £12,000.

355. Is it not true that the Complex Ores Company, as a company, spent about £12,000 in cash? Roughly, you can take it about that.

356. And it received 250,000 shares in the Hydro-Electric Power Company? Yes.

357. It is very much to the advantage of the Complex Ores Company, speaking collectively, to keep this enterprise alive? Yes.

358. It has an ample share margin to issue as a basis to secure financial assistance? That is so.

359. You have been associated with this Hydro scheme from its inception? Yes.

360. It owes its genesis, in a large measure, to you? Yes.

361. You are the possessor of certain patents? Yes.

362. The reduction of metallurgical ores? Yes.

363. Was it not in contemplation when the Bill was introduced to the legislature, if concessions were obtained to use the process in connection with metalliferous ores? Zinciferous ores.

364. They are metalliferous? Yes. It was part of the original proposal when we went into the matter. When I came over here it was originally to get power for metalliferous works.

365. That is the point I want to get at; metalliferous works in connection with the reduction of metalliferous ores, is that not so? That was the original scheme.

366. You are an expert, Mr. Gillies; would you call limestone a metalliferous ore? You have been asking me questions as to what was in our minds at that time, but that has been altered from time to time.

367. You say there has been some proposal to amplify the policy? Yes; that has been elaborated on, as shown in the prospectus, under which the people put their money into it. The Complex Ores Company spent its money in the flotation of the Hydro-Electric Power Company.

368. Your company must employ a certain number of horse-power in the carrying on of certain works—is that so? Yes; metallurgical, chemical, and smelting.

369. Do you not think that the policy that was advocated for the use of your patent for metallurgical process, and the adoption now of something else, is an abrogation from your contract? We do not intend to do anything of the kind. Men have to do things in their order, and in a manner that obtains the least resistance. The treatment of ores will have its own large revenue; but while looking at that, it was also recognised that it would be more difficult to get capital for a patent that was not known; therefore the Act which was to compel us?—

The Deputy-Chairman: Is this line of examination quite in order. I hardly think so.

370. *By Mr. Bakhap.*—Mr. Ewing gave an interpretation of the Act and of Clause 40, by which he claimed that the manufacture of calcium carbide was a compliance the Act? Those words were put in so as to give the company additional security. Those words were very carefully considered, and an amendment was drafted to protect the State, although I protested against the amendment.

371. *By the Deputy-Chairman.*—I do not know that is within the scope of this inquiry? The position is that the company has not approached the Government or Parliament at all. The people who made the approach did so on their own initiative, and when we heard of it we protested at once.

372. *By Mr. Bakhap.*—Do you believe that the sacrifice on the part of the Complex Ores Company can financially restore their position? Yes.

373. *By the Deputy-Chairman.*—First and foremost, arising out of what has been brought in, confining myself to Clause 40, would your interpretation of Clause 40 justify you in considering that

when you established works for the manufacture of calcium carbide you are complying with that which requires you will erect buildings, instal machinery for the purpose of establishing metalliferous works, by the establishment of works for the manufacture of carbide? I think so; it is a legal question.

374. I am asking for your own personal interpretation of it, as you obtained the concessions under this Act. Would you say you have complied with those conditions which imply forfeiture of the rights you were given, by the establishment of works for the manufacture of calcium carbide—is a carbide furnace, electrical, metallurgical, or smelting proposition? Yes; and the complex ores treatment is not smelting at all.

375. Do not get away from the question. I want you to give me a definition—not a legal definition—of your own interpretation. Do you consider a calcium carbide furnace complies with the requirements of Clause 40, which is defined as erecting and installing machinery necessary for metalliferous, smelting, and electrical work? Yes. That opinion had been submitted submitted to legal gentlemen at the time the Act was going through, otherwise that clause would have been altered. I would say it would be technically complying with the Act. The intention is a very different thing. The intention is to carry out, not only technically, but—

376. Please do not confuse the issue? I say the words there, in my opinion, cover the technicalities required in the Act, which is the only thing that gives any protection to the company.

377. Then if you put up calcium carbide furnaces, and never put up electrical metallurgical reduction works at all, for smelting purposes, you consider you would have complied with that clause? I am subject to legal opinion. The question was raised in London by the underwriters.

378. I want to know your own individual opinion? My opinion is that it would comply technically with the Act.

379. Did any of Gillies' patents which you held, and which have been transferred to the Hydro-Electric Power Company, relate to the production of calcium carbide? No; I do not think they did.

380. The next question I want to ask you is this: you have to have works in compliance with Clause 40 erected within four years of the passing of the Act from the 13th January, 1910. Will it be a physical possibility for you to have any current laid on, metallurgical machinery erected, and in work by that time? Yes; certainly.

381. Do you hope to be able to do so? Yes. In order to make it certain and safe, and allay the fears of the people connected with the concern, it would be a wise step for us to take to ask for an extension of time for the completion.

382. You think you can complete it in the meantime? We have been informed that the completion of these works can all be done in about eight months from now, and that would be sufficient time to enable us to have all the works running and 3000 horse-power being used by the end of next year. Otherwise it would be very foolish to put in more money, unless they got from the State an assurance, which I understand members are quite willing to give, in the ordinary way.

383. *By Mr. Bakhap.*—You are aware of the forfeiture conditions, Mr. Gillies? Oh, yes.

384. If you do not establish those works by January, 1914, the whole thing reverts to the Government, so that therefore the Government is at the present time in a very strong position with regard to your works and the company? Yes; it is in a position which if it liked to act arbitrarily and in an indecent way it could take the whole thing now. I can conceive of technical breaches now by which the

Government, if it wished, might be able to take the whole scheme now.

385. That is making the Government's position still stronger? Yes; but my experience of governments, and my knowledge of ordinary fair dealing, leads me to think that would not happen.

386. *By the Deputy-Chairman.*—I do not want to encumber the evidence by opinions of that sort? I am only giving the answers that I think I should.

387. I want to get in the evidence what the position of the Government is on the 13th January, 1914, if you have not complied with Clause 40; it can step in and assume full rights of this scheme? Yes; it has got the power to do that under the Act.

388. Up till that time the Government has no right to interfere? No; not as we understand it; until we have done something which renders the position different our opinion, and the opinion of those we have consulted, is that this is not the time for interference. If we approach you again it is quite a different matter.

The witness withdrew.

MONDAY, DECEMBER 2, 1912.

FRANCIS JAMES DAVIES *called and examined.*

Mr. Davies took the Statutory Declaration.

389. *By the Deputy-Chairman.*—What is your name? Francis James Davies.

390. What relationship do you hold to the Hydro-Electric Power Company, Mr. Davies? I am chairman of directors.

The Deputy-Chairman: I will ask the clerk to read the resolution appointing this Committee. [The Clerk read the resolution.]

391. That is the motion of the House of Assembly under which this Committee was appointed, and also conveyed instructions to this Committee. Would you like, Mr. Davies, to make any voluntary statement with regard to it? The company certainly is, or has been, in financial difficulties owing to the estimate of the work having been exceeded, but those difficulties are not insuperable, and I can see no reason for the appointment of this Committee. A company such as ours is generally allowed time to adjust a financial difficulty of this description without Parliament interfering. There is not the slightest doubt to my mind that everything will be satisfactorily carried out. We will carry out all our obligations. I might inform you, gentlemen, that one of the leading electrical engineers of Great Britain will leave London on Friday next, and will arrive here the first week in January, and on his report our financial position will be reassured again.

392. Is that all you wish to say? I think that is all. Perhaps you would like to know who the gentleman is I refer to. It is Mr. Dickenson, who is one of the leading men in Great Britain in electrical matters.

393. Then your company disapproves of the appointment of this Committee? Personally I do not think it is necessary. It is a usual thing—it is not at all an uncommon thing for a company entering into an enterprise of this magnitude for the estimates of the work to be exceeded, and it necessarily follows that the directors want a little time in order to give them an opportunity of making further arrangements, and especially at the present time in Australia, where the money market is tighter now than it has been for 20 years past, and it is not an easy thing to arrange for a large sum of money in a case of this kind, and it requires a certain amount of time to do it.

394. Had you any knowledge—you saw it in the newspapers—that this Committee would be moved for? I heard a rumour through Mr. Ewing; that is all.

395. Through Mr. Ewing? Yes; that was the only knowledge I had of it.

396. Did your company take any part in the suggested formation of this Committee? Certainly not.

397. At the present time, is your company desirous of negotiating for the sale of its property? No. The company has no intention of doing so, nor would the directors take upon themselves to negotiate for the sale of the rights of the company without first referring the matter to the shareholders. I would consider it myself an action that the directors would have no right to entertain any such proposal without first referring the matter to a general meeting of shareholders, and as a director I would object to such a thing being done.

398. In your present circumstances are you sure you will have time to consult your shareholders? It does require a certain amount of time to consult our shareholders, because there are over 70,000 of our shares in London, and they have to be notified.

399. Are you yet in a legal position to dispose—assuming if you had the consent of the shareholders—to dispose of your property? I am not a lawyer, but with the consent of the shareholders, I think so. I think the shareholders, by the company's Act, have full power to dispose of any property that belongs to them by a three-fourths majority voting in their favour. I think that is the company's law on the matter.

400. I am not asking for that reason. What I want to know is whether the action of your suspending operations—your inability to meet your liabilities for the time being—does not remove you from being the legal owners of the property? That is a matter for a lawyer.

401. Has any hostile action been taken by your creditors? There was some taken by our creditors last week, but our creditors have agreed to stay all hostile action, and agreed at the court this morning to suspend it for two months, our creditors concurring in that action.

402. Then the position just now is, as far as you and your co-directors are concerned, you do not desire any State intervention? No. We desire to have time to negotiate for the purpose of getting further capital, that is required to carry the scheme through. I personally have every confidence that we will carry it through, and carry it through to a successful issue.

403. *By Mr. Bakhap.*—Do you look upon the present financial trouble of the company as merely a passing phase? Yes; merely a temporary difficulty, that can be overcome.

404. You have every confidence that the financial status of the company will be restored? I have.

405. That being so—I hardly know whether this question is justified, Mr. Deputy-Chairman, that I have in my mind—is whether the whole extra capital has not been issued, but is under option? There are 94,000 reserved shares in the Hydro-Electric Power Company, and they are under option in London.

406. To get that further capital—assistance which you deem can be secured—will necessitate reconstruction of the company, will it not? No.

407. Is the Complex Ores Company, which is a company within yours, so to speak—will it make certain arrangements on the basis of its large shareholding? That will be laid before the Complex Ores Company's shareholders next week.

408. That is the policy by which you expect relief? Yes.

409. *By Mr. Ogden.*—Of course, you know you have got to fulfil certain obligations and conditions, Mr. Davies, under your Act, otherwise you forfeit your rights? Exactly.

410. Portion of your Act provides, really at the commencement of 1914, that you have to erect and establish electrical, metallurgical and smelting works, requiring 3000 horse-power? Yes; that is correct.

411. Do you think you can complete that work in 13 months? I think so. We have got machinery on order now for portion of that work, and we hope to be able to do so. We may want—and we may ask, probably—for an extension of time, but we hope to be able to be in a position not to ask for it. We have every confidence, as we have shown our absolute *bon fides*, that Parliament will not be hard upon us for a few months. If it were not for the present delay in financial matters we would not require to ask Parliament for any extension.

412. You do not anticipate any difficulty in regard to complying with that section of the Act—I mean to say with regard to the electrical metallurgical process? No. Our intention is to comply with it, inasmuch as we will put up two different processes. We will put up immediately a process for the manufacture of carbide which will use 3375 horse-power per annum. We will also put up metallurgical works, but as to the exact amount of horse-power that will be required for that portion of the work I do not know at the present time.

413. You know Mr. Ewing submitted a scheme to this Committee? I do not know the scheme he submitted, but I heard he had submitted a scheme.

414. You do not approve of it at all? No. He did it without any authority whatever from the board.

415. *By the Deputy-Chairman.*—Did your board have a meeting before you came over? We have a regular meeting every Friday, and in the present circumstances we have informal meetings for one hour every day.

416. Then you have come here with the concurrence of your board, and expressing their views? Yes; I am expressing the views of the Melbourne board, as passed by them unanimously.

417. How many members are on your board? Five.

418. How many are here? Two.

419. Then four directors are behind you in the attitude you are taking up here? Yes; I think I can safely say five directors are behind me.

420. That includes yourself—you are one of the five? I mean one of the directors over here.

421. *By Mr. Bakhap.*—Besides the stipulated obligations of the company under the Act by which it is operating, there are large commitments with regard to private individuals and corporations—you have entered into contracts with other corporations? Yes.

422. Do you anticipate being able to fulfil those obligations as well? Yes; they are all private business arrangements made by the company outside of the Act.

423. *By the Deputy-Chairman.*—I would like to know more about the action that has been taken in the ordinary legal way before the court? I understand the matter was before the court this morning, but I was not there. I got a report of what took place from Messrs. Dobson, Mitchell, and Allport, who are acting for the debenture-holders, and they told me it was fixed up for two months.

424. Might I ask who were the people taking action? I could not tell you; I could not give you their names. By the time I got over here I heard that the whole matter had been arranged, and I never inquired into the small details of it.

425. *By Mr. Lyons.*—You have no absolute guarantee that the money you require will be arranged? The gentlemen I got the last cable from—and I would personally take his word—said that the financial arrangements would be made.

426. Failing the raising of this extra capital, would you then be prepared to treat with the Government? If we could not raise the capital we would be compelled to approach the Government, but we would first have to deal with the first debenture-holders; then the second debenture-holders. They would have first claim on the company.

427. *By Mr. Ogden.*—Mr. Ewing said in his evidence that you hold to-day very few contracts; he could not say they had any contracts of real value, because they were not up to time; is that correct? I would not say it is correct.

428. That is Mr. Ewing's opinion? Evidently.

429. *By Mr. Bakhap.*—The consent of those taking action to have the matter postponed for two months is with the object of enabling you to ease the position? Exactly.

430. The people who have moved in the matter and asking for a receiver to be appointed have relaxed their hostility to the company, and are giving it a chance to rehabilitate itself—is that so? Yes; that is right. Mr. Dobson represents the debenture-holders here, and the debenture-holders did not want to step in and put in a receiver. The present debenture-holders in London are interested in raising further capital, and if a receiver were put in it would be done by the debenture-holders, and it would be with our consent.

The witness withdrew.



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PARLIAMENT OF TASMANIA.

FINANCE, 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

Estimated cost of printing (400)—£71 1s.

TASMANIA.—No. 1. TREASURY BALANCES—30 JUNE, 1912.

LEDGER FOLIO.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1911.		TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1912.		BALANCES ON 30 JUNE, 1912.	
		Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
177	<i>Consolidated Revenue Fund, 1910-11</i>	98,134 16 10	..	..	..	..	..
	Balance transferred to 1911-12 .....	..	..	98,134 16 10	..	..	..
177	<i>Consolidated Revenue Fund, 1911-12.</i>						
	Balance transferred from 1910-11 .....	..	..	98,134 16 10	..	..	..
	Receipts .....	..	..	1,064,725 8 2	1,084,662 17 3	78,197 7 9	..
	Disbursements .....	..	..	500 0 0	6500 0 0	..	75,610 8 6
180	Treasury Bills in aid of Revenue .....	..	69,610 8 6	844,491 19 2	1,402,870 11 4	10,449,800 10 11	..
181	Public Debt	11,008,179 3 1	..	1,403,370 11 4	844,991 19 2	..	..
183	Inscribed Stock, Debenture and Treasury Bill Account ..	..	11,008,179 3 1	..	..	..	10,449,800 10 11
200	Outstanding overdue Public Debt Account .....	..	900 0 0	500 0 0	41,100 0 0	..	41,500 0 0
211	Public Debt Redemption Account .....	..	790 0 0	1,427,253 13 6	560,171 17 7	866,291 15 11	..
216	Outstanding Receipts of 1910-11	401 1 9	..	..	401 1 9	..	..
216	Outstanding Receipts of 1911-12 .....	..	..	174 4 7	..	174 4 7	..
218	Outstanding Expenditure of 1910-11 .....	..	26,784 2 11	26,784 2 11	..	..	..
"	Outstanding Expenditure of 1911-12 .....	..	..	..	28,379 19 7	..	28,379 19 7
221	Contagious Diseases (Cattle) Act Fund .....	..	260 6 10	417 7 0	557 10 5	..	400 10 3
224	Lighthouse Rates .....	..	783 1 8	8012 10 10	7758 19 5	..	529 10 3
	Advances—						
228	To Heads of Departments	18,257 19 1	..	29,756 14 0	26,755 9 1	21,259 4 0	..
"	Fire Brigade Boards	571 15 9	..	360 0 0	571 15 9	360 0 0	..
231	Deposit Accounts—						
	Tasmanian Permanent Executors & Trustees Association, Limited .....	..	5000 0 0	200 0 0	200 0 0	..	5000 0 0
"	Perpetual Trustees, Executors, and Agency Company, Limited .....	..	5000 0 0	..	175 0 0	..	5175 0 0
"	Citizens' Life Assurance Company of New South Wales .....	..	7000 0 0	..	..	..	7000 0 0
"	Promoters Port Davey Development Act .....	..	..	..	500 0 0	..	500 0 0
232	Mutual Life Insurance Company of New York .....	..	5000 0 0	162 10 0	162 10 0	..	5000 0 0
"	Australasian Temperance and General Mutual Life Assurance Company, Limited	5000 0 0	182 10 0	182 10 0	..	5000 0 0

202	Derwent Manufacturing Co.
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* Including Receipts on account of year 1911-12 during July, 1912.

^b Including Disbursements on account of year 1911-12 during July, 1912.

LEADER.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1911.				TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1912.				BALANCES ON 30 JUNE, 1912.			
		Dr.		Cr.		Dr.		Cr.		Dr.		Cr.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	<i>Brought forward</i>	11,618,722	6 11	11,175,178	12 2	8,093,292	19 11	8,091,668	9 9	11,691,312	5 6	11,246,144	0 7
327	Suspense and other Special Accounts— <i>continued</i> .												
289	Survey Advance Account					5137	6 4	5137	6 4			558	4 7
291	Pensions, &c., Fund			1176	19 2	6748	14 7	6130	0 0				
293	Imperial Government Suspense Account	551	4 4			13,081	12 10	12,958	11 6	674	5 8		
295	Stationery and Stores Suspense Account	7348	0 7			6161	4 8	5721	7 3	7787	18 0		
337	Beaconsfield Town Board Suspense Account	150	0 0							150	0 0		
476	Commonwealth of Australia Suspense Account	319	1 2							80	4 3		
299	Surplus Revenue, 1906-7, Trust Fund			2405	3 10	899	8 11	1138	5 10			2126	7 3
300	Dredges "Agnew" and "Davenport" Suspense Account					279	0 7	0	4 0			1166	13 4
473	Education Department Suspense Account	16	9 4					1166	13 4	13	1 4		
302	Tarleton Road Trust Loan Suspense Account							3	8 0				
303	Assisting Immigrants—Suspense Account			50	0 0	20	0 0	20	0 0			21	0 0
319	<i>Daily Mail</i> , &c., War Fund Suspense Account			489	15 5	1561	17 1	1532	17 1			453	3 5
322	Education Department—School Books and Material Suspense Account					36	12 0						
324	Public Service Superannuation Fund	47	15 0			2391	15 0	2443	12 2			4	2 2
328	Closer Settlements Fund	1000	0 0			1424	6 0	1431	16 0	992	10 0		
331	State Advances Trust Account	12,219	14 4			26,894	8 11	6080	3 8	33,033	19 7		
335	Interstate Inspection Fees Suspense Account	13,597	5 4			4809	9 11	1484	16 7	16,921	18 8		
336	Potato Diseases Fund Account	91	5 10			107	3 8	285	3 0			86	13 6
"	Pullinger Public Cemetery Trust	1102	17 1			1994	19 11	2501	11 7	596	5 5		
339	Hobart Technical School Suspense Account	48	17 11									3	6 8
340	Launceston Technical School Suspense Account			85	11 6	18	18 3	7	4 1	60	12 1		
341	Launceston Marine Board Suspense Account			11	7 1	253	7 5	339	18 0			172	2 1
473	"Orontes" "Thelema" Enquiry Suspense Account					72	12 2	149	2 10			87	17 9
474	State Scholarship Board Loan Suspense Account					3	3 0	6	6 0				
477	Apple Trophy at Festival of Empire Suspense Account					29	8 0			29	8 0		
"	Sale of Cook's Buildings Suspense Account			56	17 4	100	0 0	575	0 0			475	0 0
305	Reserves—					75	10 6	8	3 0	10	10 2		
"	For Roads, Bridges, Jetties, &c., under Waste Lands Acts, 1863 and 1867			78	16 1			7000	0 0			7000	0 0
"	Ditto, under Waste Lands Act, 1870, Sect. 29			35	4 6	35	4 6						
"	Ditto, under Waste Lands Act, 1881, 45 Vict. No. 5, Sect. 17												
"	Ditto, under Crown Lands Act, 54 Vict. No. 8			2116	2 6							2116	2 6
"	Ditto, under Crown Lands Act, 3 Ed. VII. No. 39			11,798	6 6	11,798	6 6	9730	19 7			9730	19 7
306	Residence Areas			17,511	6 2	17,511	6 2	19,883	1 11			19,883	1 11
348	Sinking Fund under the Marine Board of Strahan Loan Acts, 62 Vict. No. 54 and 1 Edward VII. No. 26			4741	18 8	75	0 0	442	12 7			5109	11 3
320	Sinking Fund under Burnie Water Act, 1 Ed. VII. No. 45					4000	0 0						
	Leven Harbour Trust Loan Sinking Fund			924	17 4			137	12 5			1062	9 9
	Leven Harbour Trust Loan Sinking Fund			54	17 4			1	8 0			56	5 4

334	Marine Board, Launceston, Sinking Fund, under Act 53 Vict. No. 34	50 11 0	..	52 12 11	103 3 11
361	Glenorchy Municipality (Moonah Streets) Sinking Fund .....	..	..	22 5 4	22 5 4
332	Hobart Fire Brigade Board Sinking Fund .....	..	..	21 8 4	21 8 4
316	Stanley-Balfour Railway Sinking Fund .....	..	..	800 0 0	800 0 0
308	Sinking Funds under Local Bodies Loans Act— Latrobe Road Trust	706 1 2	..	36 3 4	742 4 6
"	Glebe Town Town Board	1135 9 9	..	65 11 2	1201 0 11
"	Penguin Municipality .....	..	..	6 0 0	6 0 0
"	Queenborough Town Board	38 3 5	..	10 0 0	48 3 5
"	Queenborough Municipality—Baths (£1200)	109 3 0	..	3 1 4	112 4 4
"	Queenborough Municipality (£1500)	92 6 3	..	32 5 0	124 11 3
"	Ditto—Rivulet (£1500)	29 0 0	..	29 0 0	58 0 0
"	Queenborough Municipality (£1450)	60 11 11	..	17 1 9	77 13 8
"	Kentish Municipality .....	..	..	12 0 0	12 0 0
462	Richmond Municipality .....	..	..	24 10 0	24 10 0
"	Queenborough Municipality (£1225) .....	..	..	6 0 0	6 0 0
"	Leven Municipality, No. 1 .....	..	..	8 0 0	8 0 0
"	Ditto No. 2 .....	..	..	16 0 0	16 0 0
"	Ditto No. 3 .....	..	..	8 0 0	8 0 0
"	Ditto No. 4 .....	..	..	10 10 11	99 11 10
321	Westbury Municipality	89 0 11	..	51 17 4	101 17 4
"	New Town Municipality	50 0 0	..	12 0 0	12 0 0
"	Table Cape Municipality, No. 1 .....	..	..	6 0 0	6 0 0
"	Ditto No. 2 .....	..	..	4 0 0	4 0 0
"	Ditto No. 3 .....	..	..	10 0 0	10 0 0
"	Ditto No. 4 .....	..	..	20 0 0	20 0 0
"	Circular Head Municipality—Stanley Town Hall .....	..	..	10 0 0	10 0 0
"	Ditto Smithton Town Hall .....	..	..	..	..
"	Sinking Funds under Local Public Works Loans Act— Longford Water Trust	839 7 3	..	33 3 2	872 10 5
342	Latrobe Water Trust	1476 15 4	..	237 7 10	1714 3 2
"	Corporation, City of Launceston	7712 6 11	..	661 17 9	8374 4 8
"	Cressy Water Trust	249 19 10	..	23 0 5	273 0 3
"	Evandale Water Trust	331 8 10	..	30 7 8	361 16 6
"	Glenorchy ditto	888 4 10	..	158 3 5	1046 8 3
"	Municipal Council, Ross	265 18 6	..	20 7 6	286 6 0
"	Marine Board, Hobart	3771 4 1	5638 12 3	7447 5 3	5579 17 1
"	Ditto, Mersey	5740 11 9	..	613 9 5	6354 1 2
343	Town Board, Devonport (Water Supply)	5294 6 11	..	523 8 7	5817 15 6
"	Ditto, Devonport (63 Vict. No. 30)	420 15 10	..	47 19 11	468 15 9
"	Ditto, Beaconsfield	21 1 7	..	2 7 0	23 8 7
"	Ditto, Queenstown (62 Vict. No. 53)	434 18 7	..	47 12 9	482 11 4
"	Marine Board, Launceston	1575 0 9	..	189 3 0	1764 3 9
"	Town Board, Zeeland	1599 19 7	..	154 9 7	1754 9 2
"	Ditto, Strahan (61 Vict. No. 18)	151 19 10	..	66 3 2	218 3 0
"	Ditto, Strahan (1 Ed. VII. No. 5)	79 0 7	..	14 2 8	93 3 3
"	St. Helens Water Trust	2 14 5	..	0 2 2	2 16 7
Carried forward		8,204,458 12 10	11,655,218 0 10	8,193,784 4 11	11,336,335 4 2

LEDGER FOLIO	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1911.				TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1912.				BALANCES ON 30 JUNE, 1912.			
		Dr.		Cr.		Dr.		Cr.		Dr.		Cr.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	<i>Brought forward</i>	11,655,218	0 10	11,250,564	14 3	8,204,458	12 10	8,193,784	4 11	11,751,662	18 8	11,336,335	4 2
343	Sinking Funds under Local Public Works Loans Act—												
344	<i>continued.</i> Town Board, Queenstown (64 Vict. No. 53) .. .			397	11 11			56	4 7			453	16 6
"	Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 3) .. .			7120	11 1			1925	5 9			9045	16 10
"	Town Board, Lindsfarne .. .			92	14 3			13	15 11			106	10 2
"	Ditto, Devonport (2 Ed. VII. No. 40, and 4 Ed. VII. No. 33) .. .			798	13 10			151	16 4			950	10 2
"	Westbury and Hagley Water Trust .. .			433	18 5			57	13 7			491	12 0
"	Municipal Council, Bothwell .. .			105	11 3			14	6 2			119	17 5
"	Ditto, Richmond .. .			25	12 11			3	8 1			29	1 0
"	Marine Board, Table Cape .. .			1189	17 0			148	9 7			1338	6 7
"	Town Board, Gormanston (63 Vict. No. 19) .. .			244	2 9			19	18 4			264	1 1
"	Ditto, ditto (64 Vict. No. 65, and 2 Ed. VII. No. 12) .. .			502	2 3			44	4 0			546	6 3
346	Perth Water Trust .. .			121	9 7			23	16 7			145	6 2
"	Town Board, New Town .. .			211	5 4			37	19 1			249	4 5
"	Ditto, Burnie .. .			230	6 0			39	8 0			269	14 0
"	Deloraine Water Trust .. .			312	14 11			57	17 7			370	12 6
"	Queenstown Town Board (3 Ed. VII. No. 35) .. .			150	16 3			28	4 2			179	0 5
"	Swansea Water Trust .. .			63	4 2			12	9 2			75	13 4
"	Fingal ditto .. .			76	3 9			15	3 0			91	6 9
"	Mount Stuart Town Board .. .			103	19 6			24	6 4			128	5 10
"	Ulverstone Water Trust .. .			411	10 11			116	5 0			527	15 11
313	Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 4) .. .			568	1 0			328	14 6			896	15 6
"	Zeehan Town Board (6 Ed. VII. No. 2) .. .			312	14 4			97	19 2			410	13 6
"	Ross Water Trust .. .			58	12 8			16	9 5			75	2 1
"	Bothwell Water District .. .			120	18 5			18	19 3			139	17 8
"	Deloraine Light Trust .. .			183	4 7			65	6 3			248	10 10
"	Bracknell Water Trust .. .			24	5 1			7	10 4			31	15 5
"	Scottsdale Town Board .. .			117	3 1			34	19 2			152	2 3
"	Hobart Corporation .. .			776	9 2			297	15 6			1074	4 8
"	Emu Bay Municipality (7 Ed. VII. No. 21) .. .			269	11 2			131	11 1			401	2 3
314	Marine Board, Strahan (7 Ed. VII. No. 10) .. .			535	2 11			263	7 6			798	10 5
"	Marine Board, Hobart (8 Ed. VII. No. 9) .. .			2052	19 3			947	0 9			437	3 10
"	Hobart Corporation (Water, &c.) .. .			256	17 3	3000	0 0	180	6 7			92	7 11
"	Municipal Council, Campbell Town (8 Ed. VII. No. 48) .. .			55	17 0			36	10 11			56	14 4
"	Penguin Water Supply (8 Ed. VII. No. 13) .. .			25	12 8			31	1 8			48	18 4
"	Leven Municipality (Ulverstone Light) .. .			1	8 2			47	10 2			19	12 3
"	St. Leonards Municipality .. .			8	4 1			11	8 2			32	14 7
"	Emu Bay Municipality (9 Ed. VII. No. 54) .. .			12	2 5			20	12 2				

345	Glenorchy Municipality Water Act (1 Ed. VII. No. 13)	..	18 1 0	..	58 17 5	..	76 18 5
"	Longford Lighting District	..	15 0 0	..	25 4 2	..	40 4 2
"	New Norfolk Municipality	..	..	..	3 2 0	..	3 2 0
354	Loans and Public Works Acts— Roads under Waste Lands Act, 1870, Sect. 28, Crown Lands Act, 1890, Sect. 113, and Crown Lands Act, 1903, Sections 171 and 172	22,220 18 2	..	21,134 3 8	35,053 6 0	8301 15 10	..
351	Roads under Crown Lands Act, 1890, Sect. 114, and Crown Lands Act, 1903, Section 173	310 18 11	..	918 17 2	10 0 0	1219 16 1	..
357	Education Act, 49 Vict. No. 15	..	2682 0 3	11,839 12 11	14,082 12 6	..	4924 19 10
362	Railway Execution Act, 55 Vict. No. 60	..	138 7 10	..	..	..	138 7 10
364	Local Public Works Loans Act, 54 Vict. No. 30	..	785,768 9 11	..	22,020 2 4	..	807,788 12 3
368	Loans to Local Bodies under Local Public Works Loans Act	563,210 11 8	..	55,933 0 0	8638 12 3	610,504 19 5	..
374	Tarleton Road District Loan Act, 60 Vict. No. 23	..	400 0 0	..	..	..	400 0 0
375	Loan to Trustees of Road District of Tarleton under 60 Vict. No. 23	400 0 0	..	..	..	400 0 0	..
376	Public Works Execution Act, 60 Vict. No. 45	..	86 0 4	..	..	..	86 0 4
397	Public Works Execution Act, 62 Vict. No. 59	..	23 19 6	..	..	..	23 19 6
379	Marine Board of Strahan Loan Act, 62 Vict. No. 54	..	11,037 11 3	4000 0 0	..	..	7037 11 3
381	Public Works Execution Act, 63 Vict. No. 41	..	859 15 9	..	..	..	859 15 9
382	Public Works Construction Act, 63 Vict. No. 42	..	1349 1 11	..	..	..	1349 1 11
384	Discount and Expense of Floating Loan, 8 Ed. VII. Nos. 25 and 29	11,740 1 9	..	..	..	11,740 1 9	..
385	Cemeteries Amendment Act, 64 Vict. No. 33	..	3000 0 0	..	..	..	3000 0 0
440	Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33	2587 11 1	..	175 0 0	38 8 10	2724 2 3	..
387	Public Works Execution Act, 64 Vict. No. 38	..	418 5 4	..	..	..	418 5 4
388	Railway Survey Act, 64 Vict. No. 39	..	15,000 0 0	..	..	..	15,000 0 0
373	Railton-Wilmot Railway Construction Act, 64 Vict. No. 62	..	8451 5 0	8451 5 0	..	..	1146 16 11
383	Public Works Execution Act, 64 Vict. No. 63	..	1149 4 3	2 7 4	..	..	..
390	Loans to Marine Board of Strahan under Acts 62 Vict. No. 54 and 1 Ed. VII. No. 26	46,037 11 3	..	..	4000 0 0	42,037 11 3	..
391	Strahan Marine Board Loan Act, 1 Ed. VII. No. 26	..	35,000 0 0	..	..	..	35,000 0 0
"	Burnie Water Act, 1 Ed. VII. No. 45	..	20,000 0 0	..	..	..	20,000 0 0
392	Loan to Town Board of Burnie under Act 1 Ed. VII. No. 45	10,000 0 0	..	..	..	10,000 0 0	..
402	Leven Harbour Trust Acts, 1 Ed. VII. No. 54 and 2 Ed. VII. No. 17	..	19,500 0 0	..	..	..	19,500 0 0
406	Public Works Execution Act, 1 Ed. VII. No. 49	..	2705 3 10	101 12 4	280 0 0	..	2883 11 6
403	Loan to Leven Harbour Trust, 2 Ed. VII. No. 17	18,700 0 0	..	..	..	18,700 0 0	..
411	Public Works Execution Act, 2 Ed. VII. No. 43	..	1269 19 8	34 12 6	..	..	1235 7 2
415	Public Works Execution Act, 3 Ed. VII. No. 27	..	551 19 10	12 5 6	..	..	539 14 4
401	Public Works Execution Act, 4 Ed. VII. No. 15	..	1298 16 10	..	..	..	1298 16 10
Carried forward		12,330,425 13 8	12,179,259 6 1	8,310,061 9 3	8,283,322 4 3	12,457,291 5 3	12,279,385 12 8

LEDGER FOLIO.	HEADS OF ACCOUNT.	BALANCES ON 30 JUNE, 1911.				TRANSACTIONS DURING YEAR ENDED 30 JUNE, 1912.				BALANCES ON 30 JUNE, 1912.			
		Dr.		Cr.		Dr.		Cr.		Dr.		Cr.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	<i>Brought forward</i>	12,330,425	13 8	12,179,259	6 1	8,310,061	9 3	8,283,322	4 3	12,457,291	5 3	12,279,385	12 8
	<i>Loans and Public Works Acts—continued.</i>												
434	Public Works Execution Act, 5 Ed. VII. No. 42 ..			1228	13 0	417	7 7	1	10 0			812	15 5
410	Public Works Execution Act, 6 Ed. VII. No. 23....			757	16 0	107	16 0	9	0 0			659	0 0
445	Public Works Execution Act, 7 Ed. VII. No. 31....			8551	0 9	2153	12 1	1609	12 3			8007	0 11
419	Loan to Tasmanian Smelting Company, 8 Ed. VII. No. 3	20,000	0 0							20,000	0 0		
"	The Tasmanian Smelting Company's Loan Act, 8 Ed. VII. No. 3			20,000	0 0			486	1 0			20,000	0 0
418	Public Works Execution Act, 8 Ed. VII. No. 14 ..			15,955	5 1	9729	17 2					6711	8 11
424	Burnie-Flowerdale Railway Survey Act, 8 Ed. VII. No. 19			353	15 2	29	3 4					324	11 10
420	Derwent Valley Railway Extension Act, 8 Ed. VII. No. 28			4	11 6							4	11 6
422	Scottsdale-Braxholm Railway Construction Act, 8 Ed. VII. No. 45			13,939	12 2	9917	0 9	5061	16 4			9084	7 9
438	Hobart Corporation Loan Act, 9 Ed. VII. No. 20 ..			20,000	0 0							20,000	0 0
428	Loan to Anchor Tin Mine Limited, 9 Ed. VII. No. 22	5000	0 0							5000	0 0		
"	Anchor Tin Mine Limited Loan Act, 9 Ed. VII. No. 22												
429	Loan to Launceston Fire Brigade Board, 9 Ed. VII. No. 23	650	0 0							650	0 0		
"	Launceston Fire Brigade Loan Act, 9 Ed. VII. No. 23			700	0 0							700	0 0
437	Loan to Glenorchy Municipality Act, 9 Ed. VII. No. 24	800	0 0			500	0 0			1300	0 0		
437	Glenorchy Municipality Loan Act, 9 Ed. VII. No. 24			1600	0 0							1600	0 0
427	Public Works Execution Act, 9 Ed. VII. No. 51....			42,103	19 1	18,964	14 1	265	15 10			23,405	0 10
431	Loan to State Scholarship Board Act, 1 Geo. V. No. 15	575	0 0							575	0 0		
"	State Scholarship Board Loan Act, 1 Geo. V. No. 15			575	0 0							575	0 0
436	Hobart Fire Brigade Loan Act, 1 Geo. V. No. 33 ..			3000	0 0							3000	0 0
"	Loan to Hobart Fire Brigade Board Act, 1 Geo. V. No. 33	992	10 0			2007	10 0			3000	0 0		
430	Burnie-Flowerdale Railway Construction Act, 1 Geo. V. No. 58			62,161	14 11	74,755	19 2	101	11 6	12,492	12 9	70,000	0 0
439	Local Government Act (Tramways) 7 Ed. VII. No. 49			80,000	0 0	10,000	0 0					181,763	1 4
432	Public Works Execution Act, 1 Geo. V. No. 51	23,829	6 1			129,123	0 4	334,715	7 9			59,184	9 7
441	Public Works Execution Act, 2 Geo. V. No. 3					59,327	14 8	143	5 1				
443	Public Works Execution Act, 2 Geo. V. No. 38					40,819	2 10	803	9 0	40,015	13 10		

446	Derwent Valley Further Extension Act, 2 Geo. V. No. 25 .. .. .	..	8 8 0	..	8 8 0	..
373	Railton-Wilmot Railway Construction Act, 2 Geo. V. No. 60 .. .. .	..	125 10 7	8451 5 0	..	8325 14 5
		12,382,272 9 9	8,668,048 5 10	8,634,970 18 0	12,599,517 9 5	12,639,358 5 7
		72,918 4 0	2,686,066 17 10	2,719,144 5 8	39,840 16 2	..
1	The Treasurer—Cash	12,455,190 13 9	11,354 115 3 8	11,354,115 3 8	12,639,358 5 7	12,639,358 5 7

H. J. M. PAYNE, *Treasurer.*

Treasury, Hchart, 30th September, 1912.

Having examined the Treasurer's Journal and Ledger, Consolidated Revenue, for the year ended 30 June, 1912, and compared the foregoing Statement with those Books, I now certify that this Balance Sheet is correct.

J. E. BENNISON, *Auditor-General.*

Audit Department, 25th November, 1912.

*ABSTRACT of RECEIPTS and EXPENDITURE for the Year ended 30th June, 1912,
during the Month of*

Dr.—RECEIPTS.	Gross Receipts.	Repayments.	Net Receipts.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To CASH BALANCE ON 30 JUNE, 1911 .....	...	...	...	...	72,918 4 0
COMMONWEALTH REVENUE RETURNED TO STATE	236,761 0 0	...	...	236,761 0 0	
TAXATION—					
Land Tax	81,378 19 8	144 11 9	81,234 7 11		
Tax under Taxation Act	103 18 8	...	103 18 8		
Income Tax	144,253 3 10	481 11 9	143,771 12 1		
Stamp Duties.....	62,685 7 10	108 15 0	62,576 12 10		
Bank Notes—Duty on	1658 13 11	...	1658 13 11		
Deceased Persons' Estates Duties	35,167 9 1	155 1 3	35,012 7 10		
Percentage on Totalisator Receipts	2148 16 11	...	2148 16 11		
Licences—					
Publicans' and other Licences under Licensing Act	10,284 5 0	0 15 0	10,283 10 0		
Wholesale	700 0 0	...	700 0 0		
Packet	123 10 0	...	123 10 0		
Billiard and Bagatelle	757 10 0	2 10 0	755 0 0		
Auctioneers'	1294 0 0	...	1294 0 0		
Pawnbrokers'	120 0 0	...	120 0 0		
Other Licences	647 17 7	1 0 0	646 17 7		
Clubs	5 0 0	...	5 0 0		
<i>Total from Taxation</i>	<i>341,328 12 6</i>	<i>894 4 9</i>	<i>...</i>	<i>340,434 7 9</i>	
SPECIAL PUBLIC SERVICES—					
Railways	314,708 0 1	...	314,708 0 1		
Stock Act Receipts	121 16 3	...	121 16 3		
Commonwealth of Australia—For Services of State Officers	1209 18 8	81 5 2	1128 13 6		
Hospital for Insane—Maintenance of Paying Patients, &c.	5637 3 1	...	5637 3 1		
Gaol, Hobart—Sale of Metal, Boots and Shoes, Washing, &c.	357 4 4	...	357 4 4		
New Town Infirmary and Consumptive Home—Maintenance, &c.	667 3 10	0 16 0	666 7 10		
Training School for Boys—Sale of Milk, &c.	70 5 6	...	70 5 6		
Home for Invalids, Launceston	84 12 0	...	84 12 0		
Government Printer.....	17,365 7 3	2 2 3	17,363 5 0		
Education Department—School Fees	83 0 4	...	83 0 4		
Department of Agriculture	580 15 3	0 7 6	580 7 9		
Contributions from Home Government—For support of prisoners, lunatics, paupers, and hospital patients	64 0 0	...	64 0 0		
Commission for Payment of Imperial Pensions and other charges	373 7 10	...	373 7 10		
Profit on State Savings Bank	4782 18 11	...	4782 18 11		
Fees, Denison Canal	268 3 3	...	268 3 3		
Fees from various Departments—					
Recorder of Titles.....	5915 19 6	62 15 0	5853 4 6		
Sheriff	65 5 6	...	65 5 6		
Curator of Intestate Estates—Commission	283 16 9	27 0 0	256 16 9		
Registrar-General	246 19 6	...	246 19 6		
Inspector of Machinery	1437 2 6	0 5 0	1436 17 6		
Surveys	8147 10 4	3713 13 8	4433 16 8		
For Grant Deeds and Diagrams	522 12 10	1 10 0	521 2 10		
Introduction of Private Bills.....	450 17 3	385 5 9	65 11 6		
Crown Solicitor	189 3 10	...	189 3 10		
Under Merchant Ships Officers' Examination Act	26 15 0	2 0 0	24 15 0		
For Steamship Certificates	110 9 6	2 12 6	107 17 0		
Public Service Board	7 0 0	...	7 0 0		
Registration of Charitable Institutions..	0 13 0	...	0 13 0		
Ditto Supreme Court	0 12 0	...	0 12 0		
Inspector of Factories	229 2 10	...	229 2 10		
Fees under Land Valuation Act, Sect. 17	158 14 6	14 15 0	143 19 6		
Miscellaneous	26 13 0	...	26 13 0		
<i>Total Special Public Services</i>	<i>364,193 4 5</i>	<i>4294 7 10</i>	<i>...</i>	<i>359,898 16 7</i>	
<i>Carried forward</i>	<i>...</i>	<i>...</i>	<i>...</i>	<i>937,094 4 4</i>	<i>72,918 4 0</i>

including Transactions of Consolidated Revenue on account of that Year,
July, 1912.

Cr.—PAYMENTS.

EXPENDITURE AGAINST CONSOLIDATED REVENUE.

	£	s.	d.	£	s.	d.	£	s.	d.
His Excellency the Governor's Establishment	3501	2	9						
Ministerial	3452	10	1						
Premier's Office	579	14	8						
Agent-General in England	2288	11	3						
Miscellaneous—Premier	598	10	9						
Legislature—									
Legislative Council	1269	6	5						
House of Assembly	2049	11	1						
General—Reimbursement of Expenses of Members	5746	13	4						
Electoral	3270	14	10						
Special Services	3619	4	2						
Chief Secretary's Department	971	4	5						
Audit Department	3263	5	11						
Statistical and Registration Department	2855	8	11						
Inspection of Machinery, Magazines, and Explosives	2090	12	9						
Public Service Board	646	4	0						
Public Buildings	2603	11	8						
Charitable Department	3169	17	6						
Training School for Boys, and Farm	497	14	8						
New Town Infirmary and Consumptive Home	4287	19	1						
Destitute and Neglected Children Department	3210	4	4						
Grants to Charitable Institutions	1207	18	8						
Grants to Medical Institutions	19,630	6	9						
Hospital for the Insane, New Norfolk	23,765	2	6						
Public Health Department	1922	11	7						
Miscellaneous—Chief Secretary	10,346	15	3						
Treasury	5358	1	9						
Office of Taxes	6144	12	11						
Printing Department	15,298	2	7						
State Savings Bank	3244	17	3						
Miscellaneous—Treasurer	5133	2	2						
Attorney-General	407	15	8						
Parliamentary Draftsman	360	0	0						
Solicitor-General	1505	19	11						
The Judges	4376	5	0						
Supreme Court, Registry of Deeds, Probate Duties, and Stamp Duties	1832	7	6						
Lands' Titles	3700	19	7						
Sheriff and Court of Requests	1634	3	4						
Courts of Requests and Court of Bankruptcy, Launceston	659	6	6						
Magistracy—Southern Division	1204	9	8						
Northern Division	254	17	6						
North-Western Division	529	15	0						
Western Division—District of Macquarie	439	13	2						
Miscellaneous—Attorney-General	1630	12	0						
Police Department	41,434	11	6						
Gaol, Hobart	4487	1	7						
Gaol, Launceston	580	1	4						
Gaols, General Service	252	17	10						
Education	87,854	1	9						
Tasmanian University	4500	0	0						
Department of Mines	6754	3	2						
Department of Lands and Surveys	8232	16	10						
Department of Public Works	2572	11	9						
Agricultural and Stock Department	7405	3	6						
Department of Railways	221,174	16	9						
Roads, Bridges, Surveys, Tracks, Buildings, Ferries, &c.	30,190	3	8						
Miscellaneous—Minister of Lands and Works	160	14	11						
Miscellaneous—General	14,535	12	1						
Pensions, &c.	13,059	13	2						
Interest	411,620	16	5						
Sinking Funds	49,350	3	1						
							1,064,725	8	2
Carried forward							1,064,725	8	2

Dr.—RECEIPTS.	Gross Receipts.	Repayments.	Net Receipts.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Brought forward</i> .....	...	...	...	937,094 4 4	72,918 4 0
BUILDINGS, LAND, AND PUBLIC INVESTMENTS—					
Interest on Public Account, Loans to Local Bodies, &c.	27,764 15 4	...	27,764 15 4		
Interest on Property transferred to Commonwealth.....	23,061 1 2	...	23,061 1 2		
Rentals—					
Rent of Government Property	1455 11 1	16 19 0	1438 12 1		
Rent of Police Quarters.....	840 2 11	...	840 2 11		
Storage of Explosives, &c.	493 15 6	...	493 15 6		
Rent of Crown Lands.....	7659 6 0	243 8 0	7415 18 0		
Rent of Auriferous and Mineral Lands...	17,364 4 10	910 2 5	16,454 2 5		
Fees in connection with ditto	1344 15 4	44 2 6	1300 12 10		
Sale of Crown Land	60,599 18 8	300 5 1	60,299 13 7		
Fees received by Surveyor-General for Timber Licences, Residence Licences, Saw-milling Areas, Transfers, &c.....	6288 5 11	90 7 10	6197 18 1		
Sale of Government Property	193 2 4	70 0 0	123 2 4		
<i>Total Buildings, Lands, and Public Investments</i>	147,064 19 1	1675 4 10	...	145,389 14 3	
OTHER SOURCES.					
Fines, and Fees connected therewith	956 1 9	9 3 6	946 18 3		
Unclaimed Intestate Estates	580 4 0	40 11 3	539 12 9		
Sale of Seizures.....	52 6 7	...	52 6 7		
Miscellaneous	648 14 8	8 13 7	640 1 1		
<i>Total other Sources</i>	2237 7 0	58 8 4	...	2178 18 8	
TOTAL CONSOLIDATED REVENUE OF YEAR ENDED 30 JUNE, 1912......	...	...	...	1,084,662 17 3	

SPECIAL RECEIPTS.

Public Debt Redemption Account.....	89,464 4 3
Treasury Bills in aid of Revenue—1 Geo. V. No. 45.....	6500 0 0
Local Inscribed Stock—	
1 Geo. V. No. 43	337,426 7 10
1 " 44	22,020 2 4
6 Ed. VII. No. 39.....	75,077 0 0
5 " 43.....	186,212 6 2
5 " 44.....	9500 0 0
7 " 16	2800 0 0
8 " 25	450 0 0
9 " 61	176,006 2 10
" Crown Lands Act, 1890," Sections 113 and 114	35,000 0 0
Outstanding Receipts of 1910-11	401 1 9
Outstanding Expenditure of 1911-12 (being Expenditure against Consolidated Revenue of 1911-12, during July 1912, distributed under proper Heads of Service on other side of Account)	28,379 19 7
Contagious Diseases (Cattle) Act Fund	557 10 5
Lighthouse Rates	7758 19 5
Advances to Heads of Departments—Repayments	26,755 9 1
Ditto Fire Brigade Boards, ditto	571 15 9
Deposit Accounts—	
Magnet Hospital Committee	150 0 0
Agent-General, Sundry Accounts	198 18 5
Burnie Table Cape Marine Board	20 11 0
Trust Funds Investment Account	11,369 10 2
Tasmanian Permanent Executors and Trustees Association Limited	200 0 0
Perpetual Trustees, Executors, and Agency Company Limited	175 0 0
Mutual Life Insurance Company of New York.....	162 10 0
Australasian Temperance and General Mutual Life Assurance Company Limited	182 10 0
Assurance Fund, Real Property Act.....	787 12 6
Contracts for Public Works.....	3208 1 9
Hobart Corporation Loan.....	9538 1 3
Launceston Corporation Loan.....	6057 5 0
Tasmanian Railways—Contracts	307 2 0
Contracts for Stores, &c.	18 8 1
Tasmanian Timber and Tramway Company, Limited	250 0 0
Promoters Port Davey Development	500 0 0
"Land Valuation Act," Section 17	158 14 6
Public Debts Sinking Fund	24,383 2 2
Derwent Manufacturing Company Limited	250 0 0
<i>Carried forward</i>	1,062,798 6 3

1,084,662 17 3 72,918 4 0

Cr.— PAYMENTS.

Brought forward.....

£	s.	d.	£	s.	d.	£	s.	d.
...			1,064,725	8	2			

SPECIAL DISBURSEMENTS.

Treasury Bills in aid of Revenue, 7 Ed. VII. No. 23	500	0	0
Debentures redeemed, 49 Vict. No. 54	999,900	0	0
Local Inscribed Stock redeemed, 64 Vict. No. 75	1300	0	0
64 Vict. No. 14	24,461	4	4
5 Ed. VII. No. 43	187,701	4	11
5 Ed. VII. No. 44	9500	0	0
6 Ed. VII. No. 39	75,077	0	0
7 Ed. VII. No. 16	2800	0	0
8 Ed. VII. No. 25	450	0	0
Crown Lands Act, 1890, and Crown Lands Amendment Acts	61,081	2	1
Outstanding Receipts of 1911-12 (being Receipts on account of Consolidated Revenue of 1911-12 during July, 1912, distributed under proper heads of Service on other side of Account)	174	4	7
Outstanding Expenditure of 1910-11	26,784	2	11
Contagious Diseases (Cattle) Act Fund	417	7	0
Lighthouse Rates	8012	10	10
Advances to Heads of Departments	29,756	14	0
Ditto Fire Brigade Boards	360	0	0
Deposit Accounts—			
Tasmanian Permanent Executors and Trustees Association Limited	200	0	0
Mutual Life Insurance Company of New York	162	10	0
Australasian Temperance and General Mutual Life Assurance Company Limited	182	10	0
Assurance Fund, Real Property Act	8	0	4
Contracts for Public Works	2997	2	6
Trust Funds Investment Account	13,808	5	10
Launceston Corporation Loan	6057	5	0
Hobart Corporation Loan	9555	17	6
Tasmanian Railways, Contracts	231	0	6
Contracts for Stores	23	6	3
Complex Ores	2000	0	0
Board of Trade, London	105	18	0
Local Government Act, 1907 (Tramways)	195	0	0
Agent-General—Smndry Accounts	172	6	0
Loveday-Cole Will Trust	18	16	8
Public Debt Redemption Account	24,383	2	2
Land Valuation Act, 1909, Section 17	158	14	6
Burnie-Table Cape Marine Board	16	13	10
Suspense and other Special Accounts—			
Agent-General's Public Account	146,351	0	2
London County and Westminster Bank	1,747,447	5	10
London County and Westminster Bank Loan to State of Tasmania	632,000	0	0
Tasmanian Railways Stock Account	83,809	7	6
State Savings Bank Account	504,790	5	11
Gaol Suspense Account	2432	9	9
Income Tax Suspense Account	63	13	7
Glebe Town Town Board	75	0	0
Smndry Public Works Suspense Account	8227	17	4
Government of Victoria	1959	13	10
Ditto New South Wales	643	2	6
Ditto South Australia	9	10	0
Ditto Ceylon	152	1	9
Ditto Union of South Africa	116	4	8
Printing Special Publications	18	18	3
Pensions, &c., Fund, 56 Vict. No. 24, &c.	6748	14	7
Sinking Fund Strahan Marine Board Loan Acts	4600	0	0
Sinking Fund Marine Board of Launceston, 4 Ed. VII. No. 2	6	3	9
Sinking Funds under Local Public Works Loans Acts—			
Marine Board, Hobart, 56 Vict. No. 52 and 64 Vict. No. 67	5638	12	3
Ditto 8 Ed. VII. No. 9	3000	0	0
Imperial Government Suspense Account	13,081	12	10
Stationery and Stores Suspense Account	6161	4	8
Commonwealth of Australia Suspense Account	899	8	11
Survey Advance Account	5137	6	4
Education Department—School Books and Material Suspense Account ..	2391	15	0
Reserve under Waste Lands Act, 1870, Section 29	35	4	6
Ditto under Crown Lands Act, 1890, Section 115	11,798	6	6
Ditto under Crown Lands Act, 1903, Section 174	17,511	6	2
Ditto for Expenditure under Residence Areas Act.—For details, see Appendix	75	0	0
Public Service Superannuation Fund	1424	6	0
Closer Settlements Fund	26,894	8	11
Surplus Revenue, 1906-7, Trust Fund	279	0	7
Interstate Inspection Fees Suspense Account	107	3	8
Mortgage, W. Eaton to L. O'Sullivan	35	0	0

<i>Carried forward</i>	4,721,873	5	6	1,064,725	8	2
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Dr.—RECEIPTS.

	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought forward</i>	1,062,798	6	3	1,084,662	17	3	72,918	4	0
Deposit Accounts— <i>continued</i> .									
Testamentary Trust Fund									
Lucy Atkins Fund	15	3	6						
Board of Trade, London	10	0	0						
Loveday Cole Will Trust	132	3	0						
Stanley-Balfour Railway Co.	18	16	8						
Suspense and other Special Accounts—	2500	0	0						
Agent-General, Public Account	145,365	10	9						
London County and Westminster Bank	1,968,051	17	10						
London County and Westminster Bank—Loan to State of Tasmania	1,212,000	0	0						
Tasmanian Railways Stock Account.	79,479	16	6						
State Savings Bank Account	504,122	6	3						
Gaol, Suspense Account.	2432	9	9						
Sundry Public Works Suspense Accounts	11,907	16	1						
Sinking Fund, Launceston Marine Board (53 Vict. No. 34)	52	12	11						
Stanley-Balfour Railway Sinking Fund	800	0	0						
Launceston Marine Board Sinking Fund under Act 4 Ed. VII. No. 2 ...	232	1	2						
Sinking Fund under Strahan Marine Board Loan Act	4000	0	0						
Glebe Town Town Board	75	0	0						
Government New South Wales	1055	0	8						
Ditto South Australia	9	10	0						
Ditto Ceylon	121	12	0						
Ditto Victoria	1959	13	10						
Ditto Union of South Africa	116	4	8						
Education Department School Books and Materials Suspense Account ...	2443	12	2						
Education Department Suspense Account	3	8	0						
Military Stores Suspense Account	1000	0	0						
Sinking Fund Latrobe Road Trust	36	3	4						
Ditto, Glebe Town Town Board	65	11	2						
Ditto, Westbury Municipality	10	10	11						
Ditto, Queenborough Town Board	10	0	0						
Municipality of Queenborough	29	0	0						
Municipality of Queenborough	24	10	0						
Queenborough Municipality (Baths)	3	1	4						
Ditto Rivulet)	32	5	0						
Kentish Municipality	17	1	9						
New Town Municipality	51	17	4						
Richmond Municipality—Town Hall	12	0	0						
Penguin Municipality	6	0	0						
Circular Head Municipality—Smithton Town Hall	10	0	0						
Ditto Stanley Town Hall	20	0	0						
Table Cape Municipality, No. 1	12	0	0						
Ditto No. 2	6	0	0						
Ditto No. 3	4	0	0						
Ditto No. 4	10	0	0						
Leven Municipality, No. 1	6	0	0						
Ditto No. 2	8	0	0						
Ditto No. 3	16	0	0						
Ditto No. 4	8	0	0						
Pensions, &c., Fund Suspense Account	6130	0	0						
Stationery and Stores Suspense Account	5721	7	3						
Imperial Government Suspense Account	12,958	11	6						
Glenorchy Municipality Sinking Fund—Moonah Streets	22	5	4						
Tarleton Road Trust Loan Suspense Account	20	0	0						
Burnie Water Sinking Fund, under Act 1 Ed. VII. No. 45	137	12	5						
Public Service Superannuation Account	1431	16	0						
Commonwealth of Australia Suspense Account	1138	5	10						
Survey Advance Account	5137	6	4						
Income Tax Suspense Account	63	13	7						
Leven Harbour Trust Loan Sinking Fund	1	8	0						
Closer Settlements Fund	6080	3	8						
State Advances Trust Account	1484	16	7						
Hobart Technical School Suspense Account	339	18	0						
Launceston Technical School Suspense Account	149	2	10						
Mortgage, Eaton to O'Sullivan	35	0	0						
Launceston Marine Board Suspense Account	6	6	0						
Mt. Cameron Water-race Board	422	9	8						
Dredges Agnew and Davenport	1166	13	4						
Assisting Immigrants Suspense Account	1532	17	1						
Interstate Inspection Fees Suspense Account	285	3	0						
Potato Diseases Fund Account	2501	11	7						
Surplus Revenue, 1906-7, Trust Fund	0	4	0						
Printing Special Publications	7	4	1						
Apple Trophy at Festival of Empire Suspense Account	8	3	0						
State Scholarship Board Loan Suspense Account	575	0	0						
Sale of Cook's Buildings	7000	0	0						
Hobart Fire Brigade Board Loan Sinking Fund	21	8	4						
Reserves—									
Under Waste Lands Act, 1870, Section 29 (transfer from Revenue)	1	10	7						
Under Crown Lands Act, 1890, 54 Vict. No. 8, Section 115 (ditto)	9730	19	7						
Ditto, 1903 and 1911; Sections 174 and 155 (ditto)	19,883	1	11						
For Expenditure under Residence Areas Act, Sections 116 and 62	442	12	7						
<i>Carried forward</i>	5,085,537	14	11	1,084,662	17	3	72,918	4	0

Cr.—PAYMENTS.			£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought forward</i>			4,721,873	5	6	1,064,725	8	2			
<i>Suspense and other Special Accounts—continued.</i>											
Public Debt Sinking Fund.....			24,383	2	2						
State Scholarship Board Loan Suspense Account			100	0	0						
Apple Trophy at Festival of Empire			75	10	6						
"Orontes"—"Thelma" Enquiry			29	8	0						
State Advances Trust Account			4809	9	11						
<i>Daily Mail</i> War Fund.....			36	12	0						
Potato Diseases Fund Account			1994	19	11						
Mt. Cameron Water-race Suspense Account			422	9	8						
Assisting Immigrants Suspense Account			1561	17	1						
Launceston Marine Board Suspense Account			3	3	0						
Tarleton Road Trust Loan Suspense Account			20	0	0						
Launceston Technical School Suspense Account.....			72	12	2						
Hobart Technical School Suspense Account			253	7	5						
<i>Loans and Public Works Acts—For details, see Appendix.</i>						4,755,635	17	4			
Roads under Crown Lands Act, 1890, Section 114, and Crown Lands Act, 1903, Section 173			918	17	2						
Roads under Waste Lands Act, 1870, Section 28, Crown Lands Act, 1890, Section 113, and Crown Lands Act, 1903, Sections 171 and 172.....			21,134	3	8						
Education Act, 49 Vict. No. 15.....			11,839	12	11						
Loans to Local Bodies under Local Public Works Loans Act, 54 Vict. No. 30			55,933	0	0						
Marine Board of Strahan Loan Act, 62 Vict. No. 54.....			4000	0	0						
Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33			175	0	0						
Public Works Execution Act, 64 Vict. No. 63			2	7	4						
Public Works Execution Act, 1 Edward VII. No. 49			101	12	4						
Public Works Execution Act, 2 Edward VII. No. 43			34	12	6						
Public Works Execution Act, 3 Edward VII. No. 27			12	5	6						
Public Works Execution Act, 5 Ed. VII. No. 42			417	7	7						
Public Works Execution Act, 6 Ed. VII. No. 23.....			107	16	0						
Public Works Execution Act, 7 Ed. VII. No. 31			1753	12	1						
Local Government Act (Tramways) 7 Ed. VII. No. 49			10,000	0	0						
Public Works Execution Act, 8 Ed. VII. No. 14			9729	17	2						
Burnie-Flowerdale Railway Survey Act, 8 Ed. VII. No. 19			29	3	4						
Scottsdale-Branxholm Railway Construction Act, 8 Ed. VII. No. 45			9917	0	9						
Public Works Execution Act, 9 Ed. VII. No. 51			18,814	14	1						
Loan to the Glenorchy Municipality, 9 Ed. VII. No. 24			500	0	0						
Loan to Hobart Fire Brigade Board, 1 Geo. V. No. 33			2007	10	0						
Public Works Execution Act, 1 Geo. V. No. 51			128,923	0	4						
Burnie-Flowerdale Railway Construction Act, 1 Geo. V. No. 58			74,755	19	2						
Public Works Execution Act, 2 Geo. V. No. 3.....			59,327	14	8						
Derwent Valley Railway Further Extension Act, 2 Geo. V. No. 55			8	8	0						
Public Works Execution Act, 2 Geo. V. No. 38.....			40,819	2	10						
Railton-Wilmot Railway Construction Act, 2 Geo. V. No. 60.....			125	10	7						
						451,388	8	0			
									6,271,749	13	6
<i>Carried forward</i>									£ 6,271,749	13	6

Dr.—RECEIPTS.

	£	s.	d.	£	s.	d.	£	s.	d.
<i>Brought forward</i>	5,085,537	14	11	1,084,662	17	3	72,918	4	0
<i>Sinking Funds under Local Public Works Loans Act—</i>									
Municipal Council, Ross	20	7	6						
Marine Board, Hobart (56 Vict. No. 52 and 64 Vict. No. 67)	7447	5	3						
Marine Board of Hobart (8 Ed. VII. No. 9)	947	0	9						
Marine Board, Mersey	613	9	5						
Town Board, Devonport (for Water-supply)	523	8	7						
Town Board of Devonport (63 Vict. No. 30)	47	19	11						
Evandale Water Trust	30	7	8						
Cressy Water Trust	23	0	5						
Corporation, City of Launceston	661	17	9						
Town Board of Zeehan (61 Vic. No. 19)	154	9	7						
Town Board of Zeehan, (Light)	97	19	2						
Town Board of Strahan (61 Vict. No. 18)	66	3	2						
Ditto (1 Ed. VII. No. 5)	14	2	8						
Town Board of Queenstown (62 Vict. No. 53)	47	12	9						
Ditto (64 Vict. No. 53)	56	4	7						
Marine Board, Launceston	189	3	0						
Marine Board, Table Cape	148	9	7						
Town Board of Gormanston (63 Vict. No. 19)	19	18	4						
Ditto (64 Vict. No. 65 and 2 Edwd. VII. No. 12)	44	4	0						
Municipal Council, Campbell Town, 8 Ed. VII. No. 48	36	10	11						
Municipal Council, Bothwell (Town Hall)	14	6	2						
Municipal Council, Bothwell (Water-supply)	18	19	3						
Ditto, Richmond	3	8	1						
Westbury and Hagley Water Trust	57	13	7						
Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 3)	1925	5	9						
Metropolitan Drainage Board (6 Ed. VII. No. 43, Sec. 4)	328	14	6						
Town Board of Devonport (2 Ed. VII. No. 40 and 4 Ed. VII. No. 33)	151	16	4						
Ditto Lindisfarne	13	15	11						
Ditto Burnie	39	8	0						
Ditto New Town	37	19	1						
St. Leonards Municipality	11	8	2						
Leven Municipality (Ulverstone Light)	47	10	2						
Longford Lighting District	25	4	2						
Glenorchy Municipality—Water, 1 Geo. V. No. 13	58	17	5						
Glenorchy Water Trust	158	3	5						
Town Board, Beaconsfield	2	7	0						
Perth Water Trust	23	16	7						
Deloraine Water Trust	57	17	7						
Deloraine Light District	65	6	3						
Town Board of Queenstown (3 Ed. VII. No. 35)	28	4	2						
Longford Water Trust	33	3	2						
Latrobe Water Trust	237	7	10						
St. Helens Water Trust	0	2	2						
Swansea Water Trust	12	9	2						
Fingal ditto	15	3	0						
Ross Water Trust	16	9	5						
Bracknell Water Trust	7	10	4						
Mount Stuart Town Board	24	6	4						
Ulverstone Water Trust	116	5	0						
Scottsdale Town Board—Water Supply	34	19	2						
Penguin Water Supply, 8 Ed. VII. No. 13	31	1	8						
Hobart Corporation—Abattoirs	297	15	6						
Hobart Corporation—Water, &c.	180	6	7						
Emu Bay Municipality, 7 Ed. VII. No. 21	131	11	1						
Ditto, 9 Ed. VII. No. 54	20	12	2						
Strahan Marine Board, 7 Ed. VII. No. 10	263	7	6						
New Norfolk Municipality	3	2	0						
				5,101,223	3	7			
<i>Loans and Public Works—For details, see Appendix.</i>									
Roads under Waste Lands Act, 1870, Section 28, Crown Lands Act, 1890, Section 113, and Crown Lands Act, 1903, Sections 171 and 172	53	6	0						
Education Act, 49 Vict. No. 15	14,082	12	6						
Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33	38	8	10						
Loan to Marine Board of Strahan, 62 Vict. No. 54, and 1 Ed. VII. No. 26	4000	0	0						
Public Works Execution Act, 1 Ed. VII. No. 49	280	0	0						
Public Works Execution Act, 5 Ed. VII. No. 42	1	10	0						
Public Works Execution Act, 9 Ed. VII. No. 51	265	15	10						
Public Works Execution Act, 6 Ed. VII. No. 23	9	0	0						
Public Works Execution Act, 7 Ed. VII. No. 31	1609	12	3						
Public Works Execution Act, 8 Ed. VII. No. 14	486	1	0						
Public Works Execution Act, 1 Geo. V. No. 51	17,951	4	3						
Scottsdale-Braxholm Railway Construction Act, 8 Ed. VII. No. 45	5061	16	4						
Burnie-Flowerdale Railway Act, 1 Geo. V. No. 58	101	11	6						
Roads under Crown Lands Act, 1890, Sec. 114, Crown Lands Act, 1903, Sec. 173	10	0	0						
Public Works Execution Act, 2 Geo. V. No. 38	53	9	0						
Public Works Execution Act, 2 Geo. V. No. 3	143	5	1						
Loans to Local Bodies under Local Public Works Loans Act	8638	12	3						
				52,786	4	10			
							6,238,672	5	8
							£ 6,311,590	9	8

Dr.—PAYMENTS.

	£	s.	d.
<i>Brought forward</i>	6,271,749	13	6
By Cash Balance on 30th June, 1912	39,840	16	2

£6,311,590 9 8

Treasury, Hobart, 30th September, 1912.

H. J. M. PAYNE, *Treasurer.*

Examined and certified to be correct.

J. E. BENNISON, *Auditor-General.*

Audit Department, 25th November, 1912.

APPENDIX to Abstract of Receipts and Expenditure 1st July, 1911, to 30th June, 1912.

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
Reserves—Residence Areas.							
Branzholm	10	0	0				
Williamsford	50	0	0				
Lottah	15	0	0				
	75	0	0				
LOANS AND PUBLIC WORKS ACTS.							
Construction of Roads under Crown Lands Acts, 1890, Section 114, and 1903, Section 173.							
3. Town of Currie	249	1	8				
4. Town of Bridport .....	...			4	0	0	Contribution.
12. Town of Burgess	20	0	0				
24. Town of Wynyard	118	7	11				
28. Town of Derby	20	0	0				
29. Town of Liverpool	24	0	0				
30. Town of Lottah	14	0	0				
33. Town of Welsh	10	0	0				
35. Town of Smithton	8	10	0				
37. Town of Woodbridge	9	10	0				
42. Town of Ilfracombe	20	0	0				
44. Town of Heybridge	11	0	2				
46. Town of Dunalley .....	...			6	0	0	Refund.
56. Town of Castra	40	0	0				
60. Town of Lovett	20	0	0				
63. Town of Hull	5	0	0				
68. Town of Waratah	19	0	0				
71. Town of Dorchester	6	6	0				
73. Town of Hythe	40	4	0				
74. Town of York Town	46	0	0				
75. Town of Marshall	30	0	0				
76. Town of Hadspen	25	10	0				
77. Town of St. Helens	26	15	1				
78. Town of Balfour	51	13	7				
79. Town of Kingston	44	18	9				
80. Town of George Town	50	0	0				
81. Town of Sidmouth	9	0	0				
	918	17	2	10	0	0	
Construction of Roads under Waste Lands Act, 1870, Section 28, and Crown Lands Acts, 1890, Section 113, and 1903, Sections 171 and 172.							
1. Malling and Parkham	36	14	6				
4. Vicinity of Sandfly Basin	109	3	0	3	0	0	Compensation.
5. Parishes Honeywood and Price	98	14	11				
6. Vicinity of Port Cygnet	39	19	0				
7. Vicinity of Table Cape	807	1	3	3	0	0	Transfer
8. Chudleigh	161	6	3				
10. Melville, Monmouth	22	9	2				
11. Parishes Stowport and Ashwater	197	11	6	5	0	0	Sale.
12. Parish Kentishbury	112	16	5				
14. Parish Whitefoord	90	8	3				
15. Parish Glenorchy	40	0	0				
16. Upper Piper River and Hall's Track	170	8	10				
18. Springfield and Scottsdale	373	0	0				
19. Ringarooma District, Parish Kay	598	3	4				
21. Mountain River, Huon	429	9	0				
22. Quamby Bluff	112	15	0				
23. Parishes Stoodley and Dulverton	21	0	0				
27. Leithbridge	19	1	1				
28. Montos Marsh	50	4	11				
29. Oyster Cove	120	17	0				
30. Bream Creek	149	5	0				
31. Parish Uxbridge	14	11	6				
34. Parishes Abbotsham and Bradworthy	28	19	7				
35. Vicinity Cam and Seabrook	994	2	7				
38. Vicinity George's Bay and Gould's Country	487	17	0				
39. Vicinity Montagu River, Circular Head	33	19	7				
40. Garrett	94	0	2				
43. Parish Marland	96	15	6				
45. Winkleigh and Wells	38	7	0				
48. Vicinity Lower Piper's River	63	13	0				
49. Parish Wallace, Monmouth	166	5	9				
50. Forrabury, Harford, and Templeton	126	17	6				
51. Vicinity of Moorina, Dorset	316	11	4				
52. Parish of Jervis	150	9	4	0	2	5	Refund.
56. Vicinity Tasman's Peninsula	85	9	3				
57. Molesworth and New Norfolk	153	3	6				
59. Parish Canning	203	6	9				
61. Selbourne	7	7	6				
62. Archer	11	0	0				
64. Adelphi	159	3	10				
66. Graham and Ponsonby	1	11	6				
67. Patersonia and Gunn	250	9	6				
Carried forward	7244	10	1	11	2	5	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	7244	10	1	11	2	5	
Construction of Roads under Waste Lands Act, 1870, Section 28, and Crown Lands Acts, 1890, Section 113, and 1903, Sections 171 and 172— <i>continued</i> .							
69. Parish Thanet	38	13	2				
70. Harrington and Moresby	86	18	0				
72. Ellenborough	13	18	7				
73. Loxbere	55	5	11				
74. Goodleigh	101	18	1	1	0	0	Refund.
77. Parishes Seaham and Seabrook	604	14	10	5	0	0	Transfer.
78. Upper Little Forester River	161	11	4				
79. Parish of Nietta, Devon	188	4	0				
80. Boulthie and Douglas	40	0	0				
82. Parish Medwin	237	12	0				
83. Parish of Anderson	2	0	0				
84. South Bruni	63	15	11				
85. Bagot	5	13	6				
86. Parish of Gibson	2	0	0				
87. Swan River	83	18	8				
88. Vicinity of Little Swanport	1	12	0				
89. Vicinity of Circular Head	41	0	0				
90. Exmouth	5	0	0				
91. Parish of Lowana	12	1	3				
92. Northam	12	0	0				
93. Fraser and Talbot, Cornwall	99	6	0				
97. Parishes Poiliana and Togari, Wellington	10	0	0				
98. Woodsdale	52	12	11				
99. Parish Mowbray, Wellington	89	18	2				
100. Buckland	113	12	4				
101. Foresters' Peninsula, Pembroke	12	19	9				
104. Tyenna	42	1	2				
105. Parish Hale and Kenmere	4	0	0				
108. Weitree and Cambria	0	13	6				
110. Ben Nevis	12	0	0				
111. Dean	219	7	1	1	9	4	Refund
112. Parish Belstone, County of Devon	333	5	11				
113. Flinders Island	3403	10	9				
114. Marrawah, County of Wellington	40	8	8	0	0	1	Refund.
115. Gad's Hill, County of Lincoln	296	18	10				
116. Gardiner and Fonthill, Cornwall	52	13	6				
117. Purves	42	9	6				
119. Northallerton, County of Dorset	121	3	3				
120. Fordington	95	18	9				
121. King Island	2887	6	1	0	10	0	Refund.
125. Sherborne	4	12	0				
127. Vicinity Great Lake, County of Lincoln	162	7	0				
128. Trowutta	296	8	9				
129. Kelvedon	33	16	3				
132. Hobbs and Hodgson, County of Pembroke	154	0	0				
133. Newick, Bandon, and Sligo	449	13	8	0	5	11	Refund.
134. St. Michael's, County of Devon	69	10	9				
135. Woodford, County of Cornwall	130	9	10				
136. Jetson	71	5	0				
138. Budehaven and Bradford	41	0	0				
139. Parish of Moina	459	9	8				
140. Rienceena	186	18	7				
141. Peegra	4	14	3				
143. Tarremah	464	3	8				
144. Dovenby	20	5	5				
146. Clarence	20	0	0				
147. Maria Island	94	11	1				
150. Spilsby	6	0	0	33	18	3	Refund.
151. Louth	220	11	3				
152. Hartlepool	130	0	0				
153. Charing	36	13	3				
155. Meunna	313	0	0				
156. Rawlinna	204	17	8				
159. Kamona	75	0	0				
162. Kara	116	18	5				
163. Pallawah	54	9	11				
165. Urana	57	0	0				
166. Parish Parrawe	317	13	9				
168. Bethune	6	0	0				
	21,134	3	8	53	6	0	
Education Act, 49 Vict. No. 15	11,839	12	11	14,082	12	6	Rents, £74 12s. 6d.; Transfers, £14,008.
Loans to Local Bodies under the Public Works Loans Act, 54 Vict. No. 30—							
Glenorchy Municipality (Water-supply)	6675	0	0				
Metropolitan Drainage Board	15,000	0	0				
Leven Harbour Trust Act	2000	0	0				
Devonport Municipality	3000	0	0				
St. Leonards Municipality (Newstead)	700	0	0				
Queenborough Municipality	1200	0	0				
Fingal Municipality (St. Marys Water Act)	1200	0	0				
Launceston Marine Board	2008	0	0				
Marine Board of Burnie and Table Cape (Loan Act)	20,000	0	0				
<i>Carried forward</i> ..	51,783	0	0				

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts.</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	51,783 0 0		
Loans to Local Bodies under the Public Works Loans Act, 54 Vict. No. 30— <i>continued</i> .			
Ulverstone Lighting Act	750 0 0		
Ulverstone Water Act	100 0 0		
New Norfolk Municipality	1800 0 0		
Huon Municipality	1500 0 0		
Marine Board of Hoabrt .....	...	5638 12 3	Transfer.
Marine Board of Hoabrt .....	...	3000 0 0	Transfer.
	55,933 0 0	8368 12 3	
Marine Board of Strahan Loan Act, 62 Vict. No. 54 ...	4000 0 0		
Loans to the Marine Board of Strahan, under Acts 62 Vict. No. 54 and 1 Edw. VII. No. 26 .....	...	4000 0 0	Transfer.
Loans to Trustees under Cemeteries Amendment Act, 64 Vict. No. 33—			
Zeehan	25 0 0		
Carr Villa Public Cemetery, Launceston .....	...	23 8 10	Proportion of Interest.
Queenstown	100 0 0	10 0 0	Refund.
Hamilton	50 0 0		
Gormanston .....	...	5 0 0	Refund.
	175 0 0	38 8 10	
Public Works Execution Act, 64 Vict. No. 63.			
Railway Items.			
Western Line—			
401. Drainage, Launceston	2 7 4		
Public Works Execution Act, 1 Ed. VII. No. 49.			
Railways generally—			
332. Tramways, West Coast	50 0 0	280 0 0	Instalment, £250; Interest, £30.
334. Automatic Brakes	51 12 4		
	101 12 4	280 0 0	
Public Works Execution Act, 2 Ed. VII. No. 43			
Railways Generally.			
168. Bedding Station-safes in Concrete, New Telephones and Phonophores	34 12 6		
Public Works Execution Act, 3 Ed. VII. No. 27.			
Roads.			
Latrobe—			
74. White Hills Road, Holwell to Winkleigh (conditionally on land required being given)	7 10 0		
New Norfolk—			
159. Black Hills to Macquarie Plains	4 15 6		
	12 5 6		
Public Works Execution Act, 5 Ed. VII. No. 42.			
Roads.			
Fingal—			
120. Ben Lomond Road, continuation from Deviation through J. F. Rigney's (conditionally on £50 being contributed locally)	1 1 0		
New Norfolk—			
216. Road from Back River to Selections (conditionally on £25 being contributed locally)	1 16 0		
Kingborough—			
240. Trial Bay Road .....	...	1 10 0	Sale.
Sorell—			
297. Road from Causeway to Sandford Jetty, completion (conditionally on £37 10s. being contributed locally)	68 19 6		
301. Road, Kelleve to Nugent (continuation)	16 0 0		
305. Road to Richmond	33 2 0		
Tasmanian Government Railways.			
Railway Items.			
Main Line—			
339. One-quarter of £10,000 difference in 46 lb. and 61 lb. steel rails with which the Main Line is being relaid	277 17 6		
Fingal Line.			
346. Additions to buildings	18 11 7		
	417 7 7	1 10 0	
Public Works Execution Act, 6 Ed. VII. No. 23.			
Roads.			
Wellington—			
4. Trowutta Road	8 0 0		
31. Calder Road .....	...	7 0 0	Transfer.
West Devon—			
95. Ironcliff Road .....	...	2 0 0	Transfer.
Fingal—			
163. Mathinna to Pyengana, Fingal Road District (conditional on local contribution, £50)	50 0 0		
165. Mangana to Tower Hill (conditional on local contribution, £20)	20 0 0		
168. St. Marys to Chain of Lagoons	1 10 0		
<i>Carried forward</i>	79 10 0	9 0 0	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	79 10 0	9 0 0	
Public Works Execution Act, 6 Ed. VII. No. 23— <i>contd.</i>			
Kingborough—			
303. Wilcox Hill, near Oyster Cove	1 1 0		
Sorell—			
390. Nugent towards Buckland (conditional on local contribution, £30)	3 0 0		
Railways Generally.			
434. Additional Signals	24 5 0		
	107 16 0	9 0 0	
Public Works Execution Act, 7 Ed. VII. No. 31.			
Roads.			
Wellington—			
45. Road to Burke's, Bellinger's and others	2 8 0	5 0 0	Transfer.
66. Road to Smart's, Cleveland's, and others .....	...	
Burnie—			
96. Cam Road West .....	...	3 0 0	Transfer
102. Seabrook's to Mt. Hicks	2 8 0		
117. Road to Groom's, Clarke's, and Lockhart's Selections	1 0 0		
131. Road to Roughley's through D. Elphinstone's	6 6 3		
West Devon—			
174. Road from Jeanbrook, via Sign's, to Nietta Road	13 4 0		
200 Road, Nietta Road to Wilmot Bridge	10 0 0		
202. Road, Central Castra to Nietta (conditionally on land being given free)	3 15 0		
Kentish—			
206. Road from Wilmot Road to Hayes' and others...	7 19 6		
209. Lehman's Road	0 5 0		
215. Road to Grainger's, Percy's, Russell's, and others, Wilmot	0 13 0		
Devonport—			
261. From Leith Railway-station to Upper Leith (Upper Leith Road)	5 0 0		
Latrobe—			
272. Howell to Winkleigh	10 0 0		
288. Road to Scott's, Stonehouse's, and others	0 3 0		
Westbury—			
335. Upper Liffey to Golden Valley	33 5 1		
338. Road to Selections of Francombe, O'Connell, and Scott	39 10 0		
Longford—			
340. Green Rises Road, from Butleigh Hill Church to Little Hampton Railway-station (conditional on Land being given free) .....	...	27 11 2	Transfer.
Fingal—			
366. Four-mile Creek Road	2 0 0		
Cambria—			
478. Swansea to Bicheno (Quinn's Hill)	7 15 0		
Cumberland—			
491. Bothwell to Blue Hill (completion of Deviation)...	8 0 0		
502. Marlborough Road, Ouse, to Derwent Bridge	0 13 0		
506. Tunbridge to Interlaken (upper end)	285 0 0		
New Norfolk—			
523. Road, Plenty to Booth's, via Lahl's	4 16 0		
526. Black Hill to Macquarie Plains	77 4 6		
Glenorchy—			
565. Road to River, Glenorchy and Goodwood Road...	2 10 0		
Kingborough—			
575. Poverty Gully Road to Selections	96 10 6		
622. Road to McNamara's and Scanlon's	91 17 11	1 0 0	Refund.
643. South Allen's Rivulet Road, westerly	4 0 0		
Franklin—			
666. Lower Jackson's Road	8 0 0		
Sorell—			
727. Road, Triabunna to Little Swanport River	86 14 3		
Conditional Vote.			
728. Construction of Roads and Bridges generally, an equal amount being contributed locally	225 4 7	31 8 0	Contribution.
Miscellaneous.			
769. Surveys for Tramways under "Local Government Act" .....	...	1513 7 0	Transfer.
TASMANIAN GOVERNMENT RAILWAYS.			
<i>Schedule of Railway Items (Additions to Open Lines) submitted for provision in Public Works Scheme, 1907-8.</i>			
Western Line.			
775. Additions to Buildings, Sidings, Signals, &c.	122 10 4		
Fingal Line.			
777. Additions to Buildings, Sidings, &c.	9 12 7	28 4 2	Transfer.
Scottsdale Line.			
778. Additions to Buildings, &c.	4 19 4		
Railways Generally.			
782. Additional Rolling-stock	580 7 3	0 1 11	Transfer.
	1753 12 1	1609 12 3	
Local Government Act (Tramways), 7 Ed. VII. No. 49...	10,000 0 0		

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
Public Works Execution Act, 8 Edw. VII. No. 14.— Schedule. Roads.			
Municipality of Beaconsfield—			
4. To Haslam's, Bender's, and others	0 11 0		
7. Rookery Road to Back Settlement	47 0 6		
8. Holwell to Winkleigh	4 7 0		
9. South Winkleigh to Holwell, <i>via</i> Nettlefold's	0 15 0		
10. Winkleigh to Exeter	11 10 0		
12. To Maley's and others (commence at end of Muir's Road)	2 10 0		
14. From Main Road to Sidmouth Jetty (£75 for deviation and £25 for approach)	10 10 0		
18. Beaconsfield Road to Rosevear's Selections	13 0 0		
Municipality of Bothwell—			
30. Bothwell to Blue Hill (deviation)	2 15 0		
Municipality of Brighton—			
35. To Johnson's and others, Green Valley (through Swan's estate)	7 15 0		
38. From Hennessy's to Johnson's, Creagh's, and others (Dromedary)	0 6 0		
39. Teatree to Pontville (continuation <i>via</i> Jordan Ford)	2 8 0		
41. Graham's Creek Road	0 15 0		
Municipality of Bruni—			
49. Mills' Reef to Daniel's Bay Road, through Vaughan's, &c.	1 12 2		
Municipality of Campbell Town—			
54. Auburn to Barton, including small Bridge over Isis River at Bicton	0 9 0		
Municipality of Circular Head—			
62. Green Point to Montagu	2 17 0		
82. Fahey's Road to South Road, <i>via</i> L. A. King's ..	1 5 0		
97. To J. Dallas', through Hogg's Land	8 8 6		
99. Main Road to Brakeys, Carroll's, and others	0 2 0		
Municipality of Clarence—			
104. Bellerive to Risdon	4 1 8		
106. Cambridge to Bellerive	73 18 0		
108. Sandford Causeway to Bellerive ..	1 0 0		
Municipality of Deloraine—			
117. Tongataboo Road	58 0 0		
126. Back Creek Road	0 3 0		
127. Dog Track Road	0 8 0		
131. South Cheshunt Road to Reifer's and others	6 12 0		
Municipality of Emu Bay—			
159. Oonah Road to Mangan's and Smith's	0 3 0		
173. South Oonah Road	0 5 0		
174. Road to Atkinson's, Dodds', and Turnbull's	2 17 0	2 0 0	Transfer.
Municipality of Esperance—			
176. Old Back Road (Geeveston end)	3 11 6		
193. Whale Point Road, <i>via</i> Huon Timber Corporation's Sawmill	1 5 10		
201. Roaring Beach Road (continuation)	0 14 0		
Municipality of Glenorchy—			
245. Peltro Road (to Railway-station), Glenorchy	2 0 0		
247. Berriedale to Bismarck Road (deviation and grading lower end)	1 16 0		
250. Abbotsfield Road and Branch Road to West's	9 10 8		
Municipality of Green Ponds—			
253. From Colebrook, <i>via</i> Porter's, through Bisdee's, &c., to join old Main Road between Melton and Spring Hill	154 3 6		
254. From old Main Road near Melton to Muddy Plains	5 0 0		
Municipality of Hamilton—			
258. Russell's Falls to Ellendale	5 0 0		
261. Ellendale to Lunrobin Bridge	1 6 0		
263. Ouse to Saggy Flat	52 0 3		
264. Lane's Tier Road, Ouse	10 15 0		
266. Woolpack to Bluff, <i>via</i> Oakes	5 0 0		
Municipality of Huon—			
269. From Main Road to Jetty, Castle Forbes Bay ...	30 0 0		
271. New Road, Franklin	3 13 0		
279. South Baker's Creek Road	2 7 0		
282. Judd's Creek Road	2 8 0		
295. Crabtree Road to New Bridge at Lovell's	1 0 0		
Municipality of Kentish—			
296. Alma to Lower Wilmot	8 0 6		
301. Wilmot to Sheffield	1 6 7		
314. Nook and Barrington Road, near Coal Creek, to McGinness' (conditional on Land being given free) .....	...	10 10 0	Refund
Municipality of Kingborough—			
330. Esplanade Road, Margate (continuation westerly)	2 11 6		
333. Sproule's, Denehy's, and Worsley's Road	6 12 0		
337. Snug By-road	0 13 4		
340. South Allen's Rivulet Road (£100 at each end) ...	17 3 0		
341. To A. J. Page's, Rollins', and others	0 5 0		
342. Sandfly, <i>via</i> Westgarth's, to Richardson's	0 18 0		
Municipality of Leven—			
383. To McDonald's, Stevens', and others	12 15 0		
393. Jeanbrook Road, <i>via</i> Sign's, to Nietta Road	27 7 10		
Carried forward	685 7 4	12 10 0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	635	7	4	12	10	0	
<i>Public Works Execution Act, 8 Ed. VII. No. 14.—contd.</i>							
<i>Municipality of Lilydale—</i>							
438. To Jacobs', Proctor's, &c., Lebrina	2	12	0				
<i>Municipality of New Norfolk—</i>							
456. Mount Lloyd leading to Hoffman's	8	14	5				
459. To Triditts, Morgan's, Leatham's, and others	0	10	2				
466. From Lachlan Road to H. Smith's Selection	0	1	6				
474. Lachlan Post-office to Swamp Gum Hill	3	2	2				
480. Cocker's Branch Road (extension)	18	5	0				
<i>Municipality of Oatlands—</i>							
488. York Plains Road (deviation at Brown Sugar Loaf, Mt. Pleasant)	10	0	0				
489. From Main Road to Eastern Marshes, via Lowes Park	5	4	6				
491. Mount Seymour School to Crichton	1	7	0				
493. Stonehenge Road to Tin Pot Marsh	10	0	0				
<i>Municipality of Penguin—</i>							
504. To Whitehouse's, Archer's, and others, Riana	90	0	0				
511. Blythe Road to D. Elphinstone's	24	5	0				
512. Blythe Road to Walmisley and Evans'	4	9	8				
519. To Russell's and Hall's	0	4	3				
<i>Municipality of Port Cygnet—</i>							
525. Roberts' Bay to Burnt Bridge (Coast Road)	0	19	5				
533. Woodcock Road	0	2	6				
534. Deviation at Balte's Hill	2	9	0				
548. Garden Island Creek Jetty to Selections of Woods and others	0	17	0				
555. To Flakemore's and Hughes'	9	0	0				
556. Creighton's and Hughes' Road to Great Oyster Cove Jetty	2	8	0				
560. Woodbridge to Lovett	2	10	0				
566. Woodbridge to Gordon	4	5	0				
567. Woodbridge to Gardner's Bay	10	10	0				
573. From Jetty at Bagot Bay towards Selections	2	10	0				
575. To Wolfe's, Rowlands', Bergman's, Webster's, and others (continuation)	22	10	0				
581. Mills' Road	26	16	3				
<i>Municipality of Queenborough—</i>							
593. Mt. Nelson Road	19	0	3				
594. Beach Road at Recreation Ground, Lower Sandy Bay	7	10	0				
595. Beach Road at Long Point	2	0	0				
<i>Municipality of Richmond—</i>							
599. Richmond to Sorell (Black Hills Deviation)	50	10	0				
600. Brown Mountain Road through Clifford's (completion)	0	10	10				
602. From Colebrook Road through Corrigan's to Freeman's and others	43	11	0				
<i>Municipality of Kingarooma—</i>							
609. Maurice to Mathinna Road through North View	8	3	5				
611. To Scott's, Cox's, Lohrey's, and others through Legerwood	2	0	0				
620. To Campbell's, Harvey's, Camm's, and others	5	10	0				
<i>Municipality of Ross—</i>							
626. Tunbridge to Interlaken, Great Lake Road (deviation)	285	7	2	5	10	0	Refund
<i>Municipality of Scottsdale—</i>							
644. To Wilson's, Waller's, and others	2	12	0				
645. Scottsdale to Bridport (deviation at Campbell's Hill)	0	16	0				
<i>Municipality of Sorell—</i>							
656. Kellevie to Nugent	2	0	9				
657. Sounds to Eaglehawk Neck	48	1	11				
660. Nelson's Tier Road (extension through Duncombe's and others)	2	3	0				
661. Blackman's Bay Road to Selections of S. Wellard, Dorman, and others	1	12	2	0	3	0	Refund
<i>Municipality of Spring Bay—</i>							
663. From Orford towards Sandspits (Coast Road)	1	5	10				
<i>Municipality of Table Cape—</i>							
688. Myalla Road to Flowerdale Road, through Fenton's Run	66	7	0				
689. Road to Dobson's and King's, Boat Harbour	0	13	0				
694. Calder Road	3	1	6				
695. Calder Road to Blackwell's, Harris', and others	2	18	0				
697. Calder Road to Reilly's, Toomey's, and others	2	15	0				
698. Road to Rampton's and Ockerby's	2	10	0				
700. Road to Johnson's and Perger's	3	15	0				
705. To Beamish's and Pegus' Selections, via Kilburn's	6	17	0				
708. Table Cape Road	22	13	6				
712. Village Road to Armstrong's	5	0	0				
715. Cross Road at Harrison's to Smith's, Cooper's, and others	6	2	5	4	0	0	Transfer.
717. Cam Road West to Hall's, Harnett's, and others	7	6	0				
<i>Municipality of Tasman—</i>							
724. Carnarvon to Nubeena, from Bingham's to Wedge Bay Marsh	82	0	0				
732. Saltwater River to Selections of Wright, Little, Wright, and others	41	13	0				
<i>Carried forward</i>	1635	5	11	22	3	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	1635	5	11	22	3	0	
Public Works Execution Act, 8 Ed. VII. No. 14— <i>contd.</i> Municipality of Westbury—							
741. Road to Francombe's and O'Connell's	29	16	6				
Bridges.							
762. Arthur River (Track, Balfour to Trowutta)	11	16	0				
765. West Blackfish Creek (Road to Perger's and Johnson's)	3	5	0				
776. Small Bridges generally	186	18	4				
Renewals.							
778. Renewals to Bridges generally (amount to be redeemed by Sinking Fund)	239	9	2	20	0	0	tribution.
Jetties.							
779. Rocky Cape (extension)	10	0	0				
781. Blackman's Bay and Approach	2	15	0				
Buildings.							
794. Blind, Deaf, and Dumb Asylum, Hobart (completion and further additions)	36	4	9				
Main Line—							
802. New Buildings and Alterations to existing Buildings, and Alterations and Additions to Hobart Station-yards (first instalment)	374	15	5				
803. Additions to Buildings, Sidings, Signals, Telegraphs, Telephones, &c., including Purchase and Cost of acquiring Land	236	0	1				
Western Line—							
805. Additions to Buildings, Sidings, Signals, &c.	51	12	1	443	18	0	Transfer.
Derwent Valley Line—							
806. Additions to Buildings, &c.	0	5	0				
Railways Generally.							
810. Additional Rolling-stock and Fittings	998	15	5				
811. Installation of Electric Light in Carriages (progress)	195	5	9				
812. Additional Machinery and Motive Power for Workshops	1	1	8				
813. Contingencies	44	11	1				
	9729	17	2	486	1	0	
The Burnie-Flowerdale Railway Survey Act (8 Edw. VII. No. 19)	29	3	4				
The Scottsdale-Branxholm Railway Construction Act (8 Edw. VII. No. 45)	9917	0	9	5061	16	4	Transfer, £4146 16s.; Refund, £1; Sales, £876 13s. 1d.; Compensation, £36 4s. 6d.; Unclaimed Wages, £1 2s. 9d.
Loan to the Glenorchy Municipality under Act 9 Edw. VII. No. 24	500	0	0				
Public Works Execution Act, 9 Ed. VII. No. 51. (Schedule.)—							
Roads.							
Municipality of Beaconsfield—							
1. Aulich's to Beaconsfield	2	10	0				
2. York Town Road	4	17	6				
3. Haslam's, Bender's, and others	2	10	0				
4. Frankford to Beaconsfield, near Beaconsfield	15	0	0				
5. Beauty Point Road	5	0	0				
6. Jillett's and Beauchamp's	47	10	0				
7. Rookery Road to Back Settlement	47	10	0				
8. Holwell to Winkleigh	35	0	0				
9. South Winkleigh to Holwell, via Nettlefold's	20	0	0				
10. Winkleigh to Exeter	26	0	0				
11. Winkleigh to Beaconsfield, via Flowery Gully	10	0	0				
12. Maley's and others	2	10	0				
13. Scott's and Stonehouse's	2	10	0				
14. Main Road to Sidmouth Jetty	2	10	0				
15. Layton's, Jones', and others	2	8	0				
16. Glengarry to Winkleigh, via O'Toole's	2	10	0				
17. Glengarry Road to McKenzie's and Lamont's	7	0	0				
18. Craythorn Road	7	10	0				
19. Blackwall Jetty to Deviot Jetty	9	17	4				
20. Bridgenorth Junction to Exeter	10	0	0				
21. Glengarry to Bridgenorth	2	12	8				
22. Bridgenorth to Forester's Hill	5	0	0				
23. Ecclestone Road through Goerner's and Thompson's	10	0	0				
24. Long Plains Road through Cameron's to Glengarry Road	7	16	0				
25. Through Connelly's to Blackberry's, Miller's, and others	5	0	0				
Municipality of Bothwell—							
26. Bothwell to Blue Hill (deviation, Horse Gully) ...	15	0	0				
27. Bothwell to Great Lake	9	17	7				
28. Bothwell to Hollow Tree and Hamilton	17	4	0				
29. Bothwell to Lakes Crescent and Interlaken	7	10	0				
30. Bothwell to Oatlands, via Jericho	5	0	0				
31. Interlaken to Steppes	2	7	3				
32. Black Marsh Road, Apsley to Jericho	10	0	0				
33. Bothwell to Ouse (continuation of deviation)	2	10	0				
34. Bothwell to Lake Echo, Triangle Marsh, and Bashan	9	5	0				
<i>Carried forward</i>	371	15	4				

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	371 15 4		
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>			
Municipality of Brighton—			
35. Mangalore-Ballyhooley Road to Ellerton's, Butler's and others	5 0 0		
36. Broadmarsh Road to Mangalore Siding, via Black Brush	5 0 0		
37. Hennessy's to Johnson's, Creagh's, and others (Dromedary)	0 13 9		
38. McGann's, through Tonks' and others (Black Brush)	15 0 0		
39. Millvale Hill through Dickenson's and others	5 0 0		
40. Dromedary Siding to Boyer's and others	6 0 0		
41. Cobb's Hill to Bell's, Webb's, Wood's, and others	2 10 0		
42. Hamilton Tier Road	9 15 0		
43. Back Road, Old Beach	44 0 0		
44. Old Beach Road to Brighton Railway-station	5 0 0		
45. Dromedary Road, north to Broomhead's	16 0 0		
46. To Pace's and Nichols' (Tea Tree)	4 0 0		
Municipality of Bruni—			
47. Mills' Reef Jetty to North Bruni Turn-off	5 0 0		
48. Mills' Reef to Lunawanna	20 0 0		
49. Lunawanna Jetty to Dillon's, Cuthbert's and others, and Crown land	15 12 1		
50. Mills' Reef to Selections of Dwyer and others	2 10 0		
52. Lunawanna to Taylor's Bay, through Edwards', Farmer's, and others	10 6 2		
53. North Bruni Turn-off to Adventure Bay	5 0 0		
54. Denue's Point to Trumpeter Bay	5 1 6		
55. Mills' Reef to Dillon's, and Crown lands	13 0 0		
56. Adventure Bay to E. D. Murray, Jun., and others, and Crown lands	2 4 10		
Municipality of Campbell Town—			
57. Campbell Town to Swansea	10 0 0		
58. Auburn to Barton (completion), and two Bridges	13 15 0		
Municipality of Circular Head—			
61. Whale's Head to Arthur River	4 1 6		
62. Marrawah to Arthur River, and Approaches to Ferry	4 16 0		
63. Marrawah Main Road (through Settlement)	34 0 0		
64. Marrawah Road through Ford's to Thompson's	15 0 0		
65. Thompson's Road north through Poke's towards Tramway	2 10 0		
66. Comeback Road, via Wells', to Tramway	5 0 0		
67. Montagu to Smithton	10 0 0		
68. Blackwood Bridge to Christmas Hills	10 0 0		
69. Christmas Hills Road to Fixter's, Gehm's, and others	23 0 0		
70. Mowbray Swamp Road, via Purton's and Edwards'	4 18 6		
71. Mowbray Swamp Road to Heathorn's and others	10 0 0		
72. Mowbray Swamp Road to Lade's and others	5 0 4		
73. Mowbray Swamp Road to Blackwell, Ward, and others	7 10 0		
74. Scotch Town Road	4 16 5		
75. Finger-post to Irish Town, via Smoker's Bank	29 10 0		
76. John's Hill Road	4 6 0		
77. Irish Town Road (extension), via Young's Hill	5 0 0		
78. Trowutta Road to Upper Duck River	154 0 0		
80. Trowutta Road to Moore's	2 10 0		
81. McLoughlin's, through E. L. Smith's, to Trowutta Road	5 0 0		
82. Trowutta Road to Davis', Moore's, and others	2 10 0		
83. Trowutta Road to Fenton's, Pryor's, and others	2 10 0		
84. Fahey's Lane to House's, Oberg's, and others	2 10 0		
85. Malley's, Poke's, and others	2 10 0		
86. Sunny Hills Road, from Holden's Corner	16 0 0		
87. Sunny Hills Road to Laird's and others (Kenner's Hill)	2 7 6		
88. Fahey's Road to South Road, via L. King's	10 0 0		
89. South Road (Circular Head)	15 4 0		
90. South Road to Brown's, Stoke's, Green's, and others	5 0 0		
91. Tierney's Road to Cotton's and others	6 13 9		
92. Ford's Road (Forest)	2 10 0		
93. House's, Ford's, and Edwards'	4 15 0		
94. Back Line Road	29 18 11		
95. Plummer's, Shaw's, and Collins'	5 0 0		
96. Plummer's Road to Fern Reserve, via Medwin's	5 0 0		
97. Murray's Road to Davis' and others	82 17 6		
98. Brickmaker's Bay Road to Selections South	8 1 6		
99. Brickmakers' Bay Road to Carlsen's and others	4 3 6		
100. Brickmaker's Bay Road to Kurle's and others	2 5 6		
101. Newhaven Road to Ward's and others	1 15 6		
102. Hogarth's Road towards Newhaven	4 0 0		
103. Lower Scotch Town Road	4 0 6		
Municipality of Clarence—			
104. Good's and others	3 0 0		
106. Cambridge to Sandford	95 5 10		
107. Lindisfarne to Risdon	4 8 4		
108. Causeway to Ralph's Bay Jetty	58 0 0		
<i>Carried forward</i>	1313 9 3		

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	1313	9	3				
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>contd.</i>							
109. South Arm to Sandford	7	10	0				
110. Collier's, Hope's, Wayne's, and others	3	0	0				
111. Risdon-Bellerive Road to Grass Tree Hill Road, through Selections of Sargeant, King, and others	2	10	0				
Municipality of Deloraine—							
112. Blackamoor to Kimberley	3	15	8				
113. Coiler's Creek to Main Road, <i>via</i> Gannon's	2	0	0				
114. Elizabeth Town to Christmas Hills	3	0	0				
115. Parkham to Goodleigh	3	0	0				
116. Deloraine Road to Flower's and Shaw's	2	0	0				
117. Dunorlan Road to Selections, Mersey River	1	15	0				
118. Whiteford Hills Station, West	33	0	0				
119. Golden Valley to Great Lake, <i>via</i> Mansfield's	23	9	6				
120. Sugar Loaf Run Road	5	0	0				
121. Mole Creek to Liena, from Sassafras Creek	5	0	0				
122. Liena to Gadd's Hill	0	12	0				
124. Dog's Head Road to Ashdown's and Rose's	1	0	0				
125. Robinson's and others	2	0	0				
126. Dog Track Road	4	0	0				
127. Caveside Road through Haberle's and Parsons'	5	0	0				
128. Caveside to Western Creek	3	0	0				
129. Cubitt's and others	5	0	0				
130. Heazlewood's and others	1	0	0				
131. Caveside Road, by School	3	0	0				
132. Miles' and others	8	19	7				
133. South Cheshunt to Reifer's and others	8	18	1				
134. From Humphries' to Porter's Bridge, <i>via</i> Morris'	3	0	0				
135. Larcombe's, West's, Joyce's, Porter's, and others	2	0	0				
Municipality of Devonport—							
136. Spreyton to Melrose Road, over Kelcey's Tier ...	7	14	0				
137. Leith Station to Upper Leith	5	0	0				
138. Rundle's to Paloona	7	10	0				
139. Barrington Road, <i>via</i> Cocker's, to Paloona	5	0	0				
140. Melrose Creek to Forth	10	0	0				
141. Paloona School to Paloona Bridge	75	7	6				
142. Denney's to Gerrand's	4	2	0				
143. Middle Road to Latrobe Road	4	15	0				
144. Peart's to Don River	2	10	0				
Municipality of Emu Bay—							
145. Cam Road, East	2	10	0				
146. Mooreville Road, West	7	3	0				
147. Brickport Road	2	10	0				
148. New Country Road to Docking's and Radford's ...	2	10	0				
149. Mooreville Road (extension)	5	0	0				
150. Old Surrey Hills Road	2	10	0				
151. Mooreville Road, from Junction New Country Road at Armytage's	2	10	0				
152. Mooreville Road to Dodds' and Spinks'	2	10	0				
153. Three-mile Line Road	10	0	0				
154. Burnie to Waratah	17	10	0				
155. Oonah Road	45	17	0				
156. Oonah Road to J. Deacon's and Smith's	3	12	0				
157. Oonah Road to Deacon's and McGaw's	2	10	0				
158. Oonah Road to Radford's, Turnbull's, and Charles'	2	10	0				
159. Oonah Road, West, to Snowden Plains	10	0	0				
160. Oonah Road to Martin's, Smedley's, and others ...	18	14	0				
161. South Oonah Road	7	3	0				
162. Burnie to Cam	5	0	0				
163. Burnie to Wivenhoe	5	0	0				
164. Stowport Road	13	5	0				
166. Road to Emmerton's	4	19	0				
167. Natone Road	28	0	0				
168. Glance Creek Road	2	10	0				
169. Glance Creek Road to Woodward's and others ...	2	10	0				
170. Chasm Creek Road to Atkinson's and Morris' ...	2	10	0				
171. Stowport Road to Lynch's and Atkinson's	2	10	0				
172. Bishop's and others	5	0	0				
174. West Pine Road to Clarke's and others	2	10	0				
Municipality of Esperance—							
175. Old Esperance Road	5	0	0				
176. Glenburvie Road	2	10	0				
177. Police Point Road	4	18	6				
178. Narrows Road	2	10	0				
179. Hopetoun Road to Francis' and Bellette's	0	5	2				
180. Hopetoun Road (continuation)	5	0	0				
181. Raminea School to Hastings	9	17	0				
182. Recherche Road	5	0	0				
183. Lady's Bay Road to Southport	15	0	0				
184. Village Settlement Road	11	19	6				
185. McMahon's Road	3	15	9				
186. Hohne's Road, Liverpool Township	7	10	0				
187. Scott's Rivulet Road (left)	2	8	0				
188. Ada Road	8	0	0				
189. Holloway's to Gibbons', McInolty's, and others ...	5	0	0				
190. McInolty's to Williams', Norris', and others	2	10	0				
191. Surges Bay to Holloway's Jetty	7	10	0				
192. Flight's Road to Eaves' and Glock's	2	10	0				
<i>Carried forward</i>	1897	14	6				

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	1897	14	6				
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>contd.</i>							
193. Scott's and Pilling's	1	0	0				
194. To Baker's Selection, Dover	2	10	0				
Municipality of Evandale—							
195. Moy's Gate to Rockland's Boundary, Tea Tree Gate	1	10	0				
196. Steppes to Upper Blessington, Wisloca Flats	5	0	0				
197. Rothwell's, Daw's, and others	4	10	0				
198. Watery Plains Road, near Ball-room	5	0	0				
Municipality of Fingal—							
199. Ben Lomond Road, from Rigney's Lane	5	0	0				
200. St. Paul's Road, turn-off to Leipsic Post Office...	1	9	4				
201. Mathinna to Ringarooma	5	0	0				
202. Rose's Tier Road	4	12	0				
203. Rose's Tier to Cocker's, Davis', and others	2	10	0				
204. Mangana to Tower Hill	2	10	0				
205. Lohrey's, Dudgeon's, and others	2	10	0				
206. Extension to Kellett's and Barwick's Selections...	2	7	2				
207. Holder's, Croft's, and others	2	10	0				
208. Mangana to Yates', Trotter's, and others	2	10	0				
209. Mt. Elephant Road	2	10	0				
210. Gardener's Creek Road	4	11	1				
211. St. Marys to Dublin Town	2	10	0				
212. Newman's, Maney's, and others	2	6	0				
213. Upper Scamander Road, near junction with St. Helens Road	2	12	0				
214. St. Pauls Road to Ayers', Freeman's, and others	2	10	0				
215. Upper Scamander Road	6	16	2				
Municipality of Flinders—							
216. White Mark to the Mines	2	0	0				
217. Samphire River to Gunter's Selections (completion)	4	0	0				
218. Tanner's Bay, to connect North and South Roads	2	0	0	48	0	0	Refund.
Municipality of George Town—							
219. Lefroy Road to Launceston Road	10	0	0				
220. Alford to Karoola	10	0	0				
221. Piper's Brook to Lebrina	10	0	0				
222. Lower Piper to Tunnel Station	5	0	0				
223. To Stonehouse's	3	15	0				
224. To Lefroy, via Lathey's, Ryan's, and Dillon's ...	2	9	6				
225. Launceston Road, to Shegog's, Warren's, and others (old Grubbed Road)	2	10	0				
Municipality of Glamorgan—							
226. Swansea to Campbell Town	10	0	0				
227. Cranbrook to Bicheno (including protection works at Llandaff Bridge)	10	0	0				
Municipality of Glenorchy—							
228. Bowen Road	16	0	0				
229. Tolosa Road	2	10	0				
230. Hill Road	7	10	0				
232. Road to River	13	10	0				
233. Water Lane	2	10	0				
234. New Road to Bismarck	5	0	0				
235. Springdale Road (grading top of hill on Old Road)	38	0	0				
236. Abbotsfield Road to West's and others	4	0	5				
237. Road to Collins' Cap	95	0	0				
Municipality of Gormanston—							
238. Gormanston-Queenstown Road	10	0	0				
Municipality of Green Ponds—							
239. Colebrook to Main Road, through Black Bottom...	73	2	0				
240. Bothwell Road (deviation at Apsley Bridge)	31	3	0				
241. Green Valley Road to Johnson's, Robertson's, and others	1	16	4				
242. Hunting Ground Road, Dysart to Forster's Hill...	2	8	0				
Municipality of Hamilton—							
243. Marlborough Road, Ouse to Derwent Bridge	15	0	0				
244. Hamilton to Broadmarsh, through Sandy Flat ...	10	10	0				
245. Ouse to Marlborough Road, via Saggy Flat	57	19	9				
246. Bothwell, via Gretna, to Macquarie Plains Railway-station	130	1	4				
247. Hamilton to Bothwell, at Hollow Tree Bridge ...	5	0	0				
248. Lane's Tier Road	5	0	0				
249. Hall's Road (deviation), Ellendale to Dunrobin Bridge	24	0	0				
250. Woolpack to Bluff, via Oakes'	5	0	0				
251. Hollow Tree to Selections of Dickenson, Smith, and others	48	4	6				
252. Victoria Valley to Lake Echo and Bothwell Road	5	0	0				
253. Ellendale Main Road at Sandhill (completion) ...	12	3	8				
Municipality of Huon—							
254. Castle Forbes Bay Road	178	0	0				
255. Crowther's Bay Road	5	0	0				
256. Lower Jackson's Road (extension)	5	1	3				
257. Rodman's, Fletcher's, and others	5	1	10				
258. Huonville Bridge to Upper Huon Post-office, including widening at Bridge ..	6	1	10				
259. Latham's Road	2	10	0				
260. Bender's, Hall's, and others	6	0	0				
261. Nation's, Pitt's, and others	2	10	0				
262. Bester's and others	7	2	8				
<i>Carried forward</i>	2881	9	4	48	0	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	2881	9	4	48	0	0	
Public Works Execution Act, 9 Ed. VII. No. 51.— <i>contd.</i>							
263. Woodstock State School to Griggs' and others ...	7	10	0				
264. Ernest Oates' and others	11	17	0				
265. Sawyers' Creek Road	2	10	0				
266. Fleming's, Bell's, and others	30	2	6				
267. Upper Mountain River Road to Stubbing's, Norris', and others	10	0	0				
268. Huon Main Road, through Longley and Upchurch's, to Oates' Bridge	2	10	0				
269. Victoria Township, through Page's, <i>via</i> Frankcombe's, to old Main Road	7	10	0				
270. Woodstock Road to Clarke's, Flynn's, Duggan's, and others	5	0	0				
271. Ranelagh Main Road	15	0	0				
272. North Huon Road (extension to Crown lands) ...	341	14	0				
273. Victoria Township to Dowling's, Lee's, and others	5	0	0				
274. Baker's Creek Road	5	0	0				
275. South Baker's Creek Road	5	0	0				
276. Crabtree Road	7	10	0				
277. Judd's Creek to New Selections	12	7	0				
278. Judd's Creek (branch to Wallis' and others)	2	4	0				
279. Kalla Creek Road	2	8	0				
280. Crabtree to Ball's and others	2	8	0				
281. Ranelagh to Finn's, Mather's, and others	2	8	0				
282. Baker's Creek to Lee's, Bell's, and Lovell's	2	10	0				
Municipality of Kentish—							
283. Alma to Lower Wilmot	20	0	0				
284. Lower Wilmot to Upper Wilmot	14	10	0				
285. Wilmot Road to Spellman's Bridge	17	0	0				
286. Wilmot Road to Hayes' and others	5	0	0				
287. Wilmot Road to King's and others	1	10	0				
288. West Narrawa Road to Wilmot Bridge	5	0	0				
290. Upper Wilmot to Belmont	15	0	0				
291. Belmont Road to Braid's and Raymond's	5	0	0				
292. Spion Kopp, off Jubb's Road	15	9	8				
293. Belmont to Bismuth Mine	9	14	0				
294. Wilmot to Sheffield	10	9	0				
295. Staverton Road to Round Hill	2	15	6				
296. Mt. Claude Road	5	0	0				
297. Mt. Claude to Lorinna	4	14	9				
298. Lorinna Bridge to Back Settlement, <i>via</i> McClenaghan's	4	5	11				
299. T. Smith's and others	1	10	0				
300. Pease's Road to Walter's and others	1	10	0				
301. Sheffield Road to Stoodley School (Kent's Track)	1	10	0				
302. Main Road, <i>via</i> French's, to Ridley's and others	1	10	0				
303. Kent's Track, <i>via</i> Tyler's, to Back Settlement ...	1	10	0				
304. Paradise School to Coleman's	50	0	0				
305. Mt. Claude Road to Sheffield, <i>via</i> Spring-street ...	1	10	0				
306. Spring-street, North	5	0	0				
307. Cross Road to Nook Post-office	1	10	0				
308. High-street, Sheffield to Nook	1	1	7				
309. Kent's Track to White Hawk Creek	5	0	0				
310. Barrington Road to G. and H. Spurr's	1	10	0				
311. Beulah Road	1	10	0				
312. McCarthy's and others	3	0	0				
313. Dynan's Bridge Road towards Kimberley	1	10	0				
314. Minnow to Paradise	3	0	0				
315. Beulah Road to Kimberley Road	1	10	0				
316. Railton to Kimberley	5	0	0				
317. Railton to Hogg's Bridge	8	5	6				
318. Railton to Newbed, <i>via</i> Thomas'	5	1	6				
319. Sunnyside Road to Sheen's and others	8	11	5				
320. Sunnyside Road (Nottage's Hill)	0	8	1				
321. Reardon's and Lowry's	2	10	0				
322. Merseylea to Sunnyside, <i>via</i> Foster's	2	3	5				
323. Claude Road	20	13	8				
Municipality of Kingborough—	0	17	4				
324. Esplanade Road, Margate, South	2	4	10				
325. Kiernan's Road	11	1	2				
326. Peppermint Hill Road	2	10	0				
327. Old Station Road	30	0	0				
328. Hart's and Sproule's	8	0	0				
329. Howden Jetty to Tinder-box Road	2	10	0				
330. T. Sproule's, Hart's, and Worsley's	5	12	1				
332. Blackman's Bay Road	5	0	0				
333. Summerleas to Kingston (widening)	0	12	5				
334. Leslie Road (widening)	5	1	3				
335. South Allen's Rivulet Road	4	10	3				
336. Jameson's Selection	6	0	0				
337. Proctor's Road	5	0	0				
338. Hall's Track Road	14	10	0				
339. To C. A. Stubbing's and others	50	0	0				
340. Poverty Gully Road	2	10	0				
Municipality of Latrobe—							
341. Sherwood Road to Selections, Brown Mountain...	2	4	6				
342. Old Deloraine Road	31	1	0				
343. Fossil Bank Road to Hogg's Bridge	5	0	0				
344. Wesley Vale Road to Beach	10	0	0				
<i>Carried forward</i>	3836	6	8	48	0	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	3836	6	8	48	0	0	
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>							
345. Baker's Lane to Northdown School	1	10	0				
346. Frankford and Green's Creek Road, from Franklin Bridge to Sexton's Creek	3	0	0				
347. From Frankford-Green's Creek Road to Jetty at East Arm	7	0	0				
Municipality of Leven—							
348. Pickett's and others	13	3	5	3	0	0	Transfer.
349. J. Garland's, off Castra Road	10	0	0				
350. Manning's Jetty Road	2	10	0				
351. Jones' and Midgeley's	2	10	0				
352. Ellis', Chilcott's, and others, <i>via</i> Heazlewood's ..	12	7	5				
353. Walker's and Johnston's, from North Motton Road	5	10	9				
354. Brett's Road	5	0	0				
355. North Motton Road to Henslow's and Tongs' ...	2	10	0				
356. Gunn's Plains Road	10	0	0				
357. Stewart's and Chisholm's Road	6	10	10				
358. Clarke's and Reid's (Preston)	5	0	0				
359. West Castra Road (south)	5	0	0				
360. West Castra Road to Nietta Road (near Watt's Hill)	5	0	0				
361. Chapman's and Guest's	2	8	0				
362. Peter Jack's Road	2	4	6				
363. Chisholm's and Ellis' (Preston)	5	0	0				
364. Snare's and others (Abbotsham)	2	10	0				
365. Clerke's Plains Road (Leven end)	5	0	0				
366. Payne's Road	5	0	0				
367. Kindred to Castra	2	10	0				
368. Central Castra to Preston	5	0	0				
370. McDonald's and others, near Closer Settlement	7	10	0				
371. Central Castra to Smith's and others	2	10	0				
372. Fluke's, Banfield's, and others	10	0	0				
373. McDonald's, Stephens', and others	2	10	0				
374. Baxter's and others	5	0	0				
375. Baxter's Road to McFarland's and others	5	0	0				
376. Gaunt's Road, Nietta	5	0	0				
377. Nietta Road (extension to Smith's Plains)	45	1	0				
378. Nietta Road to Jeanbrook	7	10	0				
379. Jeanbrook Road, <i>via</i> O'Sign's, to Nietta Road..	30	18	2				
380. Nietta Road to Wilmot Bridge, <i>via</i> Ritchie's and Dobson's	164	14	5				
381. Simpson's Road to Howe's Selections	2	8	0				
382. Simpson's Road to T. Wright's, Kindred	2	15	0				
383. Riggs' and Russell's	3	10	0				
384. Manson's, Jupp's, and Brown's	5	0	0				
385. Kentish Track to Griffith's and Loane's	2	10	0				
386. Clerke's Plains Road (Kindred end)	4	19	2				
387. Crawford's, Avery's, and Williams'	2	10	0				
388. Flint's, Pearson's, and others	2	10	0				
389. J. and E. Simpson's	14	9	0				
390. To Mrs. Brumby's, Lowana	5	0	0				
391. To Frampton and others	2	8	6				
Municipality of Lilydale—							
392. Underwood to Karoola	5	0	0				
393. Mt. Arthur Road to Hudson's, Ryan's, and others	1	5	11				
394. Mahnken's to Wyena	4	5	9				
395. Doak's Road east to McGowan's and Bardenhagen's	5	0	0				
396. Wyena to Shepherd's and others	21	0	0				
397. Kelly's, Newman's, and others	5	0	0				
398. Lisle Station to Lisle	20	0	0				
399. Gofton's, Kettle's, and others	5	0	0				
400. Lebrina to Golconda	2	10	0				
401. George Town Road to Medwin's and others (extension of Windermere Road)	2	0	0				
402. Turner's Marsh to Launceston (including Beeson's Hill)	12	10	0				
403. Turner's Marsh to Karoola, <i>via</i> State School....	5	0	0				
404. Lower Turner's Marsh to Lefroy Road	2	10	0				
405. Turner's Marsh to McKenna's and others	2	10	0				
406. Lisle Road to Carin's, Boyd's, and others.....	5	0	0				
407. Bassett's and others	4	16	9				
408. Karoola to Lower Turner's Marsh	5	0	0				
409. Ferny Hill to Golconda	18	9	3				
410. Lisle Road to Johnson's and others	5	0	0				
411. Lebrina to Piper's Brook	9	13	1				
412. McEwan's, Eastall's, and others	2	10	0				
413. Doak's Road, east	5	0	0				
414. Green's, Dalby's, and others	7	0	0				
415. Underwood to Massey's, Smith's, and others	15	0	0				
416. Underwood to Cate's and others	5	0	0				
418. Lefroy to Swan Bay, <i>via</i> Coward's	4	19	1				
419. Clarke's Road to Lee's and others	2	10	0				
420. Kirkham's, Baker's, and others	5	0	0				
421. Conlan's Road to Bangor	15	0	0				
422. To Bladen's, Bangor	2	10	0				
Municipality of Longford—							
423. Upper Liffey Road towards Upper Liffey Bridge..	4	0	0				
424. Bullock Holes Road towards Blackwood Bridge ..	4	0	0				
<i>Carried forward</i>	4510	3	11	51	0	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	4510	3	11	51	0	0	
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>							
Municipality of New Norfolk—							
425. Glenfern Road	57	12	4				
426. Den Hill Road	5	7	0				
427. Plenty River Road	5	0	0				
428. Latham's, Triffett's, and Morgan's	2	10	0				
429. Rayner's, Geard's, and Crown lands	16	0	0				
430. Lachlan to White Timber Hill, Gleeson's, Doyle's, and others	47	9	0				
432. Lachlan to Timbs' and others	2	10	0				
433. Bellevue Road, from Deansbury to top of Hill	11	2	6				
434. Back River, Young's to Downie's and others	2	11	6				
435. Back River Road, from deviation at Downie's to Shone's	13	0	0				
436. Riverton Road to Cockerill's, Ransley's, and others	4	15	0				
437. Extension through Braslin's, beyond Bond's	5	0	0				
438. Tyenna Road, above Marriott's	7	10	0				
439. Tyenna Road, from Rumley's towards Rolle's	5	0	0				
440. Tyenna Road, below Marriott's	7	10	0				
441. Percy, Archie, and Charles Marriott's	36	0	0				
442. Fremlin's and others, Road through Stephens' including Road to Sharp's	2	12	5				
443. Roberts', Coates', and others	31	0	0				
444. Bedchambers Road to Selections and Crown Lands	9	3	0				
445. Uxbridge to Bentley's, Sweeney's, Browning's, and Crown Land	32	0	0				
446. Back River Road (top end)	109	0	0				
448. From Jeffrey's, <i>via</i> Otto's, to Kingshott's and others	5	0	0				
449. Huon Track Road (at top end)	45	0	0				
Municipality of New Town—							
450. Bellevue Parade	156	14	0	0	2	0	Refund.
Municipality of Oatlands—							
451. Baden to Whitefoord	15	0	0				
452. Tunnack to Woodsdale, <i>via</i> New Country Marshes	6	0	0				
453. Woodsdale Road to Palmer's, Scott's, and others	4	3	3				
454. Tunnack to Palmer's, Mackey's, Byer's, and others	3	0	0				
455. Stonor to Rhyndaston	1	0	0				
456. Mt. Seymour School to Crichton (completion)	5	15	0				
457. Oatlands to Eastern Marshes, <i>via</i> York Plains	3	0	0				
459. Lower Marshes Road	5	0	0				
460. Jericho to Colebrook	8	0	0				
Municipality of Penguin—							
461. Blythe Road to Walmsley's and Evans'	2	10	0				
462. Groom's, Clarke's, and Lockhart's	20	2	9				
463. Nine-mile Road	2	10	0				
464. Creamery Road No. 2	5	0	0				
465. Roughly's and Elphinstone's	21	4	3				
466. Bramich's, Whitehouse's, and others	5	0	0				
467. Russell's and Hall's	5	0	0				
468. Stott's and Addey's	12	8	0				
469. Oliver's and others	5	0	0				
470. Marshall's and Hooper's	2	10	0				
471. Whitehouse's, Archer's, and others, Riana	90	0	0				
473. Pine Road, <i>via</i> Oliver's, to Rudge's, and Rudge's Road to Dempster's	15	16	0				
474. Pine Road	2	4	11				
475. Loongana Bridge to Hardy's and others	10	7	6				
476. Lowana Road to Kent's, Little's, and others	5	0	0				
477. Smith's, Kenner's, and others	5	0	0				
478. Barrett's and Plapp's	3	1	0				
479. McHugh's and Eastley's	3	0	0				
480. Sushame's and Kaine's	3	0	0				
481. South Road, Leven	9	0	0				
482. South Road to Hutton's, Revell's, and others	2	10	0				
483. South Road to Hobbs' and others	2	2	8				
484. Revell's to Russell's	2	10	0				
485. Blight's and Burgess'	2	10	0				
Municipality of Port Cygnet—							
486. Welling's Road	2	5	0				
487. Roberts' Bay to Burnt Bridge	23	10	0				
488. Moore's, Garth's, and others, with branch to Kelly's, and others	5	0	0				
489. Glazier's Bay Road, through Inch's	2	10	0				
490. Silver Hill Road to Snobb's Point	5	0	0				
491. O'Neil's and Gregor's to Markham's	2	10	0				
492. Grace's Road	7	5	0				
493. Guy's Road at Farrell's Bridge	3	15	0				
495. Main Road (widening) near Burnt Bridge	5	0	0				
496. Scanlon's Road	5	12	6				
497. Deviation at Balfe's Hill (completion)	10	0	0				
498. Lymington to Lovett (widening)	12	10	0				
499. Lymington to Wattle Grove, at Oswell's Hill	7	10	0				
500. Wattle Grove to Lovett (King's Hill)	5	0	0				
501. Wattle Grove to Lovett, <i>via</i> Golden Valley	7	10	0				
<i>Carried forward</i>	5522	13	6	54	2	0	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	5522 13 6	54 2 0	
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>			
502. Coleman's and Lynch's, Birch's Bay	2 10 0		
503. Approach Road, Petchey's Bay Jetty	2 10 0		
504. Lymington to Wattle Grove (Coast Road)	15 0 0		
505. Widening Road near Lovett Township	2 3 4		
506. Lymington to Mrs. T. Coad's and others	2 10 0		
507. Irish Town Road	17 8 11		
508. Gardner's Bay through Devereaux's	10 0 0		
509. Winn's and Cockerill's Road	2 8 0		
510. Dillon's, Coad's, and others (Irish Town)	5 0 0		
511. Little Oyster Cove to Flakemore's, Selby's, and Smith's	5 0 0		
512. Deep Bay to Garden Island Creek	7 10 0		
513. Wilson's, Pregnell's, and others, Deep Bay	5 0 0		
514. Deep Bay to Abel's Bay	37 0 0		
515. Garden Island Creek to Bagot Bay, and Gordon	17 10 0		
516. Port Cygnet Cross Road, from Woodbridge	9 12 0		
517. Sculthorpe's Road to J. Baldwin's	5 0 0		
518. Fletcher's and others	2 10 0		
519. Sawpits Road to Rex's	2 10 0		
520. From Thurston's Road to Cripps', Robertson's, and others	15 18 0		
521. Woodbridge to Gordon	34 18 0		
522. Deer's Road (top end)	2 10 0		
523. From Middleton Hall along foreshore to Main Road	5 0 3		
524. Approach Road, Bagot Bay Jetty	3 15 0		
525. Burnt Bridge to Mansfield's	1 10 0		
526. Devereaux's and Coad's Road, at Lymington	5 0 0		
527. Halton's and Coad's Road	2 10 0		
528. Kettering, to Ball's, Mercer's, and Oxley's	3 0 0		
529. Cox's Road to Farnell's	7 0 0		
530. Gardner's Bay Road to Free's, Gordon's, and Harvey's	40 17 5		
Municipality of Portland—			
531. Anson's Bay Road	5 0 0		
532. Priory to Mussel Roe	2 10 0		
533. New England Road	5 0 0		
534. Pyengana to Mathinna	7 10 0		
535. South George's River Road	5 0 0		
536. North George's River Road to Smith's and others	2 10 0		
537. Pyengana to Weldborough	10 0 0		
538. Lottah to Pyengana, via Anchor Mine	10 0 0		
539. St. Helen's to New Settlement, Upper Scamander	10 0 0		
540. North George's River Road to Smith's and others	2 10 0		
Municipality of Richmond—			
541. Colebrook to Rhyndaston	18 0 6		
542. Rhyndaston to Selections of Iles, Mackie, and others	13 0 0		
543. Colebrook to Tunnack	10 0 0		
544. Wylie's to Dransfield's, Iles', and others	2 10 0		
545. Spring Hill Bottom through Ibbott's	2 10 0		
546. Coalmine Creek to Brookes', Coombe's, and others	13 0 0		
547. Yarlington Road, from Stainer's to Gleeson's, Smith's, and Duggan's	10 0 0		
548. Colebrook to Yarlington, at Sandhill	237 11 1		
549. Yarlington to Black Hill, to Stainer's, Denney's, and Freeman's	2 10 0		
Municipality of Ringarooma—			
551. Legerwood to Ringarooma	25 0 0		
552. Counsel's, Loone's, and others	25 0 0		
553. Deviation at Bank Hill, Derby	10 0 0		
554. Ringarooma to Mathinna	4 12 0		
555. West Maurice	15 0 0		
556. Gladstone to Boobyalla	7 4 6		
557. Branhholm to Ruby Flat	5 0 0		
558. Wines', Thompson's, and others	5 0 0		
559. Jago's, Shanhan's, and others	10 0 0		
560. Cox's, Scott's, Lohrey's, and others	8 16 0		
561. Gladstone to Moorina	15 0 0		
562. Haas', Scott's, and Murphy's	5 0 0		
563. Campbell's, Harvey's, Cam's, and others	5 0 0		
564. Viney's, Wilson's, and others	2 10 0		
565. Kamona, extension to Daker's and others	5 0 0		
566. Whitmore's, Shelley's, and others	5 0 0		
567. Branhholm Lane to Wilson's Rowlands', and others	13 0 0		
568. Gunton's, Rainbow's, Johnston's, and others	4 5 0		
569. Graham's, Creighton's, and others	2 10 0		
570. Branhholm Lane to Diprose's and others	2 10 0		
571. New River to Styles', Roberts', and others	2 10 0		
572. Ringarooma to Weldborough	5 0 0		
573. Merrick's, Boulthbee's, and others	5 0 0		
574. Scottsdale-Derby Road	38 16 3		
Municipality of Ross—			
575. Great Lake Road, near top of Western Tiers	106 15 1		
Municipality of Scottsdale—			
576. Minstone Road to Ringarooma Road	10 0 0		
577. Findlay's, Gill's, and others	10 0 0		
578. Ten-mile Track	25 0 0		
<i>Carried forward</i>	6543 4 10	54 2 0	

	Expenditure.	Receipts.	Remarks on Receipts
	£ s. d.	£ s. d.	
<i>Brought forward</i>	6543 4 10	54 2 0	
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>			
579. Extension Maryvale Road to Railway	10 0 0		
580. Kamona Road to Railway	46 19 1		
581. Bonner's, Thurston's, and others	4 19 6		
582. Coope's Road to Reynolds' and others	5 0 0		
583. James', Taylor's, and others	2 10 0		
584. Extension, McGilp's Lane	2 10 0		
585. Newitt's, Carter's, and others	2 10 0		
586. Richardson's, McBean's, and others	2 10 0		
587. Lyndhurst Turn-off to Forester Settlement	2 10 4		
588. Lietinna to West Scottsdale	2 10 0		
589. Dunkley's Road Extension	5 0 0		
590. Mt. Cameron Road (deviation at Scottsdale, completion)	4 19 8		
591. Bridport Deviation at Campbell's Hill (completion)	10 0 0		
592. West Scottsdale to Lisle Road	5 0 0		
594. Diddleum Road, extension to Selections	10 0 0		
595. Propsting's, Craw's, Taylor's, and others	5 0 0		
Municipality of Sorell—			
596. Dunalley to Eaglehawk Neck	10 0 0		
597. Blackman's Bay Road	5 0 0		
599. Nugent to Buckland	2 10 0		
600. Cherry Tree to Wattle Hill	17 0 0		
601. Sorell to Richmond (completion)	61 2 0		
602. Cherry Tree Opening to Thornbury's, Pace's, and others	2 8 6		
603. Nugent to Kellevie	5 1 8		
604. White Hills to Green's and Long's (Wattle Hill end)	5 0 0		
605. Finger-post to Carlton	2 10 0		
606. Carlton to Dunalley	7 10 0		
607. Carlton to Dodge's Ferry	2 10 0		
608. Dodge's Ferry to Alomes' and others	2 10 0		
609. Nelson's Tier Road (completion and extension) ...	2 10 0		
610. Geo. Copping's, Jenkins', Burden's, and others (Kellevie end of Road)	18 0 0		
611. Newman's Creek Road to Trenham's	2 10 0		
Municipality of Spring Bay—			
612. Orford to Spring Bay (Sea Wall)	1 0 4		
613. Buckland to Nugent	79 0 0		
614. Orford to Sandspits and Woodsdale Road	5 0 0		
Municipality of St. Leonards—			
615. Camden Road	84 7 9		
616. Camden Road to Olding's and others	2 10 0		
617. Diddleum Road, <i>via</i> Sullivan's and others	5 0 0		
618. St. Patrick's River to Myrtle Bank	5 0 0		
619. St. Patrick's River to Scottsdale Road	1 17 6		
620. Lisle to Myrtle Bank	2 10 0		
621. Watery Plains Road, near Rocklands	7 4 0		
622. Archdale's and others	4 14 9		
623. Harris' and others	2 10 0		
624. Bourke's and others	2 10 0		
625. Lewis', Gee's, Adams', and others	7 0 0		
626. Mulgrave Crescent	6 5 0		
Municipality of Strahan—			
627. Henty Railway-siding to Selections of Watkins, Stacey, and others	5 0 0		
628. Lowana Road to Selections of Driffield, Cairns, and others	2 10 0		
629. Opah Road to Selections of Martin, Ware, Moore, and others	50 0 0		
Municipality of Table Cape—			
630. Mole's, Watt's, and Ridge's	9 17 6	0 1 0	Refund
631. Road to Calder's	2 10 0		
632. Myalla Road	15 0 0		
633. Flowerdale Road to Gates' and Crisp's	10 0 0		
634. Robertson's, Hunt's, and others	9 17 3		
635. Myalla Road to Flowerdale Road, through Fenton's Run	31 11 6		
636. Connection, Myalla-Flowerdale Road, at Hyena Rocks	2 10 0		
637. Dobson's and King's	2 10 0		
638. Flowerdale Road	15 0 0		
639. Flowerdale Road to Tucker's	55 8 6		
640. Flowerdale Road to Reilly's and Shekleton's	10 7 8		
641. Flowerdale Road to Calder Road, <i>via</i> Toomey's ..	9 11 10		
642. Calder Road	38 1 0		
643. Calder Road to Blackwell's and Harris'	20 0 0		
644. Preolinna Road	17 10 0		
645. Page's Road	25 0 0		
646. Ambrose's and Ketel's, from Preolinna Road	109 8 0		
647. Calder Road to Reilly's, Toomey's, and others ..	5 0 0		
648. Wilkinson's Plains Road	25 0 0		
649. Johnson's and Perger's	15 13 0		
650. Biggin's Road	10 0 0		
651. Wynyard to Waratah	77 13 0		
652. Takoné Road	126 19 0		
653. Takoné Road to Moore's Plains Road, connection (Rothwell's Track)	8 0 0		
654. Beamish and Pegus, <i>via</i> Kilburn's	98 8 9		
<i>Carried forward</i>	7836 1 11	54 3 0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	7836	1	11	54	3	0	
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>							
655. Smart's and Cleveland's	4	14	3				
656. Big Creek Road (Maroney's to Wynyard)	2	17	6				
657. Table Cape Road	10	0	0				
658. Seabrook to Mount Hicks Road	2	10	0				
659. Seabrook to Poke's	10	0	0				
660. Road to James Armstrong's	23	14	6				
661. Cross Road at Harrison's to Smith's, Cooper's, and others	5	0	0				
662. Cam Road to Dayton's and others	13	0	0				
663. Cam road, west	5	0	0				
664. Pearce's and others, from Cam Road at 6 miles ...	5	7	5				
665. Gilmour's, Norton's, and others	10	0	0				
666. Quiggin's Road	2	10	0				
667. Myalla Road to Elphinstone's and others	5	0	0				
668. Seabrook to Cooper's	2	10	0				
669. Extension of Myalla Road into Meunna Settle- ment	54	8	4				
Municipality of Tasman—							
670. Nubeena to Impression Bay	7	10	0				
671. Premaydena to Nubeena	5	0	0				
672. Carnarvon to Nubeena	5	0	0				
673. Taranna to Koonya	5	0	0				
674. Through Quarrell's to Cates' and others, Koonya	7	10	0				
675. Taranna to junction of Carnarvon-Koonya Road...	2	16	0				
676. Tunnel Bay Road	13	6	10				
677. Nubeena to Badger Creek	1	3	0				
678. Premaydena to Saltwater River, at Price's Flat...	5	0	0				
679. Nubeena to Saltwater River, from junction with Roaring Beach Road	2	0	0				
680. Saltwater River to Barnicoat's and others	5	0	0				
681. Eaglehawk Neck to Taranna	2	6	6				
682. Koonya to Paul's, Quarrell's, Doddridge's, and others	5	0	0				
683. Eaglehawk Neck, from Main Road to Tasman's Arch	4	14	5				
684. Premaydena to Locke's Bridge	5	0	0				
Municipality of Waratah—							
685. Road to Magnet East	95	0	0				
687. Waratah to Wynyard	29	18	0				
Municipality of Westbury—							
689. Upper Liffey Road	95	0	0				
690. Selbourne to Launceston	5	7	4				
691. Black Sugarloaf Road to Priestley's	9	0	0				
692. Black Sugarloaf Road to Denman's	2	5	3				
693. McBain's Road	50	0	0				
694. South Frankford Road to Hall's and Traill's	2	10	0				
695. Towers' Road (Frankford)	10	0	0				
696. Frankford Road west, from Gowan's, towards Sex- ton's Creek	4	1	11				
697. Coppermine Road	7	16	8				
Municipality of Zeehan—							
699. Zeehan towards Trial Harbour	15	0	0				
700. Rosebery to Williamsford	7	10	0				
Huon Road, as under—							
701. In Municipality of Esperance	29	16	9				
702. In Municipality of Huon	341	8	0				
703. In Municipality of Kingborough	35	4	8				
Bridges.							
704. Pat's River, Flinders Island, on Road to Mines...	5	0	0				
705. Denison River, Upper Huon	6	0	0				
706. Agnes Rivulet, at Scanlon's	3	8	3				
707. On Road to Batchelor's, at Woodstock	2	10	0				
708. Guide Piling for navigation, Bridgewater Bridge	150	0	0				
709. Arthur River (additional)	4	11	1				
710. Frankland River (additional)	15	0	0				
712. Additions to Bridges and Jetties generally	8	8	4				
Jetties.							
716. Rocky Cape (additional)	17	0	0				
Harbours.							
718. Shipping Accommodation, Whale's Head (addi- tional)	15	0	0				
719. Currie Harbour, King Island	46	11	5				
Harbours.							
722. Dredging at Southport Jetty (part cost)	0	14	1				
Tracks.							
723. Tracks generally	34	17	6				
724. Trowutta to Balfour, between Arthur and Frank- land Bridges	18	11	8				
725. Zeehan to Balfour, including bridges	25	0	0				
Miscellaneous.							
726. Wire for fencing Reserve for Half-castes, Cape Barren Island	5	0	0				
728. Drainage, Mowbray Swamp	18	15	11				
729. Drainage, Irish Town Swamp	5	0	0				
730. Improvements to Creek, Gormanston	5	0	0				
731. Mount Cameron Water-race	3000	0	0				
733. Peel-street, Launceston, to Westbury Road, through Normanston Estate	25	0	0				
734. Roads, Bridges, Excesses, Surveys, and Contin- gencies, including Purchase	3	3	0	3	3	0	Survey fee.
<i>Carried forward</i>	12,223	10	6	57	6	0	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	12,223	10	6	57	6	0	
Public Works Execution Act, 9 Ed. VII. No. 51— <i>contd.</i>							
Buildings.							
736. Technical School, Launceston (completion)	7	6	10				
737. Technical School, Hobart (completion)	25	0	0				
738. Strong Room, Lands Titles' Office	4	10	0				
742. Connections from Public Buildings, Hospital, and Schools, Hobart, to Metropolitan Sewerage	909	7	6	208	9	10	Transfer
743. Hospital for Insane, New Norfolk (completion) ...	9	0	1				
745. Courthouses and Police Buildings generally	871	3	0				
750. Bakery, including Store and Oven, New Norfolk Asylum	12	6	9				
753. Provision for construction of Buildings for Con- sumptive Patients	200	13	2				
Railways (Existing Lines).							
Main Line.							
754. Additions to Buildings, Sidings, Turn-table, &c....	0	4	0				
755. Duplication of Line between Hobart and New Town (about 3 miles), including Interlocking New Town Station	222	1	2				
Western Line.							
756. Additions to Buildings, Sidings, and other Works Fingal Line.	38	5	5				
759. Additions to Buildings, &c.	2	14	4				
Scottsdale Line.							
760. Additions to Buildings, Sidings, &c.	77	10	3				
Railways Generally.							
764. Additional Rolling-stock, Fittings, Belpaire Boilers, &c.	2460	18	10				
765. Installation of Electric Light in Carriages	1330	6	4				
767. Surveys, Designs, and Estimates for Remodelling Station-yard at Launceston, with Alterations ...	12	10	0				
768. Contingencies	116	13	5				
Clause 8. Scottsdale Road to St. Leonards (King's Lane to Abel's Hill)	2	10	0				
Clause 9. Deloraine to Reedy Marsh, <i>via</i> Johnson's, to Porter's Bridge	5	0	0				
Clause 11. Road from Schmidt's Bridge, through O'Connor's, to Crown Lands Selections ...	283	2	6				
	18,814	14	1	265	15	10	
Loan to Hobart Fire Brigade Board, 1 Geo. V. No. 33	2007	10	0				
Public Works Execution Act, 1 Geo. V. No. 51.							
ROADS.							
Municipality of Beaconsfield—							
1. Aulich's to Beaconsfield	31	6	3				
2. York Town Road	7	7	1				
3. Jacksons' and Baker's and approaches Leonards- burgh Bridge	49	10	0				
4. McCallum's, Best's, Dally's, and others	30	0	0				
5. Frankford to Beaconsfield	40	0	0				
7. Beaconsfield Road—Supply Bridge to Mrs. Julia Moore's	181	13	7				
9. Main Road towards Supply Church	47	12	0				
10. Holwell to Winkleigh	21	0	0				
11. South Winkleigh to Holwell, <i>via</i> Nettlefold's ...	95	0	0				
12. Winkleigh to Beaconsfield, <i>via</i> Flowery Gully...	95	0	0				
13. Owen's, Walter's, and Lambert's	47	12	0				
14. Scott's and Stonehouse's	47	15	4				
16. Beaconsfield Road to Lawry's and others	36	10	0				
17. Worthington and Gibbs', through Annear's	47	12	0				
18. Winkleigh to Exeter, near Hopkilns	95	0	0				
19. Glengarry to Winkleigh, <i>via</i> O'Toole's	47	12	0				
20. Glengarry Road to McBain's and others	47	12	0				
21. Glengarry Road to Fraser's and others	47	12	0				
22. Layton's, Jones', and others	47	12	0				
23. Glengarry to Bridgenorth	47	13	4				
24. Through Connelly's to Miller's and others	44	10	0				
25. Glengarry to Forester Hill, <i>via</i> Gowan's	43	10	0				
26. Bridgenorth to Forester's Hill	4	11	0				
27. Long Plains Road, through Cameron's, to Glen- garry Road	95	0	0				
28. Ecclestone Road, through Goerner's and Thomp- son's	41	0	0				
29. Bridgenorth Road, from West Tamar Road	20	0	0				
30. Bridgenorth Junction to Exeter (Main Road) ...	40	0	0				
31. Blackwall Jetty to Deviot Jetty	155	11	0				
32. Craythorn Road	48	0	0				
33. Beaconsfield Road to J. S. Atkinson's and others	54	10	0				
34. South Winkleigh to Smith's, Adams' and others	47	10	0				
35. From Launceston-Beaconsfield Road to Deviot Jetty (conditional)	150	0	0				
36. Beaconsfield to Holwell	293	0	0				
Municipality of Bothwell—							
37. Bothwell to Blue Hill (Horse Gully)	192	0	0				
38. Bothwell to Hollow Tree	272	0	0				
<i>Carried forward</i>	2612	1	7				

	Expenditure.			Receipts.			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	2612	1	7				
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
39. Bothwell to Shannon Bridge at Great Lake	486	0	0				
40. Bothwell to Lake Echo, from Great Lake Road to Ouse Bridge	189	10	0				
41. Apsley to Jericho, <i>via</i> Blackmarsh and Strathbarton	96	4	2				
42. Bothwell to Interlaken, <i>via</i> Lake Crescent	150	0	0	5	14	9	Transfer.
43. Bothwell to Ouse, <i>via</i> Triffett's	42	0	0				
44. Interlaken to Steppes	71	12	10				
45. Bothwell to Blue Hill, at Hell's Gates	48	5	0				
Municipality of Brighton—							
46. Sattler's and Anderson's, near Bagdad Hall	3	10	0				
47. North Dromedary Road (towards Broomhead's) ...	100	0	0				
48. Riverton Road (continuation near Hughes' Jones', Boyer's, and others)	98	0	0				
49. Lamprill's to Daddy Baker's Creek	12	0	0				
50. Broadmarsh Road to Brighton, near James' Quarry	7	0	0				
51. Millvale to Dickenson's and others	47	10	0				
52. Black Brush Lane, between Collis' and Broadmarsh Road	124	0	0				
53. Graham's Creek Road	72	0	0				
54. Bluff Road, between Howard's, and James', to Bleathman's	87	0	0				
56. Back Road, from Brighton Junction to Austin's Ferry	286	10	10				
57. Round Cove Hill towards Bridgewater	175	0	0				
58. Old Beach towards Brighton, through Baskerville ..	81	7	6				
59. Phillips' Selection to Tea Tree Siding	47	5	0				
Municipality of Bruni—							
60. Barnes' Bay Road to Blythe's, Johnston's, and others	39	13	2				
62. Adventure Bay Road	210	0	0				
63. Simpson's Point Road to Aiken's and others ...	108	0	9				
64. Lockley's and others	42	15	0				
65. Adams' Davis', and others	29	16	0				
66. Alanna to Lunawanna	245	0	0				
67. Daniel's Bay Road to Jetty	147	0	0				
68. Little Taylor's Bay Road	95	0	0				
Municipality of Campbell Town—							
69. Campbell Town to Swansea	26	0	0				
70. Campbell Town—Swansea Road to Lake Leake...	8	10	0				
Municipality of Circular Head—							
75. Marrawah Main Road	247	12	6				
76. Marrawah Road, through Ford's, to Thompson's and others	115	0	0				
80. Comeback Road, <i>via</i> Wells', to Tramway	106	0	0				
81. Green Point to Montagu	142	10	0				
82. Montagu Road to Carr's and others	48	0	0				
83. Montagu to Smithton	150	0	0				
84. Smithton to Maley's and others	47	15	6				
85. Atkinson's, Grey's, and others	47	10	2	40	0	0	Refund.
86. Mowbray Swamp Road, <i>via</i> Purton's and others ..	86	0	0				
87. Mowbray Road to Heathorn's and others	62	0	0				
88. Mowbray Road to Lade's and others	39	1	0				
90. Scotch Town Road to Blackwood Bridge	95	1	6				
91. Blackwood Bridge to Christmas Hills	142	10	0				
92. Christmas Hills Road to Farnham's and others ..	71	0	0				
93. Christmas Hills Road to Fixter's and others...	95	0	0				
94. Christmas Hills Road to Ralston's and others...	47	12	0				
95. Smithton to Scotch Town	97	10	0				
97. Finger-post to Smoker's Bank	59	18	1				
98. John's Hill Road to Field's and others	95	5	0				
99. Trowutta Road—Scotch Town to Allen's Creek...	438	6	0				
100. Trowutta Road—Allen's Creek to Duck Bridge...	518	0	0				
101. Trowutta Road—Duck Bridge to Roger River ...	386	0	0				
102. Fenton's, Pryor's, and others	13	3	3				
103. Hewitt's and others	36	0	0				
104. Mackey's and others	171	14	1				
107. Smith's and McLachlan's	95	0	0				
109. Irish Town Road, <i>via</i> Young's Hill	95	19	6				
110. Sunny Hills Road, from Holden's Corner	241	0	0				
111. Sunny Hills Road to Gabv's and Stephenson's...	47	10	0				
112. Sunny Hills Road to Lovell's and Thurston's ...	2	10	0				
113. Sunny Hills Road to John's and House's	48	0	0				
114. Maguire's and others	95	5	6				
115. Fahey's Road to South Road, <i>via</i> King's	13	10	0				
116. Fahey's Road to Oberg's and others	47	12	0				
117. Smoker's Bank Road to Hill's, Wells', and others	46	15	4				
118. Back Line Road	233	0	0				
119. Back Line to Wells', Healey's, and others	5	8	6				
120. Back Line Road to Fern Reserve	96	0	0				
122. South Road (Circular Head)	265	0	0				
123. Mengha Reserve to Shipp's, Burke's, and others	35	11	0				
124. House's, Ford's, and Edwards'	72	0	0				
131. Connell's Hill	48	0	0				
132. O'Connor's, Grieve's, and others	91	0	0				
133. Tierney's Road to Cotton's, and others	97	13	9				
<i>Carried forward</i>	10,823	16	6	45	14	9	

	Expenditure.			Receipts.			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	10,823	16	6	45	14	9	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
134. Plummer's Road to Fern Reserve, <i>via</i> L. Medwin's	96	10	0				
135. Brickmakers' Bay Road to Selections South	152	7	2				
136. Brickmakers' Bay Road to Carlsen's and others	71	11	6				
137. Brickmakers' Bay Road to Hill's and others	91	0	0				
138. Boys' Road				0	1	6	Refund.
143. Brickmakers' Bay to Sheehan's and others	47	9	0				
144. Road, Deviation at Haywood's, including land purchase	70	4	0				
Municipality of Clarence—							
145. Bellerive to Cambridge (Dawson's Hill)	92	2	0				
146. Sorell Road, Cambridge, to Sandford Boundary	90	0	0				
147. Lindisfarne Boundary to Stone House, Risdon	94	13	6				
148. Risdon Ferry to Richmond Boundary	24	14	6				
149. Good's, Riley's, and others	60	0	0				
150. Geilston Bay to Back Selections	95	0	0				
152. Sandford Jetty to Causeway	95	5	0				
153. Post Office, South Arm, to Main Road	45	0	0				
154. Cambridge Road, near Bellerive, to Lindisfarne	7	10	0				
155. Seager's, Simmonds' Law's, and others	95	0	0				
156. South Arm to Sandford	96	2	1				
157. Sandford Causeway to Rushy Lagoon	45	0	0				
158. Sorell Road to Lane's Railway Crossing	47	10	0				
159. Sandford Road towards Howrah	47	10	0				
Municipality of Deloraine—							
160. Coiler's Creek to Main Road, <i>via</i> Gannon's	98	19	10				
161. Parkham to Goodleigh	90	13	3				
162. Parkham Road to C. Walker's and others	48	13	0				
163. Parkham Road to Flower's and Shaw's	2	4	0				
164. Tongataboo Road, near Coates'	77	0	0				
165. Sugar Loaf Run Road	89	0	0				
166. Chudleigh Road to Fall's	83	11	0	3	0	0	Contribution.
167. Miles' and others	96	14	11				
168. Mole Creek to Liena	186	17	6				
169. Liena to Gadd's Hill	192	0	0				
171. Dog's Head Road to Ashdown's and Rose's	5	0	0				
172. Rose's, Green's, and Baldock's	27	10	0				
173. Black Creek Road	45	0	0				
174. Back Creek Road to Baldock's Cave and Selections	35	0	0				
175. Robertson's, Fraser's, and others	5	6	6				
176. Dog Track Road	96	0	0				
177. Caveside Road to Haberle's and Parsons'	96	0	0				
179. Caveside to Western Creek	238	0	0				
180. Heazlewood's and others	4	0	0				
181. Scott's and Ashdown's (Chudleigh)	47	10	0				
182. Martin's and others	48	0	0				
183. Meander Road South to Bowles' and others	95	11	0				
184. Meander Road to Cubitt's and Linger's				3	0	0	Transfer.
185. Meander Road to Poynton's and others	19	0	0				
186. Golden Valley to Great Lake, <i>via</i> Mansfield's	135	16	6				
188. Larcombe's, Joyce's, and others	41	12	0				
189. Bailey's, Enwright's, and others	90	0	0				
190. Sullivan's, Browder's, and others	108	5	0				
191. Humphrey's to Porter's Bridge, <i>via</i> Morris'	96	9	9				
192. Deloraine to Tongataboo—High Plains Deviation	47	8	6				
193. Elizabeth Town to Christmas Hills	95	11	11				
194. Lee's, Whiteley's, and others, West Meander	47	12	0				
195. Falls Creek to Meander River Bridge	374	4	6	47	0	0	Contribution.
196. Red Hills to Falls Creek	102	4	0				
Municipality of Devonport—							
197. Spreyton to Melrose over Kelcey's Tier	59	0	0				
198. Spreyton Road to Durkin's and others	38	3	11				
199. Peart's to Don River	138	10	0				
200. Melrose Creek to Forth	96	0	0				
201. Barrington Road, <i>via</i> Cocker's, to Paloona School	112	17	0				
202. Paloona School to Paloona Bridge	190	0	0				
203. Middle Road to Latrobe	182	14	1				
204. Leith Station to Upper Leith	59	0	0				
Municipality of Emu Bay—							
207. Mooreville Road West to New Country Road	228	3	0				
208. New Country Road to Docking's and Radford's	7	10	0				
209. Mooreville Road, from New Country Road	40	0	0				
211. Mooreville Road to Dodds' and Spinks'	35	1	5				
212. Three-mile Line Road	20	0	0				
213. Burnie to Waratah (Oonah Junction to 20-mile)	289	3	3				
214. Burnie to Waratah (20 to 31 mile)	207	0	0				
215. Oonah Road	37	17	8				
218. Radford's and Charles'	7	10	0				
220. Brown's, Lucas', and others	1	11	0				
223. South Oonah Road	167	0	0				
224. Kara Road	131	4	0				
225. Stowport Road	124	0	0				
227. Natone Road	197	14	0				
228. Lynch's, Clarke's, and others, Natone	95	0	0				
229. Glance Creek Road to Tighe's and others	144	0	0				
<i>Carried forward</i>	17,763	19	9	98	16	3	

	Expenditure.		Receipts.		Remarks on Receipts.
	£	s. d.	£	s. d.	
<i>Brought forward</i>	17,763	19 9	98	16 3	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>					
230. Glance Creek to Woodward's and others	7	10 0			
232. Bishop's and others	7	10 0			
233. Chasim Creek Road to Atkinson's and others	2	4 0			
234. Natone Road through Atkinson's and Morris' ..	2	2 6			
236. Mitchell's and Dempster's	40	0 0			
239. Deviation at Dooley's Hill, Natone Road (land to be given)	6	0 0			
241. Natone Road to Moore's and Ellis'	43	0 0			
Municipality of Esperance—					
242. Ratcliffe's, Thiessen's, and Thompson's, through Vincent's Selection	86	0 0			
243. Judd's Hill Road to Costain's, Regan's, and others	42	0 0			
244. Through McNulty's to Williams' and Norris' ..	13	0 0			
245. Surges' Bay to Brookes' Bay	52	5 0			
246. Whale Point Road	82	14 2			
247. Old Esperance Road	160	16 9			
248. Raminea to Dover (at Raminea Flat)	89	0 0			
249. Coast Road to Kube's and others (extension) ...	43	0 0			
251. Stubbs' and Clennett's, extension of forming ...	47	10 0			
252. Cockle Creek to Catamaran	2	16 5			
253. Leprena to Lune River	74	10 0			
254. Ida Bay Road to Wharf	9	0 0			
255. Hastings to Southport and Crown Lands	90	0 0			
256. Village Settlement Road to Selections	9	10 0			
257. To Knight's	2	12 6			
258. Folkstone Road (extension)	39	7 6			
259. Donnelly's Road	9	10 0			
260. Kermandie Jetty to Main Road	42	15 0			
261. Clarke's Road	47	10 0			
262. Hohne's Road, Liverpool	39	0 0			
263. To Dickson's and others, Liverpool	14	17 0			
264. Hynde's Road and Old Back Road	48	9 6			
266. Arve Road (extension to Crown lands)	190	6 1			
267. Huon Road (widening)	399	9 4	7	14 0	Sale.
Municipality of Fingal—					
269. Mathinna to Fingal	12	10 0			
270. St. Paul's Road to Ayers', Freeman's, and others ..	7	10 0			
271. Storey's Creek Road to Mines	40	0 0			
272. Gardiner's Creek Road, and branch to Oliver's...	66	11 0			
273. Gray Road to Langer's, Leech's, and others ..	15	0 0			
275. Thompson's Marsh Road, near Lehner's	43	10 0			
276. Falmouth Road from junction Scamander Road...	15	0 0			
277. St. Marys to German Town	7	10 0			
278. Newman's, Maney's, and others	7	10 0			
279. Mt. Elephant Road	7	10 0			
280. Rose's Tier Road, near Mullins'	15	0 0			
283. Mathinna to Brooks', Clayton's, and others	15	0 0			
284. Mathinna to Pyengana, <i>via</i> Dilger's	42	10 0			
285. Mangana to Yates', Trotter's, and others	7	10 0			
287. Mathinna to Ringarooma	30	0 0			
288. Tower Hill Road, from Mangana	7	10 0			
289. Mathinna Road to Norcott's, Barnes', Hart's, and others.....	25	0 0			
290. Holder's, Croft's, and others	7	10 0			
291. Ben Lomond Road Extension	15	0 0			
292. St. Patrick's Head Road	15	0 0			
Municipality of Flinders—					
293. Roads generally	133	6 3			
Municipality of George Town—					
295. From North Street to Geale's, Davidson's, Lambert's, and Brown's	2	12 0			
296. Egg Island Creek Road	399	9 1			
298. Lefroy to Lathey's, Dillon's, and others	5	5 11			
299. Lefroy Road to Launceston Road	9	1 0			
300. Lefroy Road to Lower Turner's Marsh	56	0 0			
301. Launceston Road to Shegog's, Warren's, and others (old grubbed road)	2	10 0			
302. Alford to Karoola	30	0 0			
303. Piper's Brook to Lebrina	90	0 0			
304. Denman's, Young's, Proctor's, and others	2	10 0			
305. Lower Piper to Tunnel Station	275	14 6			
306. Johnston's, Walden's, and others (Weymouth)...	95	5 0			
307. Lower Piper to Freeman's and others	7	12 0			
Municipality of Glamorgan—					
309. Swansea to Campbell Town	78	9 6			
310. Cranbrook to Bicheno (metalling)	62	9 6			
Municipality of Glenorchy—					
311. Bowen Road, Moonah	192	0 0	0	1 0	Refund.
312. Tolosa Road to Klug's and Pitt's	5	18 3			
313. Extension of Road from Smith Street	48	2 6			
314. Extension of Road from Hill Street	47	10 0			
315. Montrose Road to Gordon's, Rattle's, and Anderson's	88	19 3			
<i>Carried forward</i>	21,543	11 3	106	11 3	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	21,543	11	3	106	11	3	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
316. Glen Road to Springdale Road	189	0	0				
317. Springdale Road	10	0	0				
318. Foster's and others	48	0	0				
319. Brinckman's and Hall's	38	0	0				
320. Mary's Hope Road	47	10	0				
321. Bismarck Road, including portion near School ...	181	18	2				
322. Abbotsfield to Reynolds', West's, and others	94	12	9				
323. Road to River	0	17	3				
Municipality of Gormanston—							
324. Gormanston to Queenstown, South Hill (including guard fencing)	12	10	0				
325. Comstock Road, from Gormanston	20	0	0				
Municipality of Hamilton—							
327. Ellendale to Dunrobin Bridge	75	0	0				
329. Hamilton to Broadmarsh, through Sandy Flat...	135	2	0				
330. Hollow Tree Road to Broadmarsh	19	0	0				
331. Marlborough Road (Ouse to Derwent Bridge)...	257	0	0				
332. Ouse Bridge to Marlborough Road (via Saggy Flat)	90	0	0				
334. Lane's Tier Road	95	5	0				
335. Ellendale Road towards Doctor's Corners	74	0	0				
336. Dawson's Road, from Dunrobin Bridge	374	13	1	7	14	9	Refund.
337. Dillon's Bridge to Clarke's and Cook's	73	0	0				
Municipality of Huon—							
339. Lower Jackson's Road	49	0	0				
340. Thiessen's, Carr's, and Daley's	95	7	11				
341. Flakemore's Road	47	10	0				
344. Watsons' Road	85	10	0				
345. Short's and Cannell's	1	17	0				
346. Quinn's, Watson's, and others	47	10	0				
348. Huon Bridge to Southbridge Jetty	44	3	3				
349. John Smith and Son's	10	0	0				
351. Hall's, Bender's, and others	19	5	0				
352. Huonville to Lovett	195	10	0				
353. Upper Mountain River to C. Oates' (Junior) ...	47	10	0				
354. Blackfish Creek Road	48	0	0				
355. Oates' Bridge, through Upchurch's and Longley's	47	10	0				
357. From Main Road to Voss', Dowling's, and others	49	15	0				
358. Knight's Road	9	10	0				
359. Upper Woodstock Road towards Jetty	14	5	0				
360. Richardson's, Reid's, and others	47	9	6				
361. North Huon Road (extension)	479	10	1	0	9	11	Refund
362. Ranelagh Road to Wood's, Lovell's, and others...	0	13	6				
363. Baker's Creek to Crabtree	91	7	6				
364. Judd's Creek Road	85	10	0				
365. Crabtree Road	95	4	0				
366. Ball's, Worsley's, and Umphreyville's	45	0	0				
367. North Huon Road to Rimons	45	0	0				
368. North Huon Road to Bennett's and Fyfe's	1	0	10				
370. Nubon's Road to Jones', Nubon's, and others ...	46	12	7				
371. Upper Huon Road to Clark's, Bester's, and others	0	5	9				
373. Huon Road (widening)	1174	9	2				
Municipality of Kentish—							
374. Alma to Wilmot	209	0	0				
375. Wilmot Road to Spellman's Bridge	1	0	0				
380. Wilmot to Belmont	25	11	9				
381. Belmont Road to Braid's and others	92	18	2				
382. Smith's, Buck's, and others	35	17	11				
383. Spion Kop Road	25	17	9				
384. Belmont to Bismuth Mine	192	14	0				
385. Belmont to Back Selections	193	4	6				
386. Moina Road (Bismuth to Middlesex)	15	16	0				
387. Moina Road to All Nations' Mine and Settlement	95	10	9				
388. Wilmot to Sheffield	63	0	1				
389. Promised Land Road to Day's and Padman's ...	39	3	0				
390. Staverton Road (from Metal at Luttrell's)	50	0	0				
391. Mount Claude Road	146	4	7				
392. Mount Claude Road to Thomas' and others	2	2	11				
396. Promised Land Road, via Carey's, to Back Settlement	48	16	8				
399. Sheffield Road to Stoodley School	5	7	11				
400. Kent's Track, via Tyler's, to Back Settlement ...	38	10	4				
401. High Street to Nook (connection)	241	6	10				
402. Kent's Track to White Hawk Creek	18	6	4				
403. Barrington Road to Nook Post Office	3	18	5				
404. Minnow to Paradise	96	0	0				
407. Dynan's Bridge Road towards Kimberley	16	5	6				
408. Beulah Road	95	0	0				
410. Ralton to New Bed	131	18	7				
411. Dulverton to Dalley's and others	0	1	0				
416. Ralton to Merseylea	164	7	10				
417. Merseylea, via Foster's, to Burke's and others...	22	12	9	4	0	0	Contribution.
Municipality of King Island—							
419. Munro's to Sea Elephant Bridge	464	4	6				
<i>Carried forward</i>	28,838	3	8	118	15	11	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	28,838	3	8	118	15	11	
<i>Public Works Execution Act, 1 Geo. V. No. 51—contd.</i>							
<i>Municipality of Kingborough—</i>							
423. Leslie Road	18	0	0				
424. Sandfly to Woodstock	156	0	0				
425. South Allen's Rivulet Road	64	0	0				
426. Brown's, Wolfe's, and others	44	0	0				
427. Pregnell's, Vince's, and others	47	10	0				
428. Old Station Road	85	0	0				
429. Peppermint Hill Road	38	0	0				
430. Esplanade Road (Westerly)	35	8	6				
431. Coleman's Hill—Poverty Gully Road	15	9	9				
432. Denehey's Road	49	16	0				
433. Poverty Gully (Branch Road)	14	14	0				
434. Kiernan's Road	47	10	9				
435. Howden Jetty Road	37	0	0				
437. Lawless', Young's, and others	45	12	5				
438. Balmoral Road	94	1	1				
439. Proctor's Road (completion)	84	0	0				
440. Kingston Main Road, at Bonnet Hill, to Beach	149	4	4				
441. Pearson's Point	93	0	0				
443. Smith's and Carter's (top end)	41	0	0				
444. Huon Road (widening)	107	8	4				
<i>Municipality of Latrobe—</i>							
445. Old Deloraine Road (from Latrobe boundary towards Tasmanian Shale Company's properties)	24	19	0				
447. Fossil Bank Road towards Winspear's (including Road to Kelly's and Williams)	43	0	0				
448. Fossil Bank Road, from Parramatta	25	0	0				
449. Wesley Vale Road to Beach	7	10	0				
450. Northdown Road to Moriarty's, via Appelby's	7	10	0				
452. Smith's and others (Rubicon River)	7	10	0				
453. Green's Creek Road to Frankford	96	0	0				
454. Franklin Bridge to Baker's and others	48	0	0				
<i>Municipality of Leven—</i>							
456. Manning's Jetty Road	41	0	0				
457. Jones' and Midgley's	87	0	0				
458. Brett's Road	38	10	0				
459. Ellis' and Chilcott's, via Heazlewood's	28	0	0	2	0	0	Transfer.
460. Purton's and McCulloch's	46	0	0				
461. Rowland's and Williams'	49	13	0				
462. Gunn's Plains Road	65	0	0				
464. Delaney's, Barnes', and others	50	0	0				
465. Stewart's, Chisholm's, and others	95	0	0				
466. Clarke's, Reid's, and others	68	0	0				
467. West Castra Road, South	43	14	9				
468. Chapman's, Guest's, and others	93	3	0				
469. Chisholm's, Ellis', and others	29	10	0				
470. Peter Jack's Road	4	17	6				
471. Manson's, Jupp's, and others	43	15	0				
472. Castra Road to Miles', Shaw's, and others	95	5	3				
473. Snare's and others (Abobtsham)	17	0	0				
474. Clerke's Plains Road (Leven end)	95	0	0				
475. Payne's Road	50	0	0				
476. Garland's and others	95	0	0				
477. Central Castra to Preston	56	0	0				
478. Ferny Bridge Road	46	0	0				
479. Central Castra to Blackwood Park	116	0	0				
480. Central Castra towards Ulverstone (through Closer Settlement)	80	11	0				
481. Thirteen-mile Road (Castra)	68	5	0				
482. McDonald's, Stephens', and others	40	0	0				
484. Flint's, Trebilcock's, and others	80	0	0				
485. West Castra to Nietta Road, via Watt's Hill	86	0	0				
486. Appleby's, Flint's, and others	90	0	0				
487. Gaunt's Road	88	0	0				
488. Nietta Road	268	0	0				
489. Nietta Road, via Jeanbrook, to Loongana Bridge	3	3	0				
490. Nietta Road, via O'Sign's, to Jeanbrook Road	83	0	0				
491. Nietta Road to Wilmot, via Ritchie's and Dobson's	165	5	6				
492. Kindred to Castra	30	16	6				
493. Clerke's Plains Road (Kindred end)	59	2	0				
494. Snare's, Pearson's, and others ("Redburn")	57	0	0				
495. Kindred Road to Berry's, Chatwin's, and others	47	10	0				
496. Kentish Track to Grainger's and others	41	0	0				
497. Rigg's and Russell's	95	14	0				
498. Simpson's Road to Howe's and others	54	0	0	6	10	0	Transfer.
499. Simpson's Road to Wright's	66	13	0				
500. Pearson's, Flint's, and others	48	0	0				
501. Crawford's, Avery's, and others	48	0	0				
503. Owen's, Hanney's, and others	49	13	3	2	0	0	Transfer.
504. Castra Road to Gawler Road, via Pickett's	142	17	0				
505. Stewart's Road to Duncanson's and others	96	0	0				
506. McDonald-street, Moreton, to Selections of Roberts and Waldrop	47	10	0				
<i>Municipality of Lilydale—</i>							
507. Lebrina to Wyena	45	0	0				
508. Wyena to Golconda	56	5	0				
509. Turner's Marsh to Launceston	12	7	11				
<i>Carried forward</i>	33,767	9	6	129	5	11	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	33,767 9 6	129 5 11	
Public Works Execution Act, 1 Geo. V. No. 51— <i>Contd.</i>			
510. Lower Turner's Marsh to Lefroy Road	95 5 0		
511. Tunnel to Lower Piper	137 0 0		
512. Karoola to Lower Turner's Marsh	5 0 0		
513. Ferny Hill to Golconda	5 0 0		
515. Lebrina to Piper's Brook	95 5 0		
516. Lisle Road to Eastall's and others	47 10 0		
517. Tunnel to Kirkham's, Baker's, and others	90 0 0		
518. Turner's Marsh to Karoola, via State School	85 0 0		
519. Lower Turner's Marsh to Bewsher's, Barrett's, and others	24 10 0		
520. Lower Turner's Marsh to Flynn's, Breen's, and others	45 0 0		
521. Turner's Marsh to Whitchurch's, Austin's, and others	62 0 0		
522. Bird's, Mailor's, and others (west of Hill's)	91 0 0		
523. Youl's, Burns', and others	48 0 0		
524. Lisle Road to Golconda (Wadley's Hill)	73 17 0		
525. Tunnel Road to Bangor	48 0 0		
526. Hudson's, Ryan's, and others, from Mt. Arthur Road	93 0 0		
527. Wyena to Shepherd's and others	90 0 0		
528. Golconda to Kelly's, Newman's, and others	96 0 0		
529. Lisle Station to Lisle	28 17 0		
530. Goffton's, Kettle's, and others	2 13 0		
531. Doak's Road, east	45 0 0		
532. Underwood to Jacob's and others	48 0 0		
534. Lilydale Road to Box's, Burn's, Harrison's, and others	69 0 0		
535. Tunnel Station to Lebrina	91 0 0		
536. Brown's to Dalby's and others	96 0 0		
537. Mt. Arthur Road to Hudson's, Ryan's, and others	95 5 0		
538. Lilydale to Lebrina	90 0 0		
539. Conlan's Road to Bangor	5 0 0		
540. George Town Road to Medwin's and others (extension of Windermere Road)	10 9 11		
541. Lefroy Road to Swan Bay	49 0 0		
542. Lilydale to Wyena, and branch to Mahnken's	70 5 0		
543. Lisle Road to West Scottsdale, and crossing at Siding	97 7 6		
544. Baker's Road to Proctor's and others, Lebrina	2 5 0		
545. Clarke's Road to Lee's and others	47 10 0		
546. McGaughey's, Dickson's, and others	25 0 0		
547. Baker's Road to Hill's, Traill's, and others	48 0 0		
548. Wright's, Smilie's, and others	45 0 0		
Municipality of New Norfolk—			
554. Collins' Cap Road	49 0 0		
555. Ackroyd's, Purcell's, and others	45 0 0		
556. White's and others, Collins' Cap	47 10 0		
557. E. Gray's and others	47 10 0		
558. Ironstone Gully to Knight's and others	32 3 0		
559. Lachlan Store to Swamp Gum Hill	95 0 0		
560. Swamp Gum Hill to Kingshott's, Wilton's, Miller's, and others	47 10 0		
561. Timbs' and others	87 0 0		
562. State School, via Johnny's Creek and Bellevue House, to Macquarie Plains	183 0 0		
563. Forster's Gully Road	34 17 6		
564. Oakley's to Goodsell's and others	34 10 0		
565. Riverton through Boyer's	144 0 0		
566. Tyenna Road, near Russell Station	0 5 0		
567. Tyenna Road, from Belcher's to Pitfields	136 18 6		
568. Tyenna Road, from Pitfield's to Rumley's	78 0 0		
570. Macquarie Plains Station to Hamilton (School Hill)	47 16 11		
571. Coker's Road	43 0 0	5 0 0	Transfer.
572. Neena Road to Smith's and others	47 10 0		
573. Mount Lloyd Road (continuation from Hoffman's)	240 6 0	1 2 6	Refund.
574. Den Hill Road and Extension	250 8 0		
575. D. Murtagh's and others	95 0 0		
576. Triffitt's, Morgan's, and others	95 7 3		
577. New Norfolk towards Plenty Station	68 0 0		
580. Glen Fern Road	66 11 6		
581. Plenty River Road	138 7 6		
582. Mt. Lloyd Road to Bulliard's	96 5 0		
583. Woodward Road (completion)	47 10 0		
584. Tyenna Road (extension, Rumney's to Mayne's)	55 0 0		
Municipality of New Town—			
585. Bellevue Parade	53 6 0		
586. Harding Avenue, from Pillinger Street	188 18 0		
Municipality of Oatlands—			
587. Oatlands to Lakes Crescent and Sorell	266 19 1		
588. Lower Marshes Road	137 18 0		
589. Old Station, Jericho to Colebrook	95 0 0		
590. Parattah to Tunnack	132 10 6		
591. Woodsdale to Levendale	93 2 0		
592. Tunnack to Dolan's, Campbell's, Goodwin's, and others	110 7 10		
<i>Carried forward</i>	39,395 16 6	135 8 5	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	39,395	16	6	135	8	5	
Public Works Execution Act, 1 Geo. V. No. 51— <i>Contd.</i>							
593. Tunnack to Duggan's and others	27	11	10				
594. Snug to Wilson's, Goldsmith's, and others	191	13	2	0	11	10	Refund.
595. Woodsdale to Buckland	87	0	0				
596. Levendale to Buckland	74	0	0				
597. Stonor to Rhyndaston	95	0	0				
598. From Eastern Marshes Road through "Kew-stoke"	13	0	0				
599. From York Plains Road to Hamilton's, Cornish's, and others	193	4	8	75	11	10	Transfer, £75; Refund, 11s. 10d.
600. From Hamilton's to proposed Siding, Fisher's Creek	322	7	3				
601. Through "Hill House" Estate, Mt. Pleasant ...	265	7	7	0	11	6	Refund
602. Tunnack to Stonor, <i>via</i> Wattle Hill	88	0	0	3	0	0	Transfer.
603. Parattah to Harris', Webster's, and others	47	10	0				
Municipality of Penguin—							
604. Blythe Road to Walmsley's and Evans'	47	10	0				
605. Blight's and Burgess'	73	16	0				
606. Natone Road to Carr's and others	39	0	0				
608. Howth Station to Taylor's and others	24	4	6				
609. Nine-mile Road	9	4	0				
611. Elphinstone's, Barker's, and others	95	0	0				
612. Pine Road to James McHugh's and others	0	6	2				
613. Stott's and Addey's	38	0	0				
614. Marshall's and Hooper's	6	14	0				
615. Russell's, Hall's, and others	90	0	0				
616. Speight's, Horne's, and others	75	0	0				
617. Bramich's, Whitehouse's, and others	75	5	0				
618. Whitehouse's, Archer's, and others, Riana	77	0	0				
621. Loongana Bridge to Hardy's and others	88	0	0				
622. Barrett's, Plapp's, and others	41	15	6				
623. McHugh's, Eastley's, and others	86	0	0				
624. Sushame's, Kaine's, and others	95	0	0				
625. Plapp's, Naylor's, and others	47	10	0				
626. Cody's, Anderson's, and McCarthy's	97	2	0				
627. Riana to Lowana (Hogan's Track)	47	12	11				
628. Lowana Road, Southward	38	8	6				
629. Hall's, Paton's, and others	46	0	0				
630. Iron Cliff Road	90	0	0				
631. Dial Road to Russell's and others	130	0	0				
632. South Road	30	1	6				
633. Revell's, Hutton's, and others	17	6	6				
634. Hobb's and others, <i>via</i> Lobster Creek	142	10	0				
635. Blythe Road to H. J. Elphinstone's	6	14	3				
Municipality of Port Cygnet—							
636. Roberts' Bay to Burnt Bridge (Coast Road)	180	0	7				
637. Silver Hill to Snobb's Point	71	0	0				
638. Glazier's Bay Road through Inch's	47	10	0				
639. Grace's Road	46	19	9				
640. Through O'Neill's and Kregor's to Markham's ...	0	9	6				
643. Balfe's Hill towards Lovett	241	15	0				
645. Garth's, Moore's, and others	90	0	0				
646. Moore's and Garth's Road to John Garth's	47	3	9				
647. Woodcock Road (top end)	86	0	0				
648. Hassett's Road, from Rourke's Road	47	10	3				
649. Welling's Road	47	12	0				
650. Golden Valley Road (west end towards Glazier's Bay)	47	10	0				
651. Burnt Bridge to Mansfield's	47	0	0				
652. Russell's Road	45	0	0				
653. Balfe's Hill Deviation (completion)	38	4	0				
654. Lymington to Lovett	190	0	0				
655. Lymington to Wattle Grove, at State School	95	8	0				
656. J. Coad's and J. Halton's	47	12	0				
657. King's Hill to Lovett	132	12	0				
658. Golden Valley Road, opposite State School	71	16	6				
659. Lymington to Wattle Grove (Coast Road)	353	0	0				
661. Coast Road to Kruse's and others and to Mills' and Coad's	47	10	0				
662. B. Herlihy's to Selections over Tier	45	0	0				
663. Wattle Grove School to Golden Valley Road	0	10	6				
664. From Charlton Street towards Nichols' Rivulet Bridge	89	19	6				
665. Wattle Grove Jetty to Roberts' Bay (Coast Road at Norris')	59	0	0				
667. Through Smith's and Hornsby's to Direen's	47	12	0				
668. Jones' and others to Jetty at Brabazon	42	11	0				
669. Through Devereaux's and T. Direen's	47	10	0				
670. Garden Island Creek Jetty to Wood's and others	136	0	0				
671. Randall's Bay Road	63	0	0				
672. Deep Bay to Garden Island Creek	246	0	0				
673. Coast Road to Abel's Bay	270	0	0	7	0	0	Transfer
674. Deep Bay to Ready's and Downer's	44	0	0				
675. Deep Bay to Challis' Selection	44	0	0				
676. Wilson's and others, Lovett	47	12	0				
677. Rocky Bay to Thomas' and others	95	0	0				
678. Garden Island Creek Road to Coulson's and others	45	0	0				
679. Garden Island Creek to Gordon	58	0	0				
680. Smith's, Crisp's, and others, Gardner's Bay	47	12	0				
<i>Carried forward</i>	45,905	12	2	222	3	7	

	Expenditure.			Receipts			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	45,905	12	2	222	3	7	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
681. Wolfe's, Jones', and others, from Gardner's Bay Bridge							
682. Gardner's Bay to Irish Town	95	9	3				
686. Dillon's, Coad's, and Cohen's	47	10	0				
687. Irish Town Road	0	17	4				
688. Winn's and Cockerell's	243	15	0				
689. Trial Bay Road	96	11	6				
691. Little Oyster Cove Road	67	2	0				
692. Woodbridge to Verona	89	0	0				
693. Gallagher's Road to Buxton's and others	120	0	0				
694. F. Behren's to Bergman's and others	49	9	10	4	0	0	Transfer.
695. Baillie's and Beadle's	85	7	0				
696. Turnbull's and Lovell's	45	0	0				
697. Whitton's, Perkins', and Hyland's	37	0	0				
700. Middleton Hall to Yeolands'	36	0	0				
701. Fletcher's Road (top end)	47	10	0				
703. From Main Road through Grove's to Wolfe's and Roland's	42	0	0				
704. Lynche's to Coleman's	85	0	0	3	0	0	Transfer.
705. Llantwitt Road to Worthy's and others	5	2	6				
706. Cripp's, Robertson's, McVilly's, and others	47	12	0				
Municipality of Portland—	47	10	0				
708. St. Helens to Budgeon's, McDonald's, and others	7	10	0				
709. St. Helens to Upper Scamander, <i>via</i> Trafalgar Gold Mine	190	10	0				
710. Sutton's, Richard's, Smith's, and others	7	10	0				
711. Anson's Bay to Green's, Floyd's, and others	20	0	0				
712. North George's River Road	20	0	0				
713. Gould's Country to New England	40	0	0				
714. Niclason's, Petersen's, and others	103	0	0				
715. Pyengana to Lottah, <i>via</i> Anchor Mine	40	0	0				
716. Pyengana to Weldborough	173	0	0				
717. Garden's to Anson's Bay	143	0	0	100	0	0	Refund.
718. South George's River Road to Columbia Falls ..	5	0	0				
719. Pyengana to Oldham's and others	20	0	0				
720. Ringarooma to Weldborough	271	0	0				
Municipality of Queenborough—							
724. Strickland Avenue (conditional upon local contribution of £1500)	3098	5	10	1600	0	0	Contribution, £1500; Transfer, £100.
Municipality of Richmond—							
725. Campania to Native Corners (through Broadribb's)	0	10	4				
726. From Main Road to Campania, to Enfield	90	0	0				
728. Brandy Bottom Road to R. Duggan's	72	8	9				
729. Burn's Creek, through Westbrook's, to T. Duggan's, Housego's, and others	3	3	0				
730. Colebrook to Rhyndaston	196	7	9				
731. Colebrook to Jericho	82	0	0				
732. Brandy Bottom Road	117	6	5				
733. Native Corners Road to Howard's and others ..	45	0	0				
734. Colebrook Road, through Corrigan's, to Selections and Crown lands	66	11	10				
735. Brewery Lane to proposed Siding at Chiver's ...	273	16	5				
Municipality of Ringarooma—							
736. Legerwood to Ringarooma (completion)	96	0	0				
737. East Maurice Road to West Maurice Road	5	7	6				
738. New River to Style's, Roberts', and others	5	7	11				
739. Maurice to Mathinna Road	188	16	7				
740. West Maurice Road	241	0	0				
741. Cox's, Scott's, Lohrey's, and others	109	0	0				
742. Viney's, Wilson's, and others	47	12	0				
743. Ringarooma to Mathinna	190	10	0				
744. New River Road (extension)	90	0	0				
745. Webb's, Viney's, and others	2	12	0				
746. Reeves', Rowlands', Jentzsch's, and others	109	0	0				
747. Branhholm to Warrentinna	223	15	0				
748. Branhholm to Ruby Flat	5	5	0				
749. Maurice Road to F. Diprose's and others	65	0	0				
750. Gladstone to Boobyalla	84	10	0				
752. Gladstone to Moorina	15	0	0				
753. Kamona Road	190	0	0				
754. Gunton's, Rainbow's, Johnston's, and others, near junction of Counsel's Road	58	0	0				
755. Graham's, Creighton's, and others	47	12	0				
756. Hardman's, Gunton's, and others, from Back Road	135	0	0				
757. Branch Roads through Forester Settlement	217	18	8				
758. Counsel's, Loone's, and others	29	10	6				
759. Boobyalla Road to Harper's, Rainbow's, and others	95	5	0				
760. Pioneer to Boobyalla Road, <i>via</i> Racecourse	142	17	0				
761. Cape Portland Road	109	0	0				
762. Pioneer to Garibaldi	5	0	0				
763. Crowther's, Smith's, and others	9	17	6				
764. Herring's, Krushka's, and others	19	5	6				
765. Boulthbee's, Merrick's, and others	5	0	0				
766. Tucker's, Harper's, and others	48	0	0				
<i>Carried forward</i>	54,870	11	1	1929	3	7	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	54,870 11 1	1929 3 7	
Public Works Execution Act, 1 Geo. V. No. 51— <i>contd.</i>			
768. New Hope Road	211 0 0		
Municipality of Scottsdale—			
769. Ranson's Lane to Springfield Post Office	70 9 0		
770. Coope's Road, near Miller's and Miller's	62 5 0		
771. Findlay's Road to Gray's, Wilson's, and others...	12 0 0		
772. Findlay's, Erb's, Gill's, and others	190 0 0		
773. Bonner's, Thurstuns, and others, to Truwalla (Maryvale) Station	253 0 0		
774. Coope's Road to Reynolds' and others	47 10 0		
775. Truwalla (Maryvale) Station to Law's, Johnson's, and others	107 0 0		
776. Diddleum Road (extension to Selections)	190 0 0		
777. Propsting's, Craw's, Taylor's, and others	5 0 0		
778. Dunkley's Road (extension)	90 0 0		
779. Ten-mile Track to Thurston's and others	18 12 0		
780. Burnside Road	313 11 10		
781. Ten-mile Track, James' to Forester Station	19 0 0		
782. Bigg's, Leech's, and others	48 0 0		
784. Scottsdale to Bridport (Campbell's Hill)	4 12 0		
785. McBean's, Jensen's, and others	28 12 6		
786. West Scottsdale to Lisle Road	5 11 3		
787. Kamona Road to Railway	189 6 5		
788. Ladbury's to Siding, and branch to Gofton's ...	35 0 0		
789. Shanty's Road	95 5 0		
790. Minstone Road to Lietinna	201 17 7	1 17 7	Transfer
791. West Scottsdale to Lietinna Station	14 5 0		
792. Branch to Heazlewood's and Miller's	180 10 0		
793. Waterhouse Road	48 0 0		
794. Shanty's Road to Bridport Road	48 0 0		
795. Sharp's, Gregory's, and others (Truwalla Station)	56 0 0		
Municipality of Sorell—			
796. Black Hill to Sorell	114 0 0		
797. Orierton to Cherry Tree Opening	91 0 0		
799. Nugent to Kellevie	74 0 0		
801. Finger-post to Carlton	68 0 0		
803. Jetty Road, Eaglehawk Neck	95 5 0		
804. Sounds Bridge to Eaglehawk Hill	244 11 1		
805. Kellevie to Churchill's, Burden's, Small's, and others	59 0 0		
806. Kellevie to Copping's, Jenkins' and others	58 6 0		
807. Sounds to Walker's, McGuinness', and others.....	91 12 1		
808. Bream Creek to Sandspits	55 0 0	5 0 0	Contribution
810. Black Hills Road to Railway Siding at Frogmore	86 8 0		
811. Blackman's Bay Jetty Road (completion)	17 18 0		
Municipality of Spring Bay—			
812. Sand River Road	95 8 6		
815. Nugent to Buckland	85 7 8		
816. Rheban Jetty to Swan's, Corbett's, Press', and others	43 0 0		
817. Chinaman's Bay Jetty towards Darlington (Maria Island)	94 19 0		
Municipality of St. Leonards—			
818. Mulgrave Crescent	19 16 3		
819. Camden Road	148 14 6		
820. Camden Road to Olding's, Tattersall's, and others	5 10 0		
821. St. Patrick's River to Myrtle Bank	48 0 0		
822. St. Patrick's River to Scottsdale Road	47 1 5	2 0 0	Transfer
824. Watery Plains Road, near Rockland's	91 0 0		
825. Archdale's, Millwood's, and others	45 0 0		
826. McArthur's, Waldron's, and others	45 0 0		
827. Harris' and others	47 12 0		
828. Prosser's Forest Road	95 5 6		
829. Patersonia to Lilydale	287 2 6		
830. Bourke's, W. Smith's, and others	48 0 0		
831. Corkery's, Wilson's, and others	23 8 3		
832. St. Patrick's River Road	28 2 6		
833. Roach's, Littlejohn's, and others	17 0 0		
834. Bowden's, Skemp's, and others	48 0 0		
835. Opossum Road, Leichardt's to Railway	46 9 6		
Municipality of Strahan—			
836. Opah Road	142 10 0		
Municipality of Table Cape—			
838. Mole's, Watt's, and Ridge's	285 15 0		
839. Myalla Road	495 16 11		
840. Flowerdale Road (including Hill at Haines')	250 13 8		
841. Hyena Rocks Road	45 18 2		
842. Flowerdale Road to Tucker's	173 0 0		
843. Preoliinna Road	54 17 0		
844. Ambrose's, Ketel's, and others	202 0 0		
845. Flowerdale Road to Reilly's and Shekleton's	66 0 0		
846. Flowerdale to Calder (via Toomey's Bridge)	248 7 4		
847. Calder Road	391 7 7		
848. West Calder Road	180 0 0		
849. Moore's Plains Road	281 0 0		
850. Moore's Plains Road, to join Takoné Road	11 7 0		
851. Biggins' Road	338 17 3		
852. Johnston's, Perger's, and others	63 1 6		
<i>Carried forward</i>	63,110 7 10	1938 1 2	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	63,110 7 10	1938 1 2	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>			
853. Wynyard to Waratah	1490 6 8		
854. Takoné Road	766 0 0		
855. Pearson's, Heaney's, and others	190 10 0		
856. Henry Road, Henrietta	47 10 0		
857. Waratah Road to Harnett's, Hyland's, and others	190 10 0		
858. Harris', Lockett's, and others	45 0 0		
859. Fleming's, Hyland's, and others	90 0 0		
860. Big Creek Road	334 0 0		
861. Quiggin's Road	101 0 0		
862. Table Cape Road (including Bridge)	34 19 0		
863. Seabrook to Cooper's and Brown's	89 0 0		
864. Smart's, Cleveland's, and others	37 0 0		
865. Village Road	7 10 0		
866. Norton's, Poke's, and others	7 10 0		
867. Cam Road West	72 7 0		
868. Cam Road to Pearce's and others	41 0 0		
869. Cam Road to Dayton's and others	45 6 0		
870. Hoare's, Jones', and others	46 0 0		
871. Harrison's Road to Smith's, Cooper's, and others	176 0 0		
873. Cam Road, west, at 6½ miles, to Armstrong's and others	40 0 0		
Municipality of Tasman—			
875. Nubeena to Premaydena, from junction of Premaydena Road	240 0 0		
876. Tunnel Bay Road, from Knight's Bridge	114 4 5		
877. Premaydena to Nubeena	95 1 7		
878. Koonya to Nubeena	202 0 0		
879. Nubeena to Carnarvon, from Marsh towards Nubeena	142 10 0		
881. Koonya to Taranna, near Hull's	142 10 0		
883. Koonya to Paul's, Dodderidge's, and others	39 10 0		
884. Carnarvon Road to Bellette's, Little's, Burdon's and others	95 0 0		
885. Roaring Beech Road, near Christie's	95 0 0		
886. Carnarvon Road to Little's, Ferguson's, Price's, and others	93 15 9		
888. Newman's Bottom to Kingston's, Trenham's, and Kingston's	97 5 6		
889. Tunnel Bay Road to Thornton's, Mundy's, and Greatbatch's	142 0 0		
890. Tunnel Bay Road, from Spaulding's Road towards Batchelor's	32 6 0		
891. Saltwater-Premaydena Road	33 0 0		
892. Carnarvon towards Safety Cove Farm	96 0 0		
893. Wright's, Little's, and others, through Benjafield's	60 10 6		
Municipality of Waratah—			
894. Waratah to Wynyard	200 0 0	266 10 0	Transfer
895. Magnet Road	143 0 0		
896. Waratah-Corinna Road, from near 18-mile peg	77 1 4		
Municipality of Westbury—			
897. Frankford to Green's Creek	90 0 0		
898. Frankford to Beaconsfield	92 13 6		
899. Copper Mine Road	47 10 0		
900. South Frankford Road	47 10 0		
901. Cox's, Reid's, and others	47 12 0		
902. Black Sugar Loaf to Priestley's and others	93 16 0		
903. Denman's, Bullock's, and others	47 12 0		
904. Selbourne to Launceston	71 0 0		
905. Rosevale to Bridgenorth	39 10 9		
906. Upper Liffey to Golden Valley	69 0		
907. Upper Liffey Road	180 0 0		
908. Myrtle Creek Road	37 0 0		
Municipality of Zeehan—			
910. Williamsford towards Rosebery	15 0 0		
Conditional Vote.			
913. Construction of Roads, Bridges, and Jetties generally, and other works, on the £ for £ system, an equal amount being contributed locally	1138 17 3	30 0 0	Contribution.
Bridges.			
914. Duck River, at McGuire's	95 5 0		
915. Hebe River, Preolinn Road	111 6 7		
916. Black River, at Tabor's	142 0 0		
918. Emu River, on Kara Road	55 12 0		
920. Ringarooma River, at Gladstone (suspension)	34 19 7		
921. St. Patrick's River, Road to Wilson's, Dowie's, and others	136 19 0		
922. Ringarooma River, Road East to West Maurice	5 7 2		
923. Ouse River, at Ouse (part cost)	87 16 9		
925. Kermandie River, near Hoskin's	88 18 9		
926. Saltwater River, near Luckman's	99 12 2		
928. Mountain River, Ranelagh Road, near Oates' (part cost)	387 0 0		
<i>Carried forward</i>	72,364 10 1	2234 11 2	

	Expenditure			Receipts.			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	72,364	10	1	2234	11	2	
Public Works Execution Act, 1 Geo. V. No. 51.— <i>contd.</i>							
929. Guide Piling, Bridgewater (additional)	150	0	0				
930. Tarroona Creek, King Island	174	7	8	31	7	6	Sale.
931. Additions to Bridges generally	323	11	7				
Jetties.							
932. West Tamar, Gravelly Beach	300	0	0				
933. East Tamar, vicinity of Craighurn or Bangor Tramway (conditional)	7	13	8				
934. North Bridgewater	249	7	8				
935. California Bay, Cradoc	98	14	6				
936. Little Swanport, near Lisdillon	71	18	7				
937. Hospital Bay	200	0	0				
939. King Island, East Coast (part cost)	84	10	1				
940. Additions to Jetties generally	1178	1	7				
941. Renewals of Jetties generally (amount to be redeemed by Sinking Fund)	940	16	10				
Harbours.							
943. Dredging Huon River	350	10	0				
944. Breakwater, Stanley, Additions to Head (part cost)	2315	7	0				
Tracks.							
946. Queenstown to Zeehan	224	1	2				
947. Tracks generally	2587	0	5	699	1	7	Transfer, £695 0s. 1d.; Sale, £4 1s. 6d.
Miscellaneous.							
949. Drainage, Mowbray Swamp, Smithton (main drain)	58	14	9				
950. Drainage, Irish Town Swamp, Trowutta (main drain)	95	5	0				
953. Protection of Main Road, Eaglehawk Neck	20	12	0				
955. Hydraulic Surveys and Gaugings	29	15	0				
956. Roads, Bridges, Excesses, Surveys, and Contin- gencies, including Purchase	992	10	7	32	14	6	Refund, £11 11s. 6d.; Sale, £12; Survey Fess, £3 3s.; Contribution, £6.
957. In aid of Supervision and Office Charges, Sur- veys, Travelling Expenses, Printing, and Adver- tising Public Works generally	7020	14	1	5988	17	4	Supervision, £5983 14s. 10d.; Refund, £1 2s.; Contribu- tion, £4 0s. 6d.
958. Extension of New Norfolk Water-supply (half cost)	1800	0	0				
960. Motor Boat for Police, Flinders Island	268	0	6				
Buildings.							
961. Technical School, Launceston (completion)	28	10	6				
962. Technical School, Queenstown	200	0	0				
966. Hospital for Insane, New Norfolk, Nurses' Home, Single Rooms, and Dining Hall	3159	0	11				
968. Courthouses and Police Buildings generally	3373	19	8				
969. New Town Asylum, Provision for Female Epi- leptics	661	12	8	275	0	0	Transfer.
971. Zeehan and Dundas Hospital, Laundry, &c.	20	0	0				
972. Launceston Out-patients and Dental Hospital (conditional)	800	0	0				
974. Cottage Hospital and equipment, King Island (conditional)	195	0	0				
Railways (Existing Lines).							
Main Line.							
977. One-quarter of £12,850, difference between 46-lb. and 61-lb. steel rails, with which the Main Line is being relaid	146	4	11				
978. Purchase of Land at New Town for Railway Pur- poses	14	17	0				
979. Bridge at New Town for Duplication of Line and Concrete Culvert under Bank	2813	16	7				
980. New Siding about 30-mile Peg	454	3	9				
981. New Siding about 59½-mile Peg (Mt. Pleasant) ..	334	18	0	52	2	7	Transfer.
982. Additions to Buildings, Bridges, Water-supply, and Safety Appliances, &c.	470	9	8	33	14	5	Transfer.
Western Line.							
983. One-third of £6645, difference between 40-lb. and 61-lb. steel rails, with which the Deloraine- Devonport Section is being relaid	1485	5	11				
984. Additions to Buildings, Sidings, Waterways, &c. Scottsdale Line.	229	15	1				
986. Additions to Buildings and Water-supply	64	3	7	2	10	1	Transfer.
Railways Generally.							
988. Additional Rolling-stock and Fittings	3476	5	7	64	7	6	Transfer.
989. Workshop Machinery and Foundations	1825	1	8				
990. Contingencies	500	19	8	3	16	6	Transfer.
Railways (New Lines).							
994. Abattoirs Railway	6143	4	10	1	1	0	Transfer.
Tramways							
995. Survey and Construction, Municipal Tramways ("Local Government Act")	8486	13	0	8486	13	0	Transfer.
996. Survey and Construction, Tramways to Crown Lands and Mining Fields	2033	0	10	45	7	1	Sale.
Clause 7. Road to Selections of Rothall, Daw, and others	72	3	9				
Clause 10. Fifty Pounds for Montrose Road and Fifty Pounds for the Branch Road to the Selections of Pierce, Walker, and Jacques	27	10	0				
Total	£128,923	0	4	£17,951	4	3	
The Burnie-Flowerdale Railway Construction Act (1 Geo. V. No. 58)	£74,755	19	2	101	11	6	Refund, 11s.; Compensation, £55 13s. 3d.; Sale, £45 7s. 3d.

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
Public Works Execution Act. 2 Geo. V. No. 3.			
ROADS			
Municipality of Beaconsfield			
1. Through Connolly's to Miller's and others	22 10 0		
2. Winkleigh to Beaconsfield, <i>via</i> Flowery Gully ...	95 0 0		
3. Glengarry to Forester's Hill, <i>via</i> Gowan's	47 10 0		
4. Glengarry to Bridgenorth	41 14 0		
6. Glengarry to Winkleigh, <i>via</i> O'Toole's	26 0 0		
7. Layton's, Jones', and others	46 0 0		
8. Bridgenorth to Forester's Hill	43 0 0		
11. Bridgenorth Road, from West Tamar Road ...	77 0 0		
12. Beaconsfield Road to J. S. Atkinson's and others	40 11 2		
13. From King's Jetty along Tramway to York Town Road	139 13 8		
14. Jones and Layton's Road, <i>via</i> Sidmouth Orchard Co.	42 0 0		
16. South Winkleigh to Holwell, <i>via</i> Nettlefold's ...	45 12 6		
18. Beaconsfield Road to Lawry's and others	36 10 0		
19. Beauty Point Jetty to King's Jetty	95 5 0		
20. Winkleigh to Exeter	12 12 7		
21. Blackwall Jetty to Deviot Jetty	68 9 7		
22. Aulich's to Beaconsfield	76 10 0		
23. Jackson's, Baker's, and others	87 10 0		
25. Holwell to Winkleigh	83 0 0		
26. Glengarry Road to McBain's and others	47 10 0		
28. Bridgenorth Junction to Exeter	75 0 0		
29. South Winkleigh to Smith's, Adams, and others..	90 0 0		
Municipality of Bothwell—			
31. Bothwell to Shannon Bridge at Great Lake	317 9 6		
32. Bothwell to Blue Hill	54 0 0		
33. Bothwell to Hollow Tree	61 15 7		
34. Bothwell to Interlaken, <i>via</i> Lake Crescent.....	95 0 0		
40. Interlaken to Steppes	95 9 9		
Municipality of Brighton—			
43. Ballyhooley Road, Mangalore	30 0 0		
48. Broadmarsh Road to Brighton, near James' Quarry	69 0 0		
49. Bluff Road	9 0 0		
50. Old Beach towards Brighton, through Baskerville	95 10 0		
52. Old Beach Road to Brighton, at Gagebrook	90 0 0		
53. Back Road to Brighton from Old Beach	180 5 0		
54. Nicholls', Burrigge's, and others (Tea Tree)	47 8 10		
Municipality of Bruni—			
55. Denne's Point to Leo Young's and others	87 16 10		
56. Barnes Bay Road to Blythe's, Johnston's, and others	70 0 0		
59. Adventure Bay Road	27 0 0		
64. Little Taylor's Bay Road	38 0 0		
Municipality of Campbell Town—			
66. Campbell Town to Swansea	30 0 0		
67. Campbell Town Road to Lake Leake	45 0 0		
Municipality of Circular Head—			
68. Ford's Road South to Wells' and others	42 0 0		
72. Newhaven Road, from Hogarth's Road	141 14 9		
73. Brickmakers' Bay Road to Selections South	276 17 0		
74. Fahev's Road to South Road, <i>via</i> King's	71 0 0		
75. Murray's Road to Wells' and others	87 13 0		
76. O'Connor's, Grieve's, and others	36 0 0		
78. Montagu to Smithton	114 0 0		
79. Montagu to West Montagu	22 0 0		
80. Marrawah Main Road	183 0 0		
85. Arthur River to Marrawah	125 0 11		
86. Whale's Head to Arthur River	143 6 0		
87. Trowutta Road—Scotch Town to Allen's Creek ...	312 0 0		
88. Trowutta Road—Allen's Creek to Duck Bridge ...	243 14 1		
90. Roger River to Arthur River	88 6 0		
92. Sunny Hills Road, from Holden's Corner	225 0 0		
94. Smithton to Scotch Town	180 0 0		
95. Lower Scotch Town Road	89 18 3		
97. Blackwood Bridge to Christmas Hills	77 0 0		
98. Irish Town Road, <i>via</i> Young's Hill	93 4 9		
99. Trowutta Road, <i>via</i> Frost's.....	72 0 0		
101. Trowutta Road to Meaney's and others	92 10 7		
102. Sunny Hills Road to John's, House's, and others	45 0 0		
103. Sunny Hills Road to Gabv's and Stephenson's ...	95 0 0		
105. Mowbray Road to Blackwell's, Ward's, and others	123 4 3		
107. Mowbray Road to Lade's and others	40 0 0		
109. Whale's Head to Gaffney's and others	95 0 0		
111. Mowbray Road to W. Heathorn's	90 0 0		
116. Smith's and McLachlan's	26 0 0		
117. South Road, Circular Head	190 0 0		
118. Plummer's, Shaw's, and Collins'	94 19 8		
119. Ford's Road, Forest	35 0 0		
120. Brickmaker's Bay Road to Medwin's, Kurle's, and others	95 0 0		
123. Thompson's Road to Den's, Cronin's, and others	90 0 0		
Municipality of Clarence—			
124. Sandford Causeway to Forest Hill	74 14 0		
126. South Arm to Sandford	85 0 0		
128. Bellerive to Lindisfarne	20 0 0		
130. Risdon Ferry to Richmond Boundary	90 0 0		
Carried forward	6786 17 3		

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	6786 17 3		
Public Works Execution Act, 2 George V. No. 3— <i>contd.</i>			
131. Good's, Riley's, and others	5 0 0	3 0 0	Transfer.
132. Geilston Bay to Back Selections	90 0 0		
133. Lindisfarne to Stone House, Risdon	124 0 0		
134. Sandford Causeway to Rushy Lagoon	45 0 0		
Municipality of Deloraine—			
135. Tongataboo Road	34 0 0		
136. Coiler's Creek to Main Road, <i>via</i> Gannon's	26 0 0		
137. Parkham to Goodleigh	50 0 0		
138. Parkham Road to Flowers' and Shaw's	40 0 0		
139. Redhills to Hall's and Webb's	225 0 0		
140. Webb's to Chilcott's	79 0 0		
141. Russell's to Watson's and Davis'	41 0 0		
144. Humphrey's to Porter's Bridge, <i>via</i> Morris'	92 4 6		
145. Elizabeth Town to Christmas Hills	28 0 7		
146. Sullivan's, Browder's, and others	24 1 0		
147. Caveside to Western Creek	172 0 0		
148. Mole Creek to Liena	176 0 0		
149. Dog's Head Road to Ashdown's and Rose's	90 0 0		
150. Back Creek Road to Baldock's Cave and Selections	90 0 0		
151. Sugar Loaf Run Road	91 0 0		
152. Miles' and others	90 0 0		
153. Black Creek Road	63 0 0		
154. Meander Road South to Bowles' and others	84 15 0		
156. Lee's, Whiteley's, and others, West Meander	26 0 0		
Municipality of Devonport—			
158. Palooa School to Palooa Bridge	130 18 4		
159. Peart's to Don River	95 0 0		
160. Leith Station to Upper Leith	27 0 0		
161. Spreyton Road to Durkin's and others	0 16 7		
162. Middle Road to Latrobe	47 10 0		
Municipality of Emu Bay—			
164. Mooreville Road West to New Country Road	110 0 0		
166. Burnie to Waratah (Oonah Junction to 20-mile)... ..	608 0 0		
173. Natone Road	198 0 0		
175. Stowport Road	167 19 0		
176. Glance Creek Road to Tighe's and others	43 0 0		
178. Lynch's, Clarke's, and others, Natone	79 0 0		
179. Kara Road	14 0 0		
180. Mooreville Road to Dodd's and Spinks'	90 0 0		
181. Pateena Road, off Kara Road	90 5 6		
Municipality of Esperance—			
185. To Dickson's and others, Liverpool	90 5 0		
186. Sorell Street to Connor's, McLaren's, and others	47 5 9		
188. Donnelly's Road	52 0 0	2 17 10	Transfer.
189. Scott's Rivulet (Right)	52 17 10		
190. Scott's Rivulet (Left)	47 15 5		
191. Burgess Road to Castle Forbes Bay Road	49 18 9		
192. To Rowe's and Patterson's	46 0 0		
196. McKibben's Road	24 6 0		
198. Raminea to Dover (at Raminea Flat) ..	102 12 4	2 12 4	Transfer.
199. Hardy's, Exeter's, and Glass'	29 0 0		
201. Glenburvie Road (extension)	45 0 0		
202. Seabourne's and others	45 18 0		
205. Roaring Bay Road (extension)	48 0 10		
206. Rutherford's Road	45 0 0		
208. Leprena to Lune River	229 0 0		
211. Wellings' and others	15 0 0		
212. To McDevitt's and others ..	37 0 0		
Municipality of Fingal—			
213. Harefield Road	95 0 0		
214. Mt. Elephant Road	47 10 0		
215. Smith's, Anlick's, and others	75 0 0		
216. St. Marys to German Town	95 0 0		
217. Dublin Town Road	75 0 0		
218. To J. and H. Lohrey's, German Town	40 0 0		
219. Gardiner's Creek Road	75 0 0		
220. Maney's, Mitchell's, and others	95 0 0		
221. Rose's Tier to Cocker's, Davis', and others	74 0 0		
222. Extension to Kellett's and Barwick's	75 0 0		
223. Rose's Tier Road	75 0 0		
224. Cornish's, Heelan's, and others	40 0 0		
225. Mathinna to Ringarooma	111 0 0		
226. Mathinna to Pveengana, <i>via</i> Dilger's	190 0 0		
227. Mathinna to South Mt. Victoria	183 0 0		
229. Tower Hill Road from Mangana	75 0 0		
230. Ben Lomond Road (extension)	40 0 0		
231. St. Pauls Road to Pratt's, Rubenach's, and others	150 0 0		
232. Storey's Creek Road to Mines	143 0 0		
233. St. Paul's Road to Franks' and others	75 0 0		
234. Cornwall Road, near V. Haas'	45 0 0		
Municipality of George Town—			
235. Low Head Road to East Beach (conditional on land being given)	45 0 0		
236. From North Street to Geale's, Davidson's, Lambert's, and Brown's	47 10 0		
<i>Carried forward</i>	13,247 7 8	8 10 2	

	Expenditure.			Receipts			Remarks on Receipts
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	13,247	7	8	8	10	2	
Public Works Execution Act, 2 George V. No. 3— <i>contd.</i>							
237. Lefroy Road, <i>via</i> Edd Island Creek Road, to Jetty at Craigburn	232	0	0				
238. East Arm Road Extension, <i>via</i> Long Point (conditional on land being given)	202	14	0				
239. Lefroy Road to Launceston Road	180	0	0				
240. Lefroy to Lathey's, Dillon's, and others	90	0	0				
241. Launceston Road to Shegog's, Warren's, and others (old Grubbed Road)	47	10	0				
242. Lower Piper to Freeman's and others	27	19	9				
243. Alford to Karoola	92	0	0				
244. Piper's Brook Road, through Bird's, to Counsel's and others	95	0	0				
245. Lower Piper to Tunnel Station	271	0	0				
246. Piper's Brook to Lower Piper	90	0	0				
248. Bird's to Sea Beach	192	10	3				
Municipality of Glenorchy—							
252. Collins' Cap. Road (grading)	12	17	6				
253. Montrose Road to Gordon's, Rattle's, and Anderson's	7	0	0				
255. Bowen Road, Moonah	190	0	0				
257. Bismarck Road	28	15	0				
Municipality of Green Ponds—							
261. Main Road to Sattler's, Corney's, and others ...	63	0	0				
Municipality of Gormanston—							
263. Gormanston to Queenstown (South Hill), including Guard Fencing	100	0	0				
264. Top of North Lyell Road to Linda North Lyell Road, at North Lyell	400	0	0				
265. King River Bridge to Crown Lands	150	0	0				
Municipality of Hamilton—							
266. Marlborough Road (Ouse to Derwent Bridge) ...	40	4	0				
269. Gretna to Bluff	25	0	0				
271. Lane's Tier Road (top end)	43	0	0				
273. Tyenna Road, within Central Ward	40	0	0				
274. Ellendale to Irvine's, Clark's, and others	22	0	0				
Municipality of Huon—							
283. Bester's and others	42	1	3				
287. Quinn's, Watson's, and others	41	10	0				
291. Upper Woodstock Road towards Jetty	25	0	0				
292. Clark's, Flynn's, and Target's (Sandfly)	28	0	0				
302. Huon Road to Oates' Bridge	113	12	6				
306. Judd's Creek Road	22	0	0				
313. Baker's Creek to Crabtree	64	0	0				
Municipality of Kentish—							
318. Railton to Kimberley	290	13	7	4	0	0	Sale.
319. Merseylea, <i>via</i> Foster's, to Burke's and others ...	224	16	11				
320. Sunnyside Road (cutting, Broxham's Hill)	94	5	0				
321. Sunnyside to Foster's, <i>via</i> Brown's	95	0	0				
322. Railton to Hogg's Bridge	95	18	9				
323. Kent's Track, from Bryan's Bridge to Sheffield Road	92	6	9				
325. Railton to New Bed	47	10	0				
326. Dvnan's Bridge Road towards Kimberley	89	14	6				
327. Minnow to Paradise	58	0	0				
328. Staverton Road (from metal at Luttrell's)	90	0	0				
329. Thomas' Road to Back Settlement	94	17	3				
330. Thomas' Road to Lorinna	190	16	7				
332. Claude Road to Claude Mines	98	16	3				
334. McNally's Road, Kentish Track	44	15	4				
335. Barrington Road to Nook Post-office	72	0	0				
336. High Street to Nook (connection)	186	8	1				
337. G. and H. Spurr's	47	8	7				
338. From Claude Road, <i>via</i> Whiley's, to Selections ...	48	3	3				
339. Mt. Claude Road, Valley of Dasher	95	0	0				
340. Paradise Road, <i>via</i> Milne's to Selections	81	0	0				
341. Harman's Road, from Paradise Road to Claude Road	47	10	0				
342. Paradise Road East, from School	39	0	0				
343. Alma to Wilmot	120	0	0				
344. West Narrawa Road	380	0	0				
345. Belmont to Bismuth Junction	299	15	6				
346. Belmont to Bismuth Mine and Settlement	76	17	4				
347. Moina Road to All Nations Mine and Settlement	94	15	9				
348. Wilmot Road to Spellman's Bridge	189	7	8				
349. Belmont Road to Braid's and others ...	95	9	4				
350. Spion Kop Road	94	14	10				
351. Moina Road to Middlesex	95	0	0				
352. Beulah Road	21	16	0				
Municipality of King Island—							
355. Main Road North, from H. J. Pearson's Selection	236	18	6				
Municipality of Kingborough—							
362. To Elwell's, Price's, and others	12	0	0				
363. Sculthorpe's to J. Baldwin's	68	0	0				
367. Oyster Cove to Lovett	60	0	0				
371. Huon Road (widening)	205	13	0				
376. Sandfly to Westgarth's	116	0	0				
385. Kingston Main Road, at Bonnet Hill, to Beach... ..	18	0	0				
389. Peppermint Hill Road	33	0	0				
391. Poverty Gully Road and Extension	89	0	0				
<i>Carried forward</i>	20,756	10	8	12	10	2	

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	20,756 10 8	12 10 2	
Public Works Execution Act, 2 George V. No. 3— <i>contd.</i>			
398. Lawless', Young's, and others	42 16 0		
399. Denehey's Road	4 14 0		
400. Hart's and Sproule's Road to Shipping Place, through Lucas'	35 5 0		
Municipality of Latrobe—			
403. Fossil Banks to Hogg's Bridge	95 8 4		
404. Old Deloraine Road (Latrobe end)	90 0 0		
405. Green's Creek Road to Frankford	180 0 0		
406. Northdown to Moriarty	45 0 0		
Municipality of Leven—			
407. Nietta Road, via Jeanbrook, to Loongana Bridge	456 0 0		
408. Nietta Road	280 0 0		
410. Thirteen-mile Road (Castra)	87 3 0		
411. Gunn's Plains Road	81 0 0		
414. Central Castra to Blackwood Park	178 0 0		
416. McDonald's, Stephen's, and others	16 0 0		
417. Nietta Road to Wilmot via Ritchie's and Dob- son's	29 2 2		
418. Central Castra towards Ulverstone (through Closer Settlement)	109 19 0		
419. Clarke's Plains Road (Kindred end)	30 0 0		
420. Kindred to Castra	12 0 0		
421. Rigg's and Russell's	68 16 0		
422. Kentish Track to Griffiths' and Loane's	90 7 0		
423. Central Castra to Preston	89 3 0		
426. Simpson's Road to Howe's, and others	6 10 0		
427. Nietta Road, via O'Sign's, to Jeanbrook Road...	46 0 0		
428. Pettit's, Smith's, and others	45 0 0		
429. Pearson's, Flint's, and others	16 0 0		
Municipality of Lilydale—			
431. George Town Road to Medwin's and others, extension of Windermere Road	5 19 8		
433. Goulee's, Hudson's, and others	45 0 0		
434. T. Hoare's and others	42 0 0		
435. Lilydale Road to Prosser's Forest	45 0 0		
436. Mt. Arthur Road to Hudson's, Ryan's, and others	84 0 0		
437. Wyena to Shepherd's and others	95 0 0		
438. Lisle Station to Lisle	107 0 0		
439. Conlan's Road to Bangor	36 0 0		
440. Burn's, Power's, and others	45 0 0		
441. Tunnel to Lilydale	90 0 0		
442. Lowe's Road to Bardenhagen's and others, North Lilydale	90 0 0		
443. Lilydale to Lebrina	90 0 0		
444. Gofton's, Kettle's, and others	90 0 0		
446. Wilson's Road to Doake's Road (East)	47 17 0		
448. Lisle Road to West Scottsdale, via crossing at railway siding	180 0 0		
449. H. Haas' and others	39 0 0		
450. Box's, Jones', and others	40 0 0		
451. Lebrina to Wyena	90 0 0		
452. Turner's Marsh to Launceston	129 0 0		
454. Lebrina to Piper's Brook	95 0 0		
455. Tunnel to Kirkham's, Baker's, and others	180 0 0		
456. Lower Turner's Marsh to Flynn's, Breen's, and others	47 7 0		
458. Baker's Road to Hill's, Traill's, and others	47 10 0		
459. Karoola to Bangor, near Windsor's	47 10 0		
460. Baker's Road to Proctor's and others (Lebrina)...	45 0 0		
461. Clarke's Road, near Storey's Junction	45 0 0		
462. Bangor to Welling's, Cox's, and others	90 0 0		
463. Bridport to Dundee's, Adams', and others	47 10 0		
464. Karoola to Lilydale, near Lalla	40 0 0		
466. Wing's, Hardwick's, and others (Golconda)	32 0 0		
467. Ferny Hill to Golconda Station	89 0 0		
Municipality of New Norfolk—			
472. Tyenna Road, western side of W. R. Marriott's	175 0 0		
473. Tyenna Road from Rolle's, via Rumney's, towards Mayne's	17 0 0		
474. Tyenna Road, eastern side of W. R. Marriott's...	131 0 0		
476. Road leading from Russell Station to Fenton- bury Bridge	122 0 0		
485. Espie's to Simmonds'	43 0 0		
487. Plenty to Booth's Road	114 0 0		
489. Connecting through Bond's, beyond Hannan's ...	3 0 0		
490. Black Hills Road through Denmark	31 0 0		
495. Collins' Cap Road	19 10 0		
497. Mt. Faulkner Road to Boulter's, Brittain's, and Smith's	16 0 0		
500. Lachlan Store to Swamp Gum Hill	53 0 0		
Municipality of Oatlands—			
504. Oatlands to Lakes Crescent and Sorell	120 19 3		
505. Lake Road to Selections of Jas. Weeding's, Brown's, Reid's, and others	150 0 0		
506. Lower Marshes Road	90 0 0		
508. Parattah to Harris', Webster's, and others	44 0 0		
<i>Carried forward</i>	26,219 17 1	12 10 2	

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts.</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	26,219 17 1	12 10 2	
Public Works Execution Act, 2 George No. 3.— <i>contd.</i>			
509. Snug to Wilson's, Goldsmith's, and others	46 16 8		
510. Tunnack to Woodsdale	77 0 0		
512. Tunnack to Mackie's, Byer's, and others	90 0 0		
513. Tunnack to Scott's, Kelly's, and Isles'	10 0 0		
514. Tunnack to McAuliffe's, Young's, and Byrne's	90 0 0		
517. New Country Marsh to Byer's, Kline's, Johnstone's, and others	30 0 0		
518. Road to Cornish's and others (Mt. Pleasant)	295 17 3		
519. From Hamilton to New Railway Siding, Fisher's Creek	285 17 4		
Municipality of Penguin—			
521. Creamery Road, No. 2	67 0 0		
523. Hobbs' and others, <i>via</i> Lobster Creek	89 0 0		
525. Stott's and Addey's	123 2 0		
531. Barrett's, Plapp's, and others	204 0 0		
533. McHugh's, Eastley's, and others	76 0 0		
534. Keddy's, Andrew's, and McCarthy's	85 1 0		
535. Marshall's and Hooper's	89 0 10		
536. Nine-mile Road	78 0 0		
537. Russell's, Hall's, and others	117 8 0		
538. Speight's, Horne's, and others	80 0 0		
539. Bramich's, Whitehouse's, and others	30 0 0		
540. Revell's, Hutton, and others	45 0 0		
541. Haberle's, and others	46 0 0		
543. Pine Road Extension	42 0 0		
544. Plapp's, Naylor's, and others	75 10 0		
545. Lowana Road, southward	129 6 3		
Municipality of Port Cygnet—			
548. Toby's Hill to Crown Lands	70 0 0		
552. Ball's Hill towards Lovett	182 4 8		
561. Lymington to Wattle Grove, at State School	45 16 9		
562. Lymington to Lovett	106 9 0		
563. Between R. Dick's and F. Coad's	41 0 0		
564. J. Coad's and J. Halton's	46 6 7		
565. Between C. Devereaux's and F. Coads	47 18 1		
567. Wattle Grove School to Golden Valley Road	44 0 0		
568. Lymington to Wattle Grove (Coast Road)	129 0 0		
570. Lymington to Mrs. F. Coad's and others	35 0 0		
573. Thomas' and others, Rocky Bay	89 19 6		
574. Gardner's Bay to Deep Bay	69 0 0		
575. Deep Bay to Garden Island Creek	73 0 0		
576. Garden Island Creek Jetty to Woods' and others	27 0 0		
577. Coast Road to Abel's Bay	72 0 0		
578. Wilson's, Pregnell's, and others, Deep Bay	29 0 0		
580. Worsley's, Gordon's, and Harvey's	94 5 4		
582. Winn's and Cockerill's	39 0 0		
Municipality of Portland—			
585. Garden's to Anson's Bay	100 0 0		
586. Pyengana to Lottah, <i>via</i> Anchor Mine	190 0 0		
587. Pyengana to Weldborough	250 19 2		
588. Ringarooma to Weldborough	150 0 0		
589. Weldborough to Amos', Brice's, and others	47 10 0		
590. Pyengana to Oldham's, and others	47 10 0		
591. Pyengana to A. V. Smith's and others	95 0 0		
592. Gould's Country to New England	95 0 0		
593. Marshes Road to Selections at Marrawah	95 0 0		
594. St. Helens to the Gardens	75 0 0		
595. Scamander to St. Helens	469 10 10		
596. St. Helens to vicinity of Trafalgar Gold Mine	95 0 0		
Municipality of Queenstown—			
597. Queenstown to Gormanston (deviation)	500 0 0		
Municipality of Richmond—			
601. Colebrook Road, through Corrigan's, to Selections and Crown Lands	90 0 0		
602. Colebrook to Jericho	84 0 0		
603. Through Brookes', to Housego's, Scott's, and others	77 0 0		
604. Colebrook Road to Robertson's, Stokell's, and others	85 9 0		
608. Colebrook to Yarlington	78 3 11		
Municipality of Ringarooma—			
609. Ledgerwood to Ringarooma (completion)	49 0 0		
610. New River to Style's, Roberts', and others	68 0 0		
611. West Maurice Road	240 0 0		
612. Viney's, Wilson's, and others	18 0 0		
613. Ringarooma to Mathinna	90 0 0		
614. Reeves', Rowlands', Jentzsch's, and others	85 10 8		
615. Branhholm to Warrentinna	119 0 0		
616. Branhholm to Ruby Flat	90 0 0		
617. Maurice Road to F. Diprose's and others	95 0 0		
618. Gladstone to Boobyalla	180 0 0		
619. Jago's, Shanahun's, and others	92 0 0		
620. Gladstone to Moorina	180 0 0		
621. Kamona Road	143 0 0		
622. Gunton's, Rainbow's, Johnston's, and others, near Junction of Counsel's Road	180 0 0		
<i>Carried forward</i>	34,017 9 4	12 10 2	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	34,017	9	4	12	10	2	
Public Works Execution Act, 2 George V. No. 3— <i>contd.</i>							
623. Graham's, Creighton's, and others	47	10	0				
624. Hardman's, Gunton's, and others, from Back Road	90	0	0				
625. Pioneer to Boobyalla Road, via Racesource	190	9	9				
626. Cape Portland Road, from new Bridge over Kingarooma River	189	18	11				
627. Boulbee's, Merrick's, and others	87	0	0				
628. Murray's, Creighton's, and others	55	0	0				
629. Selections, via Banca Mine, to Railway	280	1	8				
631. Old Boobyalla Road, near McCarthy's	135	0	0				
633. Murphy's, Woodland's, and others	78	0	0				
635. New Hope Road	63	0	0				
Municipality of Scottsdale—							
638. Coope's Road, near Tankard's	95	0	0				
639. Findlay's, Erb's, Gill's, and others	95	0	0				
640. Bonner's, Thurston's, and others, to Truwalla (Maryvale) Station	180	0	0				
641. Propsting's, Craw's, Taylor's, and others	90	0	0				
642. Ten-mile Track to Thurston's and others	43	0	0				
643. Cuckoo to Tonganah (Forester) Station	89	0	0				
644. Minstone Road to Heazlewood's and others	89	0	0				
645. Upper Brid Road	45	0	0				
647. Burnside Road	93	6	0				
648. Scottsdale to Bridport	86	0	0				
649. Lyndhurst Turn-off, towards Forester Settlement	285	18	11				
650. Dunkley's Road (extension)	270	0	9				
651. Waterhouse Road	60	13	10				
652. Shanty's Road	95	0	0				
653. Biggs, Leech's, and others	43	0	0				
654. West Scottsdale to Lisle Road	90	0	0				
655. Minstone Road to Lietinna	95	11	1				
656. Gregory's and others (Truwalla Station)	90	0	0				
657. Linton's, Lefroy's, and others	45	0	0				
658. Lauderdale Road	45	0	0				
659. Ranson's Lane to Springfield Post-office	90	0	0				
Municipality of Sorell—							
661. Black Hill to Sorell	84	0	3				
670. Kellevie to Woods and others	27	0	0				
676. Nugent to Sandspits	29	0	0				
680. Black Hills Road to Railway-siding at Frognore	20	0	0				
Municipality of St. Leonards—							
686. Camden Road	157	0	0				
687. Mulgrave Crescent	90	0	0				
689. Vermont Road to Faulkner's and others	189	0	0				
690. Bowden's, Skemp's, and others	45	0	0				
693. St. Patrick's River Road	90	0	0				
694. Green's, Prior's, and others	30	0	0				
695. Whitcombe's, Blair's, and others	72	0	0				
697. Cutts', White's, Prior's, and others	44	0	0				
698. St. Patrick's River to Scottsdale Road	90	0	0				
Municipality of Strahan—							
699. Road to Garcia's	40	0	0				
700. Road to Hinsby's	40	0	0				
701. Lowana Road (extension)	95	0	0				
Municipality of Table Cape—							
702. Big Creek Road	29	0	0				
703. Quiggin's Road	26	0	0				
706. Moore's Plains Road	75	0	0				
707. Wynyard to Waratah	238	0	0				
708. Takone Road	657	0	0				
709. Biggins' Road	106	2	9				
710. Neale's and others, off Biggins' Road	75	0	0				
713. Flowerdale Road to Tucker's	257	0	0				
714. Meunna Road to Fist's, Barker's, and others along new grubbed road)	168	0	0				
715. Preolinnia Road	198	0	0				
717. Stretton's and others, off Tucker's Road	75	0	0				
718. Calder Road	2	5	0				
719. Smart's, Cleveland's, and others	56	0	0				
720. Conroy's and others, off Mt. Hicks Road	40	0	0				
722. Flowerdale Road to Reilly's and Shekleton's	90	0	0				
723. Road leading West, past Upper Flowerdale School	38	0	0				
726. Johnston's, Perger's, and others	125	0	0				
727. Pearson's, Heaney's, and others	75	0	0				
728. Waratah Road to Harnett's, Hyland's, and others	31	10	0				
730. Jackson's and Diprose's	88	0	0				
731. Fleming's, Hyland's, and others	75	0	0				
Municipality of Tasman—							
732. Premaydena to Nubeena	170	0	0				
734. Nubeena to Carnarvon, from Marsh towards Nubeena	135	0	0				
736. Tunnel Bay Road, from Knight's Bridge	125	0	0				
737. Taranna to Koonya, vicinity of Newman's Creek	124	0	0				
740. Saltwater River to Barnicoat's, Richardson's, and others	90	0	0				
<i>Carried forward</i>	41,659	17	3	12	10	2	

	Expenditure.			Receipts.			Remarks on Receipts.
	£	s.	d.	£	s.	d.	
<i>Brought forward</i>	41,659	17	3	12	10	2	
Public Works Execution Act, 2 George No. 3.— <i>contd.</i>							
742. Koonya to Paul's, Dodderidge's, and others	126	0	0				
744. Newman's Bottom to Kingston's, Trenham's, and Kingston's	47	10	0				
747. From Koonya Road to Griffiths' and others	93	13	3				
751. Wedge Bay to Cripps'	29	0	0				
Municipality of Waratah—							
753. Waratah-Corinna Road	285	0	0				
754. Waratah to Wynyard, at Parrawe Settlement ...	1766	10	0				
Municipality of Westbury—							
756. Black Sugar Loaf to Priestley's and others	35	0	0				
757. Denman's, Bullock's, and others	31	8	0				
758. South Frankford Road	16	5	6				
761. Frankford to Green's Creek	90	0	0				
Municipality of Zeehan—							
765. Zeehan to Trial Harbour	432	0	0				
Conditional Vote.							
766. Construction of Roads, Bridges, and Jetties generally, and other works, on the £ for £ system, an equal amount being contributed locally	293	4	4	100	0	0	Contribution.
Bridges.							
767. Mersey River Bridge (Road, Minnow to Mole Creek)	588	17	5				
769. Bridge at the Gardens Lagoon (to supplement vote for 1910)	193	15	2				
770. Dorset River, Ringarooma to Ruby Flat	330	6	11	30	6	11	Transfer
772. Mountain River, Ranelagh Road, near Oates' (part cost)	470	0	0				
774. Small Bridges generally	33	1	0				
776. Reconstruction of Bridges damaged or destroyed by Floods (amount to be redeemed by Special Sinking Fund)	9476	7	6				
777. Renewals of Bridges generally (amount to be redeemed by Special Sinking Fund)	3329	18	4	0	8	0	Refund.
	£59,327	14	8	£143	5	1	
The Derwent Valley Railway Further Extension Act, 2 George V. No. 25	£8	8	0				
Public Works Execution Act, 2 Geo. V. No. 38—							
Roads.							
Municipality of Beaconsfield—							
778. York Town Road	45	0	0				
779. Scott's and Stonehouse's	45	0	0				
780. Beaconsfield Road to Floyd's and Hinds'	27	0	0				
782. Wall, Beauty Point Foreshore	40	0	0				
Municipality of Circular Head—							
785. Sunny Hills Road to Thurston's, Lovett's, and others	45	0	0				
787. Burnside Road	20	0	0				
790. South Road to Kay's and Tatlow's	80	0	0				
794. Grieve's Road	22	0	0				
795. Field's Road to Richardson's	39	0	0				
Municipality of Deloraine—							
800. Dog Trap Road	27	0	0				
801. Caveside Road to Haberle's and Parson's	40	0	0				
802. Liena to Gad's Hill	171	0	0				
804. Mortyn's and others	46	0	0				
806. Western Creek Road through 1000 acres	80	0	0				
Municipality of Devonport—							
807. Old Coast Road, Don, at Cutt's and others	19	0	0				
Municipality of Emu Bay—							
808. Radford's, Charles', and others	6	0	0				
810. Docking's and Radford's	45	0	0				
811. Three-mile Line Road	72	0	0				
812. Mitchell's, Dempster's, and others	10	0	0				
Municipality of Fingal—							
818. Mathinna Road to Norcott's Bridge	95	0	0				
Municipality of George Town—							
820. Back Creek to Lefroy	90	0	0				
821. Young's, Denman's, and others	43	0	0				
822. Lower Turner's Marsh to Lefroy Road	29	0	0				
Municipality of Kentish—							
832. Hayes' Road to Wellard's and others	94	19	3				
833. King's Road	43	0	0				
834. High Street to Nook	95	0	0				
835. Lehman's Road	48	10	1				
836. Dasher Road, <i>via</i> Gowrie's	142	7	10				
Municipality of Leven—							
847. West Castra Road Southward	154	0	0				
849. Brett's Road	45	0	0				
851. Jones' and Midgley's	27	0	0				
852. Stewart's Road to Duncanson's and others	4	0	0				
855. Yaxley's, Linton's, and others	43	0	0				
856. Kindred to Berry's, Chatwin's, and others	40	0	0				
<i>Carried forward</i>	1872	17	2				

	Expenditure.	Receipts.	Remarks on Receipts.
	£ s. d.	£ s. d.	
<i>Brought forward</i>	1872 17 2		
Public Works Execution Act, 2 Geo. V. No. 38— <i>contd.</i>			
Municipality of Lilydale—			
858. From Doak's Road, East to Mount Arthur Road	45 0 0		
859. Lisle Road Station to Boyd's, Blackburn's, and others	90 0 0		
860. Youl's, Burns', and others	45 0 0		
Municipality of Oatlands—			
866. Morrison's and Headlam's, towards Hamilton (Mt. Pleasant)	180 3 3		
Municipality of Penguin—			
870. Blythe Road to Walmsley's and Evans'	40 0 0		
Municipality of Port Cygnet—			
873. Widening Port Cygnet Main Road through Township	209 17 5		
Municipality of Portland—			
876. R. Perry's and others	40 0 0		
877. Wilson's, Lefevre's, and others	75 0 0		
878. Weldborough Road (widening)	5 13 0		
879. Beechey's, Manson's, and others	75 0 0		
880. St. Helens to Upper Scamander	95 0 0		
Municipality of Ringarooma—			
883. Ogilvie's Bridge to Hynes' Camp	189 19 5		
884. Main Road to Railway-station at Branxholm (conditional on Council providing a like amount)	200 0 0		
886. To Cream Creek, Moorina	90 0 0		
Municipality of Scottsdale—			
887. To Easterbrook's, Law's, and others	47 10 0		
Municipality of Spring Bay—			
890. Rheban Jetty Road, towards Orford	75 0 0		
Municipality of Table Cape—			
893. Creamery Road, <i>via</i> A. Elphinstone's	75 0 0		
894. West Calder to Takone, <i>via</i> Rothwell's	75 0 0		
895. Harrison's to Smith's, Cooper's, and others	75 0 0		
900. Table Cape Road	40 0 0		
904. Conroy's and others, branch off Mt. Hicks Road	40 0 0		
905. Lancaster's, Diprose's, and others	40 0 0		
906. Deayton's and others	40 0 0		
907. James Armstrong's and others (at 6½ miles)	40 0 0		
Jetties.			
914. Tasman, near Boat Harbour, Slopem Main	36 10 8		
915. Flinders Island, Lady Barron	5 8 0		
916. Flinders Island, Emita Jetty and Approach Road	106 9 6		
920. Rheban Jetty (conditional)	470 11 5	50 0 0	Contribution.
Harbours.			
921. Dredging, &c., Kermandie River (conditional upon Hobart Marine Board contributing a like amount)	100 0 0		
922. Currie Harbour Improvements	15 3 11		
Tracks.			
925. Tracks generally, including Huts	2829 12 7		
Miscellaneous.			
926. Survey and Estimate, Ralph's Bay Neck Canal ...	30 19 4		
930. Storm Channel, West Strahan	95 0 0		
931. Drainage, Mowbray Swamp, Smithton, Main Drains (conditional upon local liability for drainage system generally being arranged)	114 18 1		
934. Causeway at Bridgewater (raising)	280 14 0	3 9 0	Transfer
935. Roads, Bridges, Excesses, Surveys, and Contingencies, including Purchase	5 14 9		
936. In Aid of Supervision and Office Charges, Surveys, Travelling Expenses, Printing, and Advertising Public Works generally	4246 18 5		
939. Land, Buildings, and Equipment Agricultural Farms	10,513 1 0		
Buildings.			
941. New Schools, Equipment, Structural Alterations of Existing Buildings, and Purchase of Sites ...	14,000 0 0		
943. New Town Charitable Institution, Provision for Female Epileptics (additional)	275 0 0		
945. Homœopathic Hospital, Macquarie-street, Hobart (towards cost of Metropolitan Drainage)	200 0 0		
948. Home for Invalids, Launceston	828 3 0		
949. Launceston Hospital, Additions to Laundry and Equipment	500 0 0		
951. Zeehan and Dundas Hospital, Additions	298 10 0		
952. Chemical Laboratory (Equipment), Health Department	24 3 9		
955. Metropolitan Drainage Connections to Public Buildings	567 10 7		
957. Cottage at Magnet for Medical Offices (conditional)	225 0 0		
<i>Carried forward</i>	39,570 14 3	53 9 0	

	<i>Expenditure.</i>	<i>Receipts.</i>	<i>Remarks on Receipts.</i>
	£ s. d.	£ s. d.	
<i>Brought forward</i>	39,570 14 3	53 9 0	
Public Works Execution Act, 2 Geo. V. No. 38— <i>contd.</i>			
<i>Railways (Existing Lines).</i>			
Main Line—			
959. Duplication of Line from New Town to Glenorchy, including Interlocking, Moonah, Derwent Park, and Elwick Junction Stations, and Tyler's Block System of Train-signalling	138 10 10		
960. Additions to Buildings, Sidings, and other works	75 13 5		
Western Line—			
962. Additions to Buildings, Sidings, &c., and Telephones	25 5 10		
<i>Railways Generally.</i>			
966. Additional Rolling-stock and Fittings	403 0 8		
969. Additions and Alterations to Workshops and Chief Mechanical Engineer's Offices, Launceston	93 16 4		
971. One Pile-driver	163 4 5		
972. Contingencies	321 5 11		
Clause 7. Butleigh Hill Road, crossing Railway Line to the Road leading from Wilmore's Lane to Little Hampton Station	27 11 2		
	£40,819 2 10	£53 9 0	
The Railton-Wilmot Railway Survey Act, 2 George V. No. 60	125 10 7		

H. J. M. PAYNE, Treasurer.
Treasury, Hobart, 7th November, 1912.

Examined and certified to be correct.
J. E. BENNISON, Auditor-General.
28th November, 1912.

T A S M A N I A .

No. 3.

STATEMENT of Expenditure from the CONSOLIDATED REVENUE FUND of Tasmania for the Service of the Twelve Months ended 30th June, 1912, compared with the Amounts authorised by Parliament, made up to 31st July, 1912.

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>His Excellency the Governor's Establishment.</i>				
Salaries	2974 0 0	2974 0 0		
Contingencies—				
Repairs and Furniture, Government House, under 4 Ed. VII. No. 10	407 8 4	400 0 0	7 8 4	
Stationery, Stores, Fuel, Light, Printing, Newspapers (for Offices). Uniform for Office Attendant, and Maintenance of Gas Lamps at Gates	119 14 5	120 0 0	...	0 5 7
Postal Charges, Telegrams, and Telephones ...				
	3501 2 9	3494 0 0	7 8 4	0 5 7
<i>Ministerial.</i>				
Salaries	3200 0 0	3200 0 0		
Contingencies—				
Travelling Expenses of Ministers, Carriage Hire, Miscellaneous Expenses, and Enter- tainment of Distinguished Visitors	252 10 1	200 0 0	52 10 1	
	3452 10 1	3400 0 0	52 10 1	
<i>Premier's Office.</i>				
Salaries	425 16 8	425 16 8		
Contingencies—				
Stationery and Sundries (including Executive Council)	153 18 0	130 0 0	23 18 0	
Postal Charges, Telegrams, and Telephone ...				
Printing				
	579 14 8	555 16 8	23 18 0	
<i>Agent-General in England.</i>				
Salaries	1555 0 0	1555 0 0		
Contingencies—				
Travelling and Miscellaneous Expenses, Stationery, Stores, and Incidental Expenses, Rent of Office, Postage, Telegrams, and Cablegrams	733 11 3	600 0 0	133 11 3	
	2288 11 3	2155 0 0	133 11 3	
<i>Miscellaneous. Premier.</i>				
Cost of Parliamentary and other Papers, Samples, and Books, &c., from England and elsewhere	59 15 3	50 0 0	9 15 3	
Cost of Publications, including Photographs, Samples, &c., sent to England and elsewhere	163 2 4	110 0 0	53 2 4	
Expenses in connection with the visit of the Australian Squadron to Hobart	375 13 2	...	375 13 2	
	598 10 9	160 0 0	438 10 9	
<i>Legislature—</i>				
<i>Legislative Council.</i>				
Salaries	1160 0 0	1150 0 0	10 0 0	
Contingencies—				
Incidental Expenses, including Catering, Stationery, Stores, and Uniform for Office Keeper and Messenger	109 6 5	100 0 0	9 6 5	
Postal Charges, Telegraphs, and Telephones				
	1269 6 5	1250 0 0	19 6 5	
<i>House of Assembly.</i>				
Salaries	1507 12 9	1530 0 0	...	22 7 3
Contingencies—				
Incidental Expenses, including Catering and Insurance of Books in Library	302 12 2	300 0 0	2 12 2	
Newspapers and Books	120 0 0	120 0 0		
Stationery, Stores, and Uniforms for Mes- sengers	72 13 8	70 0 0	2 13 8	
Postal Charges, Telegraphs, and Telephones				
Gratuity to Clerk of the House for extra duties performed, pending the Appoint- ment of a Clerk Assistant	40 0 0	...	40 0 0	
Purchase of a domestic Vacuum Cleaner ..	6 12 6	...	6 12 6	
	2049 11 1	2020 0 0	51 18 4	22 7 3

<i>Establishments detailed.</i>	<i>Expenditure</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>General.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Reimbursement of Expenses of Members of Parliament	5746 13 4	5746 13 4		
<i>Electoral.</i>				
Electoral Rolls, Expenses of preparing and printing.....	3090 19 10	2000 0 0	1090 19 10	
Elections, Expenses of.....	179 15 0	75 0 0	104 15 0	
Postage and Telegrams.....	3270 14 10	2075 0 0	1195 14 10	
<i>Special Services.</i>				
Railway-passes for Members and Wives	2000 0 0	2000 0 0		
Printing—Bills				
Notice Papers and Journals, &c. Parliamentary Papers; Acts; and Printing generally, in- cluding publications for exchange	1619 4 2	1300 0 0	319 4 2	
	3619 4 2	3300 0 0	319 4 2	
<i>Chief Secretary's Department.</i>				
Salaries.....	721 8 11	790 16 8	...	69 7 9
Contingencies—				
Newspapers, Petty Expenses, and Stationery, including Clerical Assistance.....	123 18 6	80 0 0	43 18 6	
Printing	115 17 0	120 0 0	...	4 3 0
Postal Charges, Telegrams, and Telephones { Gratuity to Chief Clerk for special services rendered in connection with the recent Legislative Council and House of Assembly Elections	10 0 0	...	10 0 0	
	971 4 5	990 16 8	53 18 6	73 10 9
<i>Audit Department.</i>				
Salaries.....	2810 2 2	2839 13 10	...	29 11 8
Contingencies—				
Travelling Expenses.....	351 11 10	330 0 0	21 11 10	
Stationery, Advertising, and incidental Expenses	88 19 11	90 0 0	...	1 0 1
Printing				
Postal Charges, Telegrams, and Telephones ...	12 12 0	...	12 12 0	
Clerical Assistance	3263 5 11	3259 13 10	34 3 10	30 11 9
<i>Statistical and Registration Department.</i>				
Salaries	1605 16 8	1697 10 0	...	91 13 4
Allowances	461 2 0	475 0 0	...	13 18 0
Contingencies—				
Registers, Incidental Expenses, Cost of col- lecting Statistics, Stationery, &c.....	175 7 7	100 0 0	75 7 7	
Printing	591 14 8	500 0 0	91 14 8	
Postal Charges, Telegrams, and Telephones ...				
Expenses incurred by Statistician in attending the Conference of Statisticians at Sydney ...	21 8 0	...	21 8 0	
	2855 8 11	2772 10 0	188 10 3	105 11 4
<i>Inspection of Machinery, Magazines, & Explosives Department.</i>				
<i>Machinery Branch.</i>				
Salaries	1325 0 0	1325 0 0		
Contingencies—				
Travelling Expenses	389 6 2	370 0 0	19 6 2	
Stationery, Stores, Instruments and Books, Printing, and Incidental Expenses.....	101 9 1	105 0 0	...	3 10 11
Postal Charges, Telegrams, and Telephones ...				
<i>Magazines and Explosives Branch.</i>				
Salaries....	190 0 0	190 0 0		
Contingencies—				
Travelling Expenses ..	13 7 2	15 0 0	...	1 12 10
Stationery and Stores, Labour, Fuel, Light, Repairs, and Miscellaneous	71 10 4	60 0 0	11 10 4	
Postal Charges, Telegrams, and Telephones ..				
Printing	2090 12 9	2065 0 0	30 16 6	5 3 9

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Public Service Board.				
Salaries	521 13 4	515 0 0	6 13 4	
Contingencies—				
Travelling Expenses	29 3 0	20 0 0	9 3 0	
Stationery, Examiners' Fees, Clerical Assistance, and Miscellaneous Expenses	95 7 8	50 0 0	45 7 8	
Printing and Advertising				
Postal Charges, Telegrams, and Telephones ..				
	646 4 0	585 0 0	61 4 0	
Public Buildings.				
Salaries.....	1793 15 2	1845 0 0	...	51 4 10
Allowances—				
Head Office Keeper—House allowance £35 per annum	35 0 0	35 0 0		
Office Keeper, Public Buildings, Davey-street—House allowance at £26 per annum from 1st May, 1912, to 30th June, 1912	4 6 8	...	4 6 8	
Contingencies—				
Fuel and Light, Public Offices, Hobart	439 11 6	400 0 0	39 11 6	
Fuel, Light, and Water, ditto, Launceston	122 9 5	125 0 0	...	2 10 7
Stores for Offices generally	29 2 10	25 0 0	4 2 10	
Fuel and Light, Country Public Offices.....	1 2 9	5 0 0	...	3 17 3
Uniforms for Office-keepers and Messengers, Hobart and Launceston	62 2 7	65 0 0	...	2 17 5
Telephone Service	8 0 3	9 10 0	...	1 9 9
Temporary Assistance	105 18 6	15 0 0	90 18 6	
Temporary Messenger	2 2 0	...	2 2 0	
	2603 11 8	2524 10 0	141 1 6	61 19 10
Administration of Charitable Department.				
Salaries	423 6 8	425 0 0	...	1 13 4
Contingencies—				
Out-door Relief, Medical Attendance on Destitute Persons and Maintenance of Destitute Persons not otherwise provided for Maintenance of Deaf, Dumb, and Blind Children; Maintenance of Destitute Persons in Country Hospitals; Examination of Insane; Stationery and Stores; and Miscellaneous Expenses	2091 13 6	2200 0 0	...	108 6 6
Transport and Funeral Expenses	255 16 8	400 0 0	...	144 3 4
Postal Charges, Telegrams and Telephones	303 1 11	300 0 0	3 1 11	
Printing.....	49 0 1	60 0 0	...	10 19 11
Treatment of Advanced Cases of Consumption...	43 18 8	250 0 0	...	206 1 4
Allowance for Uniform to Inspecting Nurse at £3 per annum	3 0 0	...	3 0 0	
	3169 17 6	3635 0 0	6 1 11	471 4 5
Destitute and Neglected Children.				
Maintenance of Destitute Children under the Boarding-out System	1991 18 11	1550 0 0	441 18 11	
Contributions towards Children detained in the undermentioned Institutions—				
Boys' Home, Hobart	350 7 0	310 0 0	40 7 0	
Industrial School for Females, Hobart.....	279 17 5	250 0 0	29 17 5	
St. Joseph's Orphanage, Hobart	235 1 11	200 0 0	35 1 11	
Industrial School for Females, Launceston, including payment of Teacher's Salary ..	332 2 11	240 0 0	92 2 11	
Expenses incurred in providing the Boarded-out Children and Foster Parents with Picnic ..	20 16 2	...	20 16 2	
	3210 4 4	2550 0 0	660 4 4	
Grants to Charitable Institutions.				
Benevolent Society, Hobart } £1 for every £1 raised by subscription during the year up to the sum voted by Parliament.	198 7 0	200 0 0	...	1 13 0
Benevolent Society, Launceston	200 0 0	200 0 0		
Blind Asylum, Hobart	300 0 0	300 0 0		
Braille Society	20 0 0	20 0 0		
Home for Invalids, Launceston	464 11 8	750 0 0	...	285 8 4
Grant in Aid of Good Samaritan Fund, Zeehan ..	25 0 0	...	25 0 0	
	1207 18 8	1470 0 0	25 0 0	287 1 4

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Grants to Medical Institutions.</i>				
Fixed Grants—				
General Hospital, Hobart	5950 0 0	5000 0 0	950 0 0	
General Hospital, Launceston	6437 7 4	5000 0 0	1437 7 4	
Alexandra Hospital, Hobart	100 0 0	100 0 0		
Queen Victoria Hospital, Launceston	100 0 0	100 0 0		
Sanatorium, New Town	150 0 0	150 0 0		
Devon Hospital, Latrobe	700 0 0	700 0 0		
Conditional Grants—				
General Hospital, Hobart	1600 0 0	1600 0 0		
General Hospital, Launceston ..	1600 0 0	1600 0 0		
Hospital, Zeehan	500 0 0	500 0 0		
Hospital, Queenstown	500 0 0	500 0 0		
Hospital, Beaconsfield	200 0 0	200 0 0		
Hospital, Devon, Latrobe	300 0 0	300 0 0		
Hospital, Strahan	100 0 0	100 0 0		
Hospital, Waratah (Mt. Bischoff) ..	100 0 0	100 0 0		
Hospital, Campbell Town	100 0 0	100 0 0		
Hospital, Tullah	100 0 0	100 0 0		
Hospital, Ulverstone	150 0 0	100 0 0	50 0 0	
Cottage Hospital, New Norfolk ..	100 0 0	100 0 0		
Homœopathic Hospital, Hobart ...	250 0 0	250 0 0		
Ditto, Launceston	200 0 0	200 0 0		
Contingent Grant				
Infectious Diseases Hospitals—Contributions to Municipalities	251 13 8	400 0 0	..	148 6 4
Grant to Queenstown Hospital to meet expenses during the financial stress caused by the Mt. Lyell Strike	141 5 9	..	141 5 9	
	19,630 6 9	17,200 0 0	2578 13 1	148 6 4
<i>New Town Infirmary and Consumptive Home.</i>				
Salaries	1357 15 7	1484 10 0	..	126 14 5
Contingencies—				
Stores, Stationery, Clothing, and Bedding, Pro- visions, Fuel, Light, Medicines and Medical Comforts, Miscellaneous, including Funeral Expenses, Repairs, including Fencing	2903 16 7	2650 0 0	253 16 7	
Postages, Telegrams, Telephones, and Printing	26 6 11	28 0 0	..	1 13 1
	4287 19 1	4162 10 0	253 16 7	128 7 6
<i>Training School for Boys, and Farm.</i>				
Salaries	193 16 9	266 13 4	..	72 16 7
Allowances—				
Working Overseer, House Allowance....	21 13 4	26 0 0	..	4 6 8
Contingencies—				
Provisions, Clothing, Bedding, Stores, Sta- tionery, Fuel, Light, Alterations and Repairs to Buildings, and Miscellaneous Expenses	269 12 2	500 0 0	..	230 7 10
Postage, Telegrams, Telephones, and Printing	12 12 5	15 0 0	..	2 7 7
	497 14 8	807 13 4	..	309 18 8
<i>Hospital for the Insane, New Norfolk.</i>				
Salaries	10,272 17 8	10,334 6 8	..	61 9 0
Allowances	9 0 0	9 0 0		
Contingencies—				
Travelling Expenses of Special Visitors.....	18 10 7	20 0 0	..	1 9 5
Uniforms				
Patients' Recreation and Petty Expenses ...				
Provisions				
Medical Comforts				
Bedding, Clothing, Stores, Stationery, &c.....				
Fuel and Light				
Conveyance of Stores	12,899 2 5	13,306 0 0	..	406 17 7
Medicines				
Incidental Expenses, including Furniture, and Advertising				
Coroners' Inquests and Funeral Expenses				
Repairs to Buildings.....				
Locum Tenens for Medical Officers, Engineers, Attendants, Stokers, and Nurses				
Postal Charges, Telegrams, and Telephones ...	64 2 1	90 0 0	..	25 17 11
Printing				

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Hospital for the Insane, New Norfolk—continued.</i>				
Special Repairs	491 9 9	1000 0 0	..	508 10 3
Extra Boiler in connection with Electric Light Plant .....	..	600 0 0	..	600 0 0
Bonus to Attendants (2) for Extra Duties per- formed in the engine-room	10 0 0	..	10 0 0	
	23,765 2 6	25,359 6 8	10 0 0	1604 4 2
<i>Public Health Department</i>				
Salaries	1062 10 6	1065 0 0	..	2 9 6
Allowances	30 0 0	30 0 0		
Contingencies—				
Travelling Expenses	212 4 9	300 0 0	..	87 15 3
Contribution to cost of Administering Public Health and other Acts	491 9 9	350 0 0	141 9 9	
Postal Charges, Telegrams, and Telephones ..	126 6 7	120 0 0	6 6 7	
Printing				
	1922 11 7	1865 0 0	147 16 4	90 4 9
<i>Miscellaneous—</i>				
Tasmanian Museum and Art Gallery	500 0 0	500 0 0		
Launceston Museum and Art Gallery	150 0 0	150 0 0		
Botanical Gardens	800 0 0	800 0 0		
Cost of firing Time Gun	48 11 8	60 0 0	..	11 8 4
Tasmanian Public Library, Hobart	350 0 0	350 0 0		
Public Library, Launceston	150 0 0	150 0 0		
Aid to Public Libraries throughout the State, on conditions to be prescribed by the Chief Secretary ..	300 0 0	300 0 0		
“The Fire Brigades Act,” expenses in connection with	1428 11 11	1200 0 0	228 11 11	
Expenses in connection with destruction of Cormorants	14 5 8	20 0 0	..	5 14 4
In aid of Tourists' Associations—				
Tasmanian Tourists' Association, } £1 for Hobart	300 0 0	300 0 0		
Northern Tasmanian Tourists' } every 10s. Association, Launceston	300 0 0	300 0 0		
Grants conditional on three members of each Committee being nominated by Govern- ment—				
Other Associations—£1 for every £1 contributed <i>pro rata</i> ..	200 0 0	200 0 0		
Cook's Tourist Agency, Intelligence and Labour Bureau, Hobart, including Rent of Premises	400 0 0	400 0 0		
Cook's Tourist Agency, Intelligence and Labour Bureau, Launceston	150 0 0	150 0 0		
Advertising Government Notices	154 1 9	50 0 0	104 1 9	
Advertising Applications for Public-house Licences	72 5 9	60 0 0	12 5 9	
Analysis of Articles, State and Commonwealth Departments; also Telephone Service	703 16 4	656 0 0	47 16 4	
Contagious Diseases Hospital, Hobart and Laun- ceston	88 1 5	120 0 0	..	31 18 7
Interest payable to Launceston Corporation on cost of laying on water, Isolation Hospital, King's Meadows	30 0 0	20 0 0		
New Issue of Handbook of Tasmania	134 10 6	650 0 0	..	515 9 6
Water Supply to all Government Buildings and institutions by the Hobart Corporation ..	1200 0 0	1200 0 0		
Hobart Corporation, Payment in settlement of claims for Water Supply previous to 1st July, 1911	350 0 0	350 0 0		
Cost of Administering Factories and Wages Boards Acts	1998 15 9	500 0 0	1498 15 9	
Grant to the Trustees of the Industrial School for Females, Launceston, to carry out Additions to the present Building	100 0 0	..	100 0 0	
Tasmania's share of expenses in connection with the Conference held in Melbourne regarding Consumption	2 19 5	..	2 19 5	
Cost of Repairs to the Fish Hatchery and Care- taker's Cottage, Salmon Ponds, River Plenty ..	147 1 4	..	147 1 4	
Expenses in connection with Royal Commission on the Zeehan District Hospital	273 13 9	..	273 13 9	
	10,346 15 3	8496 0 0	2415 6 0	564 10 9

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Treasury.</i>				
Salaries	3432 3 7	3432 10 0	..	20 6 5
Imperial Pensions Branch—Salaries	100 0 0	100 0 0		
Contingencies—				
Stationery and Miscellaneous Expenses, including Clerical Assistance, Overtime, and Purchase of Typewriter	565 7 5	535 0 0	30 7 5	
Printing				
Postal Charges, Telegrams, and Telephones ..				
Gratuity to Accountant for Special Services performed in connection with Commonwealth Accounts	26 5 0	..	26 5 0	
<i>Stores Branch.</i>				
Salaries	956 13 4	962 10 0	..	5 16 8
Contingencies—				
Travelling Expenses	34 16 6	30 0 0	4 16 6	
Stationery, Stores, Conveyance, and Miscellaneous Expenses, including Clerical Assistance	242 15 11	219 0 0	23 15 11	
Postal Charges, Telegrams, and Telephones ..				
Printing				
	5358 1 9	5299 0 0	85 4 10	26 3 1
<i>Office of Taxes.</i>				
Salaries	3734 14 7	3792 1 8	..	57 7 1
Contingencies—				
Travelling Expenses	14 9 6	35 0 0	..	20 10 6
Stationery, Cost of Collection of Rates and Taxes, Advertising, Incidental Expenses, &c.	141 18 11	200 0 0	..	58 1 1
Clerical Assistance (including overtime), and expenses in connection with Land Valuation and Income Tax Acts, and to provide additional Staff	1345 7 9	1300 0 0	45 7 9	
Printing Valuation Rolls, &c.	394 14 8	450 0 0	..	55 5 4
Postal Charges, Telegrams, and Telephones ...	513 7 6	500 0 0	13 7 6	
	6144 12 11	6277 1 8	58 15 3	191 4 0
<i>Printing Department.</i>				
Salaries	1554 16 8	1554 16 8		
Wages to Establishment	7965 9 11	8000 0 0	..	34 10 1
Contingencies—				
Paper, Stationery, Stores, Fuel and Light, New Type, Fittings, &c., Repairs to Machinery, Presses, &c., Petty Expenses, &c., including provision for Annual Picnic of Employees ..	5005 6 1	4200 0 0	805 6 1	
Postal Charges, Telegrams, and Telephones ...	298 9 11	180 0 0	118 9 11	
Printing				
New Plant	474 0 0	500 0 0	..	26 0 0
	15,298 2 7	14,434 16 8	923 16 0	60 10 1
<i>State Savings Bank.</i>				
Salaries	1352 4 10	1365 8 4	..	13 3 6
Contingencies—				
Stationery, Printing, and Sundries	386 9 11	300 0 0	86 9 11	
Commission to Postal Department on country business	1166 16 5	1100 0 0	66 16 5	
Postal Charges, Telegrams, and Telephones ...	339 6 1	350 0 0	..	10 13 11
	3244 17 3	3115 8 4	153 6 4	23 17 5
<i>Miscellaneous.</i>				
Commission and all Charges in London for payment of Principal and Interest on Inscribed Stock, Debentures, and Treasury Bills	1575 18 11	1625 0 0		49 1 1
Cost of Exchange and Stamp Duty on Remittances to London and elsewhere, and discounting Drafts	2833 18 0	2750 0 0	83 18 0	
For payment of Premiums on Guarantee Policies for Officers entrusted with collection of Government Moneys	71 5 3	50 0 0	21 5 3	
"The Merchant Ships Officers' Examination Act," expenses, &c.	50 0 0	60 0 0	..	10 0 0
Salary of Government Pamphleteer and Reviser of State Publications	250 0 0	250 0 0		
Allowance to Mr. M. M'Donough, one of the discoverers of Mount Lyell Mine	100 0 0	100 0 0		
Allowance to Mr. G. Renison Bell, discoverer of Tin on North-East Coast	100 0 0	100 0 0		
Allowance to Mr. G. Meredith, one of the discoverers of Tin at Mt. Heemskirk	50 0 0	50 0 0		

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous.—continued.</i>				
Allowance to Mr. Owen Meredith, one of the discoverers of Tin at Mt. Heemskirk	50 0 0	50 0 0		
Allowance to Mr. Thomas Currie, Prospector, West Coast	52 0 0	52 0 0		
	5133 2 2	5087 0 0	105 3 3	59 1 1
<i>Attorney-General.</i>				
Salaries	228 15 0	235 0 0	..	6 5 0
Contingencies—				
Travelling Expenses of Law Officers	58 9 1	50 0 0	8 9 1	
Stationery, Miscellaneous and Incidental Expenses, Clerical Assistance, Defending Pauper Prisoners, Law Books, Binding, Newspapers, Advertising	120 11 7	180 0 0	..	59 8 5
Printing				
Postal Charges, Telegrams, and Telephones				
	407 15 8	465 0 0	8 9 1	65 13 5
<i>Parliamentary Draftsman.</i>				
Salary	360 0 0	360 0 0		
<i>Solicitor-General.</i>				
Salaries	1430 0 0	1430 0 0		
Contingencies—				
Stationery, Clerical and other Assistance	75 19 11	70 0 0	5 19 11	
Printing				
Postal Charges, Telegrams, and Telephones				
	1505 19 11	1500 0 0	5 19 11	
<i>The Judges.</i>				
Salaries	4075 0 0	4075 0 0		
Contingencies—				
Travelling Expenses of Judges and Officers attending the Circuit Courts and incidental expenses	266 17 6	250 0 0	16 17 6	
Stationery and advertising Claims to Grants	34 7 6	54 0 0	..	19 12 6
Postal Charges, Telegrams, and Telephones				
Printing				
	4376 5 0	4379 0 0	16 17 6	19 12 6
<i>Supreme Court, Registry of Deeds, Probate Duties, and Stamp Duties.</i>				
Salaries	1430 16 11	1435 0 0	..	4 3 1
Contingencies—				
Stationery, Incidental Expenses, Allowance for spoiled Stamps, &c.	325 18 2	235 0 0	90 18 2	
Printing				
Postal Charges, Telegrams, and Telephones	75 12 5	80 0 0	..	4 7 7
Commission on sale of Revenue Stamps at official Post Offices				
	1832 7 6	1750 0 0	90 18 2	8 10 8
<i>Lands' Titles.</i>				
Salaries	3120 17 9	3167 10 0	..	46 12 3
Contingencies—				
Stationery, Advertising, and Miscellaneous, including Travelling Expenses	233 0 10	250 0 0	..	16 19 2
Fees for inspection of Surveys .....	..	20 0 0	..	20 0 0
Printing	347 1 0	340 0 0	7 1 0	
Postage, Telegrams, and Telephones				
	3700 19 7	3777 10 0	7 1 0	83 11 5

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Sheriff, &c.</i>				
Salaries.....	1385 0 0	1385 0 0		
Allowances.....	100 0 0	100 0 0		
Contingencies—				
Stationery, Incidental and Unforeseen Expenses	144 3 4	150 0 0		5 16 8
Travelling Expenses of Sheriff and Officers....				
Printing.....				
Postal Charges, Telegrams, and Telephones ...				
Gratuity to Assistant Bailiff, Launceston, for extra duties performed during the absence of the Bailiff	5 0 0	..	5 0 0	
	1634 3 4	1635 0 0	5 0 0	5 16 8
<i>Courts of Requests, and Court of Bankruptcy, Launceston.</i>				
Salaries.....	595 0 0	595 0 0		
Contingencies—				
Travelling Expenses of Commissioner.....	19 19 6	20 0 0	.	0 0 6
Stationery, Law Books, and Incidental Expenses	44 7 0	45 0 0	..	0 13 0
Postal Charges, Telegrams, and Telephones ...				
Printing				
	659 6 6	660 0 0	..	0 13 6
<i>Magistracy: Southern Division.</i>				
Salaries	1095 0 0	1095 0 0		
Contingencies—				
Travelling Expenses, Police Magistrate and Commissioner, Police Clerk, &c	31 3 6	30 0 0	1 3 6	
Stationery, Stores, Fuel and Light, Cleaning, Sanitary Service, Miscellaneous	78 6 2	85 0 0	..	6 13 10
Postal Charges, Telegraphs, and Telephones...				
Printing.....				
	1204 9 8	1210 0 0	1 3 6	6 13 10
<i>Magistracy: Northern Division.</i>				
Salaries	240 0 0	240 0 0	..	
Contingencies—				
Stationery, Stores, Fuel and Light, and Miscellaneous	14 17 6	20 0 0	..	5 2 6
Postal Charges and Telegrams				
Printing				
	254 17 6	260 0 0	..	5 2 6
<i>North-Western Division.</i>				
Salaries	400 0 0	400 0 0		
Contingencies—				
Travelling Expenses, Police Magistrate and Commissioner	58 18 2	60 0 0	..	1 1 10
Stationery and Stores, Fuel and Light, Cleansing, Rents, Water Rates, and Miscellaneous	70 16 10	85 0 0	..	14 3 2
Postal Charges, Telegrams, and Telephones ..				
Printing				
	529 15 0	545 0 0	..	15 5 0
<i>Western Division.</i>				
<i>District of Macquarie.</i>				
Salaries	300 0 0	300 0 0		
Contingencies—				
Travelling Expenses of Police Magistrate and Commissioner	65 7 11	60 0 0	5 7 11	
Miscellaneous, Cleaning, Sanitary Service, Stationery and Stores, Fuel and Light ..	74 5 3	90 0 0	..	15 14 9
Postal Charges, Telegrams, and Telephones				
Printing				
	439 13 2	450 0 0	5 7 11	15 14 9

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous.</i>				
Crown Witnesses' Expenses, Prisoners' Witnesses' Expenses on Criminal Trials, and Jurors' Expenses in Civil and Criminal cases	992 8 7	1000 0 0	..	7 11 5
Incidental Expenses of Jurors	11 0 6	15 0 0	..	3 19 6
Expenses in connection with Coroners' Inquests	606 0 10	600 0 0	6 0 10	
Printing, Stationery and Stores for Bailiffs, Courts of Requests, and General Sessions	5 17 5	10 0 0	..	4 2 7
Supplying Courthouses with Acts of Parliament and free issues	15 4 8	25 0 0	..	9 15 4
	1630 12 0	1650 0 0	6 0 10	25 8 10
<i>Police Department.</i>				
Salaries	31,894 4 0	33,000 5 6	..	1106 1 6
Allowances	3380 6 10	3450 0 0	..	69 13 2
Contingencies—				
Stationery and Stores, including Provisions, Bedding, Utensils, &c., for Prisoners	193 4 6	240 0 0	..	46 15 6
Uniforms and Equipment	1349 14 10	1350 0 0	..	0 5 2
Travelling Expenses, Expenses of Inspection, and conveyance of Police on Railways and Tramways and Ferry (Mersey)	1900 2 4	1700 0 0	200 2 4	
Construction and Repair of Buildings, Furniture, and Rents	861 0 6	670 0 0	191 0 6	
Miscellaneous Expenses, (Printing; Postal Charges, Telegrams, and Telephones; Fuel and Light; Purchase, &c., Boats, Acts, Newspapers, and Books; Drill Instructors; Sanitary and Water Service, &c.	1115 11 4	1125 0 0	..	9 8 8
Contribution to Reward Branch of the Police Provident Fund	500 0 0	500 0 0		
Infant Life Protection, including Medicine, Maintenance, &c.	220 1 1	300 0 0	..	79 18 11
Expenses in connection with Samples of Liquor for Analysis	20 6 1	50 0 0	..	29 13 11
	41,434 11 6	42,385 5 6	391 2 10	1341 16 10
<i>Gaol, Hobart.</i>				
Salaries	3166 19 11	3239 1 8	..	72 1 9
Contingencies—				
Clothing, Bedding, Stores, and Stationery, Uniforms, Provisions, Medical Comforts, Fuel and Light, Miscellaneous	1215 13 5	1450 0 0	..	234 6 7
Postal Charges, Telegrams, and Telephones	22 11 8	23 0 0	..	0 8 4
Printing	81 16 7	40 0 0	41 16 7	
Repairs and Alterations				
	4487 1 7	4752 1 8	41 16 7	306 16 8
<i>Gaol, Launceston.</i>				
Salaries	324 15 0	343 0 0	..	18 5 0
Contingencies—				
Provisions, Medical Comforts, Stores, Clothing, Bedding, Stationery, Miscellaneous, Medical Attendance and Medicines, Conveyance of Stores, Fuel, Light, and Water	242 10 2	270 0 0	..	27 9 10
Postal Charges, Telegrams, and Telephones	12 16 2	12 0 0	0 16 2	
Printing				
	580 1 4	625 0 0	0 16 2	45 14 10
<i>Gaols—General Service.</i>				
Escort of Prisoners and transport of discharged Prisoners, Earnings of Prisoners, Expenses, Finger-print System	252 17 10	300 0 0	..	47 2 2
<i>Education Department.</i>				
Salaries	2210 14 1	2290 8 4	..	79 14 3
Board of Examiners	50 0 0	50 0 0		
Salaries of Inspectors of Schools, 5 at £400 each	2000 0 0	2000 0 0		
Salaries, Principal Training College, and 3 Assistants	885 0 0	885 0 0		
Salaries and Travelling Allowances, Medical Inspectors and 2 Nurses	666 5 11	720 0 0	..	53 14 1

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Education Department—continued.</i>				
Salaries and Allowances to Teachers (including Allowances to Students in Training), Teachers in State Schools and Provisional Schools to be paid in accordance with the scales of staffing and salaries in the Regulations under the Education Act of 1885, and in no case shall the Teacher be paid salary exceeding the maximum in his or her class...	65,263 2 8	65,000 0 0	263 2 8	
Rents, Transfer Allowances, School Furniture and Fittings, and School Books and Requisites	2704 14 1	2250 0 0	454 14 1	
Miscellaneous	430 14 8	460 0 0		29 5 4
Repairs and Improvements to State Schools	3861 14 6	4000 0 0		138 5 6
Contingencies—				
Expenditure, Boards of Advice, Petty Repairs, and General Expenses	371 16 9	450 0 0		78 3 3
Boards of Advice—Postal Charges, Stationery, and Sundries	32 1 2	50 0 0		17 18 10
School Cleaning and General Maintenance, including Cleansing Out-offices, and Fuel	4189 2 2	4150 0 0	39 2 2	
Stationery and Stores	57 7 1	70 0 0		12 12 11
Travelling Expenses of Director, Inspectors, and Officers of Department	908 5 0	1000 0 0		91 15 0
Printing	333 8 4	350 0 0		16 11 8
Railway Tickets and Coach Fares for Scholars, and Railway Tickets and Coach Fares for Teachers attending Classes and Schools of Instruction	472 13 9	400 0 0	72 13 9	
Postal Charges, Telegrams, and Telephones	283 4 6	300 0 0		16 15 6
Free Stock, Books, and Material, including free supplies to Scholars whose parents are unable to purchase such	77 3 2	100 0 0		22 16 10
Education of Deaf Mutes and the Blind	412 1 4	580 0 0		167 18 8
Retiring Allowances under Sections 128 and 130 Education Department Regulations:—				
Monitor at Claremont State School	5 0 0	...	5 0 0	
Head Teacher, Dunalley State School, balance	3 13 4	...	3 13 4	
<i>Technical Education.</i>				
For purposes of Technical Education (and fees paid by Students): Accounts to be paid by the Treasury on the certificate of the Chairman of the Committee of the School, or the member appointed in his stead.				
Hobart Technical School	850 0 0	850 0 0		
Launceston Technical School	850 0 0	850 0 0		
School of Mines, Beaconsfield	235 19 3	275 0 0		39 0 9
West Devonport Technical School on the £1 for £1 principle		50 0 0		50 0 0
School of Mines, Zeehan	700 0 0	700 0 0		
	87,854 1 9	87,830 8 4	838 6 0	814 12 7
<i>Tasmanian University.</i>				
Contribution	4500 0 0	4500 0 0		
<i>Department of Mines.</i>				
Salaries	4255 7 0	4670 0 0		414 13 0
Allowances	25 0 0	25 0 0		
Contingencies—				
Travelling Expenses (including Wages of Field Assistants to Geologists, &c.)	365 15 2	450 0 0		84 4 10
Miscellaneous Expenses, Stationery, &c., and Law Expenses	317 9 0	120 0 0	197 9 0	
Printing	395 17 10	400 0 0		4 2 2
Postal Charges, Telegraphs, and Telephones	151 13 5	210 0 0		58 6 7
Geological Instruments, Books, &c.	49 11 4	50 0 0		0 8 8
Establishing Depôts for Prospectors' Food Supplies; also assisting Prospectors in further developing their discoveries	730 10 8	1000 0 0		269 9 4
Expenses in connection with use of Diamond Drill in testing lodes on £1 for £1 principle.	102 0 0	1000 0 0		898 0 0
Investigating and obtaining Reports upon the Water Supply of the West Coast for Mining purposes		300 0 0		300 0 0
Remuneration to Members Mining Board	100 0 0	100 0 0		
Salary of Secretary	10 0 0	10 0 0		
Cost of glass cases for exhibiting Geological Specimens (belonging to the Department) in the Victorian Museum, Launceston	36 12 0	..	36 12 0	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Department of Mines.—continued.</i>				
Compensation to the Commercial Bank of Tasmania Limited, for Machinery, the property of the Bank, which was unlawfully sold by the Department	70 0 0	..	70 0 0	
Reward under Section 158 of "The Mining Act, 1905," to Mr. A. V. Chester, the discoverer of a valuable deposit of Mineral in the vicinity of Mount Balfour	100 0 0	..	100 0 0	
Assisting Prospectors in further developing their discoveries, &c, £1 for £1	44 6 9	..	44 6 9	
	6754 3 2	8335 0 0	448 7 9	2029 4 7
<i>Department of Lands and Surveys.</i>				
Salaries	6264 13 2	6642 10 0	..	377 16 10
Contingencies—				
Travelling Expenses, Surveyor-General, Forest Officer, and Inspector of Timber	57 15 9	75 0 0	..	17 4 3
Incidental Expenses, Crown Bailiffs, &c., Commission for selling Public Lands, Collecting Residence, &c., Licences, Inspection of Timber, Miscellaneous Expenses, Stationery, Stores, and Advertising	882 6 8	800 0 0	82 6 8	
Printing	715 10 8	700 0 0	15 10 8	
Expenses in connection with Examination of Surveyors	10 0 0	15 0 0	..	5 0 0
Postal Charges, Telegrams, and Telephones	219 8 10	250 0 0	..	30 11 2
Gratuities for special services rendered after official hours in connection with the bringing up to date of Plans, Lands and Mines Department, Launceston	33 1 9	..	33 1 9	
Gratuity to Chief Clerk and Chief Draftsman, £25 each, for extra duties and responsibilities thrown upon them during the absence of the Surveyor-General in England	50 0 0	..	50 0 0	
	8232 16 10	8482 10 0	180 19 1	430 12 3
<i>Department of Public Works.</i>				
Salaries	1915 6 4	2066 5 0	..	150 18 8
Contingencies—				
Stationery, Stores, Incidental Expenses, including Stamps on Receipts for Deposits, and Advertising	126 17 0	100 0 0	26 17 0	
Printing	185 8 0	200 0 0	..	14 12 0
Postal Charges, Telegrams, Telephones	345 0 5	300 0 0	45 0 5	
	2572 11 9	2666 5 0	71 17 5	165 10 8
<i>Agricultural and Stock Department.</i>				
Salaries	3262 13 4	3532 13 4	..	270 0 0
Allowances	33 9 0	33 10 0	..	0 1 0
Contingencies—				
Classes for Instruction; Farmer's Experiments; Chemical Laboratory, and assistance of Agricultural Chemist; Destruction of Rabbits and Californian Thistles on Crown Lands; Expenses for Inspection of Transferred Stock and Vegetable Products; Botanist; Travelling Expenses and Railway Fares, Stationery, Advertising, and Clerical Assistance and Miscellaneous	2304 10 7	1900 0 0	404 10 7	
Printing, including "Agricultural Gazette"	552 5 8	700 0 0	..	147 14 4
Nursery for Afforestation	229 1 3	200 0 0	29 1 3	
Postal Charges, Telegrams, and Telephones	186 14 10	160 0 0	26 14 10	
Expenses in connection with new Quarantine Stations .....	..	150 0 0	..	150 0 0
Expenses incurred in the purchase of Pigs and Trial Shipment to England in the form of Frozen Pork	72 10 5	..	72 10 5	
Miscellaneous and other Expenses in connection with promotion of a scheme of Immigration	67 0 6	..	67 0 6	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Agricultural and Stock Department—continued.</i>				
Eradication of San José Scale.....	142 17 4	...	142 17 4	
Gratuity to Temporary Clerk for special services rendered in the Department	10 0 0	...	10 0 0	
Expenses in connection with selecting, fixing, and distributing of Produce Standards, including Grain	56 9 8	...	56 9 8	
Salary and expenses of C. D. Sampson, American expert fruit-packer, in lecturing and giving demonstrations in Fruit-packing for export	64 7 5	...	64 7 5	
Maintenance of Agricultural State Farm at Deloraine	318 14 1	...	318 14 1	
Expenses in connection with Strahan Marine Board's Reclamation Scheme	98 12 6	...	98 12 6	
Cost of fodder and other necessities for imported Female Dairy Cattle while in Quarantine ...	5 16 11	...	5 16 11	
	7405 3 6	6676 3 4	1296 15 6	567 15 4
<i>Department of Railways.</i>				
Salaries.....	32,638 16 8	33,707 0 0	...	1068 3 4
Wages, also Guards' and Drivers' Night Expenses, Clerical Assistance, &c.	122,727 6 3	124,000 0 0	...	1272 13 9
Contingencies—				
Stores—Coal, Oil, Timber, Sleepers, Rails and Fastenings, Rolling Stock, Machinery, &c.	56,737 1 1	68,000 0 0	...	11,262 18 11
Miscellaneous—Uniforms, Advertising, Printing, Travelling, Incidental Expenses, Lodging Allowances, Contribution to Railway Bureau, Stamps, Telegrams, Telephones, &c.	5465 18 6	4400 0 0	1065 18 6	
Gratuity to widow of the late George Smith (Oiler, Locomotive Branch) in terms of Resolutions of Parliament	71 17 9	...	71 17 9	
Ditto Henry J. McKay (Stationmaster) ...	44 0 4	...	44 0 4	
Ditto M. A. Tracey (Stationmaster)	186 7 1	...	186 7 1	
Gratuity to Miss D. Potts, sister of late J. H. Potts (Locomotive Branch Foreman)	165 15 0	...	165 15 0	
Gratuity to executor of the late E. Peat (Permanent Way Inspector).....	208 0 0	...	208 0 0	
Gratuity to the sister of the late William McIntee (Weigher)	39 13 0	...	39 13 0	
Gratuity to the widow of the late John Young (Permanent Way Ganger).....	58 16 0	...	58 16 0	
Ditto S. C. Neilsen (Carriagebuilder)	94 0 0	...	94 0 0	
Leave of absence on full pay to Peter McAdam (Carpenter), on retirement, in terms of Resolutions of Parliament	75 2 6	...	75 2 6	
Ditto J. G. Donaldson (Cartrimmer)	57 11 11	...	57 11 11	
Ditto P. R. Oliver (Boilermaker)	33 3 9	...	33 3 9	
Ditto Enoch Turner (Furnaceman, Locomotive Branch).....	63 4 0	...	63 4 0	
Ditto E. L. Gates (Permanent Way Inspector)	137 3 9	...	137 3 9	
Ditto James Smith (Weigher)	39 13 0	...	39 13 0	
Ditto T. Moore (Permanent Way Bridge Carpenter)	124 18 4	...	124 18 4	
Ditto D. B. John (Foreman Blacksmith)...	152 5 10	...	152 5 10	
Ditto J. J. Hindell (Wheelturner).....	77 12 6	...	77 12 6	
Ditto H. Watson (Carriagebuilder)	34 12 9	...	34 12 9	
Ditto W. G. Grace (ex-Carpenter's Labourer)	27 1 1	...	27 1 1	
Ditto R. G. Osborne (Painter).....	85 19 6	...	85 19 6	
Ditto W. Hughes (Blacksmith)	116 2 8	...	116 2 8	
Ditto H. Dixon (Carriagebuilder)	67 5 0	...	67 5 0	
Ditto R. Worth (Painter)	100 17 6	...	100 17 6	
Ditto J. Keeling (Enginedriver)	81 3 0	...	81 3 0	
Ditto W. G. Speirs (ex-Carpenter)	26 16 3	...	26 16 3	
Ditto J. Butterworth (Striker)	86 12 6	...	86 12 6	
Ditto A. Taylor (Fitter)	67 13 9	...	67 13 9	
Ditto Alex. Fraser (Engine Washer-out)...	99 15 9	...	99 15 9	
Ditto W. Scott (Labourer)	71 1 10	...	71 1 10	

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Department of Railways—continued.</i>				
Leave of absence on full pay to T. Cumming (Labourer), on retirement, in terms of Resolutions of Parliament	68 13 1	...	68 13 1	
Ditto W. Heron (Carriagelifter)	76 6 0	...	76 6 0	
Ditto A. Heale (Blacksmith)	78 7 6	...	78 7 6	
Ditto E. Cherry (Carpenter)	44 2 0	...	44 2 0	
Ditto W. H. Quarry (Mail Guard)	137 4 6	...	137 4 6	
Ditto P. Wryell (Repairer)	41 8 9	...	41 8 9	
Ditto H. R. Fraser (Assistant-Storekeeper)	173 7 6	...	173 7 6	
Ditto W. West (Enginedriver)	130 4 0	...	130 4 0	
Ditto A. Cumming (Signalman)	101 11 6	...	101 11 6	
Ditto J. Bennett (ex-Repairer)	38 15 6	...	38 15 6	
Ditto J. Walsh (ex-Repairer)	75 3 1	...	75 3 1	
Ditto D. Barrett (ex-Foreman Carpenter)	76 19 0	...	76 19 0	
Ditto J. Scoles (ex-Carpenter)	35 2 0	...	35 2 0	
Ditto Mary H. O'Reilly (Gatekeeper)	15 18 6	...	15 18 6	
Ditto H. J. Fielding (Stationmaster),				
Balance	18 5 0	...	18 5 0	
	221,174 16 9	230,107 0 0	4671 12 9	13,603 16 0
<i>Roads, Bridges, Surveys, Tracks, Buildings, Ferries, &c.</i>				
Reserve for Expenditure in connection with Residence Areas and Mining Settlement	442 12 7	442 12 7		
Surveys of Lands for Sale, for Lease, or for Public Purposes	8242 19 6	10,000 0 0	...	1757 0 6
Aid to Road Rates	13,023 4 10	14,000 0 0	...	976 15 2
Bridges and Jetties generally	3485 5 0	2500 0 0	985 5 0	
Repairs to Tracks generally	151 1 7	200 0 0	...	48 18 5
Repairs, Alterations, and Miscellaneous Expenses in connection with Public Buildings, including Country Buildings	1047 19 8	1000 0 0	47 19 8	
Furniture and General Repairs, Parliamentary Buildings	349 11 9	100 0 0	249 11 9	
Furniture, Public Offices generally	289 19 2	200 0 0	89 19 2	
Repairs to Roads and Fences, and improving and maintaining Franklin Square, Queen's Domain, Barrack Reserve, Hobart, and Parliament House Reserve	340 18 10	340 0 0	0 18 10	
Rates on Government Property	128 6 9	200 0 0	...	71 13 3
Aid to Ferry, Hobart to Bellerive	300 0 0	300 0 0	...	
Ditto, Risdon	91 13 4	100 0 0	...	8 6 8
Ditto, Ferries, Arthur and Pieman Rivers	75 0 0	75 0 0	...	
Ditto, Austin's Ferry	15 0 0	15 0 0	...	
Maintenance of Denison Canal	124 15 7	200 0 0	...	75 4 5
In aid of Surveys of Roads, &c.	408 0 7	500 0 0	...	91 19 5
Repairs, Bridgewater Bridge Special	150 1 1	1000 0 0	...	849 18 11
New Town Infirmary—Renewal of Spouting, &c. General Hospital, Hobart—Renovation of Nurses' Home	370 2 5	380 0 0	...	9 17 7
Devon Hospital—Renovation	136 0 0	130 0 0		
Blind Asylum, Hobart—Addition to Kitchen	174 17 6	150 0 0	24 17 6	
Tasmanian Museum and Art Gallery—Renovation and Improvements	30 0 0	30 0 0		
Dredging Denison Canal	95 13 2	100 0 0	...	4 6 10
Queenstown Hospital Repairs	300 0 0	...	300 0 0	
Zeehan Hospital Repairs	100 0 0	...	100 0 0	
Alterations and Improvements, Domain Slipways	150 0 0	...	150 0 0	
	173 0 4	...	173 0 4	
	30,190 3 8	31,962 12 7	2121 12 3	3894 1 2
<i>Miscellaneous—</i>				
Inspection of Private Railways	15 19 0	25 0 0	...	9 1 0
Investigating and obtaining Reports upon the Water Supply of Tasmania for power and irrigation purposes	5 1 6	350 0 0	...	344 18 6

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—continued.</i>				
Refund of Survey Fee on 971a. 2r. 23p., Parish Garrett, the land having been surveyed in the wrong position	11 0 0	...	11 0 0	
Allowance to cover expenses of Government Botanist, Mr. L. Rodway, attending Interstate Forestry Conference, held at Sydney, New South Wales	20 0 0	...	20 0 0	
Refund of Value of Improvements effected on Crown reservation, Parish of Charing. This reservation was formerly portion of lot held under lease	4 12 0	...	4 12 0	
Compassionate Allowance to J. Airey for injury sustained whilst working on Track Work.	6 19 6	...	6 19 6	
Compassionate Allowance to Overseer W. K. Gray for injuries sustained whilst engaged in Bridge Work	33 0 0	...	33 0 0	
Compassionate Allowance to F. Procter for injury sustained whilst working at York Plains for the Department of Public Works	3 3 9	...	3 3 9	
Refund of Survey Fee on 3a. 2r. 27½p., Town of Havelock, the land having been withdrawn from sale	3 3 0	...	3 3 0	
Compassionate Allowance to A. J. Hogan for injury sustained whilst engaged on Road Work for Department of Public Works	10 0 0	...	10 0 0	
Compassionate Allowance to F. Debnam for injury sustained whilst engaged in Bridge Work for Department of Public Works	5 0 0	...	5 0 0	
Professional Advice given by Mr. O. L. Adams in connection with the Proposed Harbour Works at Anderson's Bay	3 3 0	...	3 3 0	
Compassionate Allowance to R. Howells to enable him to obtain Medical Advice for injury sus- tained whilst working at Maria Island for Department of Public Works	16 17 6	...	16 17 6	
Refund of Value of Improvements effected on lot 24, 740 acres, Parish of Nungara, whilst held under lease	22 15 8	...	22 15 8	
	160 14 11	375 0 0	139 14 5	353 19 6
<i>Miscellaneous—General.</i>				
Cost of printing <i>Tasmanian Government Gazette</i> Cost of printing, binding, and distributing Acts of Parliament, &c., for sale to Departments, the public, and free issues	1155 16 6	1550 0 0	...	394 3 6
Railway fares, passes, official train services, not otherwise provided for—For Distinguished visitors, visiting officers of military and naval forces, members of Parliament of other States, State and Commonwealth officials, representa- tives of the press, &c.	235 3 9	125 0 0	110 3 9	
Post and telegraph fees not otherwise provided for, and perforating stamps	1289 6 6	1000 0 0	289 6 6	
Cost of printing, not otherwise provided for	9 5 9	10 0 0	...	0 14 3
To provide for payment of salaries to retiring Civil Servants whilst on leave of absence, in accordance with Resolutions of Parliament. ...	181 9 4	100 0 0	81 9 4	
To provide for Payment of Gratuities to Widows, families, or legal representatives of deceased Civil Servants of the State in accordance with Resolutions of Parliament	1542 17 6	1000 0 0	542 17 6	
To provide for subsidy to Tasmanian Smelting Company	3500 0 0	3500 0 0		
To provide for subsidy to Primrose Mining Com- pany	535 7 8	500 0 0	35 7 8	
To provide rebate on freight to Hercules Mining Company	2080 7 11	2250 0 0	...	169 12 1
Museum, Rent of Cottage, Domain	50 0 0	50 0 0		
To provide for an actuarial investigation of accounts of Friendly Societies .....	...	100 0 0	...	100 0 0

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>Miscellaneous—General—continued.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
To secure steamship service between Launceston and Furneaux Islands.....	150 0 0	200 0 0	...	50 0 0
Kindergarten Schools, Hobart and Launceston, on £ for £ system.....	100 0 0	200 0 0	...	100 0 0
Reprinting and Consolidating Tasmanian Statutes, from 1901 to 1909 inclusive.....	38 0 0	75 0 0	...	37 0 0
Contribution to Queen's Domain Committee, an amount equivalent to Fees received, but not to exceed	50 0 0	50 0 0		
Instalment towards clearing off amount standing to debit of Military Stores Suspense Account ...	1000 0 0	1000 0 0	...	
Contribution to Public Service Superannuation Fund for actuarial expenses.....	100 0 0	100 0 0		
To provide Garden Tools and Seeds for State School, Cape Barren Island.....	17 5 8	50 0 0	...	32 14 4
To replenish Stores at West Coast Relief Depôts..	44 19 8	60 0 0	...	15 0 4
To refund to Tasmania Gold Mine, Limited, Stamp Duty on Conveyance from Old Company to New Company upon re-construction ...	36 10 0	36 10 0		
To refund Probate Duty overpaid by Trustees of Estate of C. G. H. Lloyd	25 10 0	25 10 0		
To enable assistance to be given to residents in Tasmania towards payment of Passage Money of their relatives or friends desiring to settle in Tasmania..... * Cr.	23 5 0	500 0 0	...	523 5 0
Retiring Allowance to James Fincham, late Engineer-in-Chief.....	340 0 0	...	340 0 0	
Retiring Allowance to T. Gladman, late Secretary and Treasurer to Launceston General Hospital	38 6 8	...	38 6 8	
Expenses in connection with Dredge Conference, Hobart.....	58 5 8	...	58 5 8	
Expenses incurred by Surveyor-General on his return journey through Canada from England, after attending the Congress of Surveyor-Generals held in London	57 6 0	.	57 6 0	
Tasmania's proportion of Subsidy in connection with the scheme for the Investigation of Noxious Insects of the Empire	13 0 0	...	13 0 0	
Tasmania's proportion of expenditure incurred by the Commonwealth Government in connection with the investigations of D. McAlpine into the cause of "Bitter Pit" in fruit.....	90 19 11	.	90 19 11	
Cost of First Aid Outfit for Half Castes at Cape Barren Island.....	10 16 5	..	10 16 5	
Compensation in full to Messrs. H. Jones & Co. Limited, £100, for loss sustained by them on account of sleepers passed by Timber Inspectors where cut in the bush on the East Coast, and subsequently rejected by Timber Inspector on wharf at Hobart as being unfit for export. These sleepers were afterwards sold by the Government to the Hobart Tramway Co. for the sum of £66 5s. 10d.	33 14 2	...	33 14 2	
Refund to Constable H. Court, of amount inadvertently paid by him to a Solicitor. This money was found on a prisoner when arrested, but having been stolen, it was the property of the Postmaster-General.....	4 4 0	...	4 4 0	
Tasmania's proportion of Gratuity paid to Widow and Representatives of Officers who were transferred to the Commonwealth Public Service	95 17 9	...	95 17 9	
Railway concessions for Officers of Friendly Societies when travelling on Friendly Society business	20 19 8	...	20 19 8	
Repairs to Dredges "Agnew" and "Davenport"	1166 13 4	...	1166 13 4	
<i>Unforeseen Expenses—</i> <i>£ s. d.</i>				
Premium of insurance on Cook's Buildings purchased by the Government to 31st August, 1912	4 4 0			
Steamer and coach fares for members of Parliament during Session.	13 11 6			
Expenses of taking a poll under "The Licensing Act" at Burnie and Enn Bay	7 18 6			

* Amount deposited by Nominators..... £274 0 0

Expended during year 250 15 0

£23 5 0

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—General—continued.</i>				
<i>Unforeseen Expenses—</i>				
Cost of collecting gravel tickets at quarry, Queen's Domain	0 13 9			
Freight on Import and Export Forms for Marine Boards	0 7 0			
Cost of sending Coal to England for Admiralty Test, &c.....	91 9 3			
Expenses in connection with Parliamentary Trip to Tyenna and Ouse.	7 3 0			
Compensation for injury sustained through falling into a culvert on road leading from Russell Station, King <i>ats.</i> R. Godfrey.....	27 12 6			
Prosecution under Licensing Act—Sergeant Lonergan <i>v.</i> Joseph Williams, and Law Costs	18 19 0			
Costs, Prosecution under "The Factories Act"	13 1 1			
Law Charges in Case Police <i>v.</i> John Taylor	3 15 6			
Compensation for loss of horse when on duty to A. R. Tierney, Police Department.....	25 0 0			
Repairs to Sluice Box and Embankment, Mowbray-street, Launceston	26 3 8			
Passage Money and Expenses of Premier's Secretary attending Premier's Conference, Melbourne..	15 8 3			
Cost of Enquiry Wreck of Schooner "Clyde," Macquarie Island	0 10 6			
Cost of taking Poll of Ratepayers <i>re</i> Removal of Licence of Flemington Arms Public House.....	5 11 0			
Interest on Amount held at Deposit by the Treasury on behalf of the Trustees Guesdon's Charitable Bequests	12 0 0	486 13 3	600 0 0	113 6 9
Cost of enquiry into the Queenstown Hospital Finances during the Strike	15 15 0			
Railway fare of Clerk attending Civil Service Examination	1 6 0			
Cab fare taking home from office Sick Messenger.....	0 1 6			
Cost of enquiry <i>re</i> the severance of portion of Evandale Municipality, &c.....	16 16 0			
Proportion of expenses due in connection with the debates of the Conference of State Premiers and Ministers held at Melbourne.....	4 14 5			
Spraying and bandaging fruit trees at Mulgrave-street property, new site for Home for Invalids, Launceston.	1 10 0			
Expenses in preparation of certified lists of Resident Ratepayers in respect of applications made for provisional certificates for Hotel Licences, Devonport.....	3 3 0			
Expenses holding meetings of Executive Council in Launceston in February and March, 1912	7 11 6			
Professional attendance on Prisoner in Gaol at Evandale, who was injured by gun accident.....	0 10 0			
Advances to distressed Tasmanians in London	5 2 6			
Cost of Seed for bush land, West Coast	13 5 6			
Costs awarded by Oatlands Police Court in Case Chief Inspector of Stock <i>v.</i> Winspear	1 14 6			

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Miscellaneous—General—continued.</i>				
<i>Unforeseen Expenses.</i>				
Half expenses incurred by Queen- borough Municipality in connection with an appeal against a conviction under "The Foods and Drugs Act,"				
Plane v. Edwards	6 12 2			
Law costs, King <i>ats.</i> Sidler and Mullins	10 7 0			
Ditto, Reg. v. Littlewood and Nelson	10 10 0			
Ditto, The King v. Grubb and Leslie	31 6 9			
Expenses V.D.L. Co.'s Arbitration, Burnie-Flowerdale Railway.....	2 10 0			
Law Costs, D. N. Cameron v. The Commissioner of Crown Lands and A. L. Cameron.....	72 10 8			
Charges for Copies of Conveyance from V.D.L. Co. to Emu Bay and Mt. Bischoff Railway Co.	0 10 9			
Tasmania's share of Salary of Officer to assist the Premier of New South Wales in carrying out decisions of Premier's Conferences	3 0 0			
Compensation for loss sustained in connection with Cow slaughtered by the advice of the Local Health Officer, Launceston.....	4 7 6			
	14,535 12 1	13,082 0 0	2989 8 4	1535 16 3
<i>Pensions, Retired Allowances, &c.</i>				
For the purposes of the Public Debts Sinking Fund Acts (56 Vict. No. 24, 58 Vict. No. 23, 59 Vict. No. 40, 60 Vict. No. 25, 61 Vict. No. 12, and 3 Ed. VII. No. 29)	11,947 0 0	11,947 0 0		
For the payment of other Pensions	1112 13 2	1129 6 10	...	16 13 8
	13,059 13 2	13,076 6 10	...	16 13 8
<i>Interest</i>	411,437 18 11	411,437 18 11		
To cover payment of interest at the rate of 3% on amount of £24,383 2s. 2d. deposited by the Commissioners of the Public Debts Sinking Fund for three months, from 1st July, 1911	182 17 6	...	182 17 6	
	411,620 16 5	411,437 18 11	182 17 6	
<i>Sinking Funds.</i>				
Mount Cameron Water-race, moiety of rentals	20 17 6	20 17 6		
Expenses in connection with Public Debts Sinking Fund	50 0 0	50 0 0		
Interest on Sinking Funds under Local Public Works Loans Act, &c.	2035 13 6	2035 13 6		
Contribution to Sinking Fund under Strahan Marine Board Act, 62 Vict. No. 54	4000 0 0	4000 0 0		
Reserves under Crown and Waste Lands Acts to redeem Loans	29,615 12 1	29,615 12 1		
Contribution to be paid to Public Debts Sinking Fund to redeem loans under Local Inscribed Stock Act, 8 Ed. VII. No. 29—				
£15,000 redeemable 1st April, 1929 (Item 3)	513 0 0	513 0 0		
£7900 redeemable 1st January 1940 (Item 4)	141 0 0	141 0 0		
Contribution to be paid to Public Debts Sinking Fund for Redemption of Loans for Public Works—				
Under Act, 1 Ed. 7 No. 49	1180 0 0	1180 0 0		
Ditto, 2 Ed. 7 No. 43	630 0 0	630 0 0		
Ditto, 3 Ed. 7, No. 27	495 0 0	495 0 0		
Ditto, 4 Ed. 7, No. 29	342 0 0	342 0 0		
Ditto, 5 Ed. VII., No. 42 (exclusive of renewal of Bridges)	458 0 0	458 0 0		
Ditto, 5 Ed. VII., No. 42 (Item 330, for renewal of Bridges)	440 0 0	440 0 0		
Ditto, 6 Ed. VII., No. 23	997 0 0	997 0 0		
Ditto, 7 Ed. VII. No. 31	1655 0 0	1655 0 0		

<i>Establishments detailed.</i>	<i>Expenditure.</i>	<i>Authorised by Parliament.</i>	<i>Above the Amount authorised.</i>	<i>Below the Amount authorised.</i>
<i>Sinking Funds—continued.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
Contribution to be paid to Public Debts				
Sinking Fund for Redemption of Loans for				
Public Works—				
Under Act, 8 Ed. VII. No. 14 (Item 778,				
for renewal of Bridges)	440 0 0	440 0 0		
Ditto, 8 Ed. VII. No. 14 (exclusive of				
renewal of Bridges)	1658 0 0	1658 0 0		
Ditto, 9 Ed. VII. No. 51	1791 0 0	1791 0 0		
Ditto, 1 Geo. V. No. 51 (Items 1 to				
940, 942 to 994 and 996	2708 0 0	2708 0 0		
Ditto, 1 Geo. V. No. 51 (Item 941 for				
renewal of Jetties)	180 0 0	180 0 0		
	49,350 3 1	49,350 3 1		
	1,064,725 8 2	1,070,698 2 5	23,697 5 2	29,669 19 5

H. J. M. PAYNE, Treasurer,

Treasury, Hobart, 7th September, 1912.

J. E. BENNISON, Auditor-General.

Audit Department, 25th November, 1912.

TASMANIA



R E P O R T

OF THE

A U D I T O R - G E N E R A L

ON

THE TREASURER'S STATEMENTS

OF

THE PUBLIC ACCOUNTS OF THE STATE OF
TASMANIA

FOR THE YEAR ENDING 30TH JUNE, 1912

AND

ON ALL OTHER ACCOUNTS SUBJECT TO
"THE AUDIT ACT, 1901."

C O N T E N T S

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TASMANIA.

REPORT OF THE AUDITOR-GENERAL FOR THE
YEAR ENDING 30TH JUNE, 1912,

UPON

THE TREASURER'S STATEMENT OF THE RECEIPTS AND EXPENDITURE OF THE CONSOLIDATED REVENUE FUND AND OTHER MONEYS; AND UPON ALL OTHER ACCOUNTS SUBJECT TO EXAMINATION, TO THE 30TH JUNE, 1912, UNDER "THE AUDIT ACT, 1901."

Audit Department, Hobart,
25th November, 1912.

SIR,

THE several statements setting forth the transactions of the Treasury for the year ending 30th June, 1912, were received at the Audit Department for examination between the 30th September and 7th November, 1912, and were examined and passed on the 25th November, 1912. The accounts were well and carefully kept. They are now returned, accompanied by my report, as directed by the provisions of Section 26 of "The Audit Act, 1901."

CONSOLIDATED REVENUE FUND.

REVENUE.

1. The following statement shows the revenue received from all sources during the year 1911-12, as compared with the estimate of the Honourable the Treasurer made in September, 1911 :—

Head of Revenue.	Estimated at.			Actual Receipts.			Increase.			Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Surplus Commonwealth Revenue returned to State.....	238,492	0	0	236,761	0	0	...			1731	0	0
Land Tax	80,300	0	0	81,234	7	11	934	7	11	...		
Income Tax and Taxation Act	135,000	0	0	143,875	10	9	8875	10	9	...		
From other Taxation	104,468	0	0	115,324	9	1	10,856	9	1	...		
Special Public Services	48,263	0	0	45,190	16	6	...			3072	3	6
Railways	300,000	0	0	314,708	0	1	14,708	0	1	...		
Buildings, Lands, and Public Investments	156,780	0	0	145,389	14	3	...			11,390	5	9
Other Sources	1800	0	0	2178	18	8	378	18	8	...		
Totals	£1,065,103	0	0	1,084,662	17	3	35,753	6	6	16,193	9	3

CROWN LANDS INSTALMENTS AND RENTS OUTSTANDING.

2. The detailed returns of outstanding arrears of Instalments and Rents at 30th June, 1912, supplied by the Secretary for Lands, have been examined. The following amounts appear as due under the various headings :—

	£	s.	d.
Ordinary selections and purchases	26,637	6	5
Occupation Licences, yearly and half-yearly rents	1478	10	7
	£28,115	17	0

The total outstanding at 30th June, 1912, shows an increase, compared with that at 31st December, 1910, of £1090 17s. 9d.

The amount outstanding on account of interest charged on overdue instalments was £740 10s. 3d., an increase over the previous period of £173 11s. 8d.

The lessee of Macquarie Island was in arrear on 1st October, 1912, to the amount of £120.

Another lessee of Crown lands is in arrear to the extent of £483 13s.

RECEIPTS FROM COMMONWEALTH.

3. The contribution by the Commonwealth for the year 1910-11, made under "The Surplus Revenue Act," No. 8 of 1910, at the rate of £1 5s. per head of population as at 31st December, 1911, amounted to £241,849; from which was deducted this State's proportion of moiety of special payment to Western Australia amounting to £5088. Total paid to State on account of 1911-12, £236,761.

A new item of revenue from the Commonwealth was received during the year 1911-12, amounting to £23,061, which represents interest at the rate of 3 per cent. per annum for two years on the value of properties transferred by the State to the Commonwealth.

EXPENDITURE.

4. The expenditure chargeable to the Consolidated Revenue for the year ending 30th June, 1912, is made up of :—

	£	s.	d.	£	s.	d.
Appropriation by Acts 1, 6, and 19 of 1911	589,506	1	2			
Expenditure under Special Acts	481,192	1	3			
				1,070,698	2	5
Add excesses on appropriations .....	...			23,697	5	2
				£1,094,395	7	7
Deduct unexpended balances .....	...			29,669	19	5
Total expenditure from revenue...	...			£1,064,725	8	2

The particulars of the items in excess of, and less than, the amounts authorised by Parliament are shown in the Treasurer's Comparative Statement No. 3.

EXPENDITURE ON ROADS UNDER "WASTE LANDS ACTS" AND "CROWN LANDS ACTS."

5. The Public Works Department has furnished the usual statement, showing the amounts available, appropriated, and expended on road work in the various Crown lands districts and parishes at 30th June, 1912. This statement, on examination, shows that in certain districts the sums appropriated are in excess of available amounts by £12,075. The total excess expenditure amounted to £11,344 at 30th June, 1912, as compared with £11,390 at 30th June, 1911; but against this there are a number of unappropriated and unexpended balances to the credit of other districts, which, at 30th June, 1912, totalled £183,170. There are 12 Crown lands districts showing excesses at 30th June, 1912.

The fund provided for this expenditure was overdrawn on the 30th June, 1912, by nearly £10,000. Further issue of local inscribed stock is therefore required.

REVENUE AND EXPENDITURE.

6. The Consolidated Revenue for year ending 30th June, 1912, amounted to £1,084,662 17s. 3d.; and the Debit Balance remaining at the end of the year was £78,197 7s. 9d., made up as follows :—

	£	s.	d.	£	s.	d.
Debit Balance on 30th June, 1911 .....	...			98,134	16	10
Revenue, year to 30th June, 1912	1,084,662	17	3			
Expenditure, ditto	1,064,725	8	2			
				19,937	9	1
Debit Balance at 30th June, 1912 .....	...			78,197	7	9

DEBT OF THE STATE.

7. The amount of the Permanent Debt of the State at the 30th June, 1912, was £10,449,800 10s. 11d.; in addition to which £75,610 8s. 6d. has been raised by Treasury Bills issued in aid of Revenue.

The following table shows the particulars connected with the Debt :—

	£	s.	d.
Amount as per Treasury Accounts, 30th June, 1911...	11,008,179	3	1
Local Inscribed Stock raised during Twelve months ending 30th June, 1912	844,991	19	2
	<hr/>		
	£11,853,171	2	3
Debentures redeemed during same period	£1,000,000	0	0
Local Inscribed Stock, ditto	403,370	11	4
	<hr/>		
	1,403,370	11	4
	<hr/>		
	£10,449,800	10	11
	<hr/>		
Debt at 30th June, 1912, as per Treasury Balance-sheet, exclusive of Treasury Bills (£75,610 8s. 6d.) issued in aid of Revenue	£10,449,800	10	11

In my report last year I drew attention to the fact that the London County and Westminster Bank had advanced a sum of £900,000 towards the redemption of debentures amounting to £1,000,000, which matured on the 1st July, 1911.

The Treasurer's indebtedness to the Bank has been steadily reduced by remittances during the year, until at 30th June, 1912, it stood at £580,000.

SUMMARY OF TREASURY BALANCES.

8. The usual summary of these balances is published to show the position of the Treasurer, as in account with the State for the year ending 30th June, 1912, the accounts in connection with the Public Debt and Invested Trust Funds being excluded :—

The Treasurer DR. to :—

	£	s.	d.
Sinking Fund—Town Board of Burnie for Water-supply	1062	9	9
Treasury Bills in aid of Revenue	75,610	8	6
Contagious Diseases (Cattle) Act Fund	400	10	3
Debentures and Treasury Bills, &c., matured, but not paid off	41,500	0	0
Expenditure in 1912-13, charged to 1911-12	28,379	19	7
Lighthouse Dues in hand	529	10	3
Trust Funds—Cash in hand uninvested	175	19	9
Contractors' Deposit Accounts	3437	19	0
Girvin's Estate	30	10	0
Balance of Guesdon's Charitable Bequest	400	0	0
Unallotted Stock issued to Tasmanian Main Line Railway Company	422	8	8
"Daily-Mail" and other Donations from England for War fund ...	453	3	5
Codlin Moth Accounts	37	1	1
Sinking Funds under "The Local Public Works Loans Act, 1890"	55,907	2	2
Reserves payable to Public Debts Sinking Fund	29,615	12	1
Reserves under Waste and Crown Lands Acts	2194	18	7
Reserves from sale of Residence Areas	5109	11	3
State Savings Bank	8257	17	3
Pensions, &c., Fund	558	4	7
Sundry Public Works and Road Trust Suspense Accounts.....	684	13	1
The Testamentary and Trust Fund	40	3	4
Dredges "Agnew" and "Davenport" Suspense Account	1166	13	4
State Scholarship Board Loan Suspense Account	475	0	0
Magnet Hospital Committee	150	0	0
Agent-General (Sundry Accounts)	26	12	5

	£	s.	d.
Burnie-Table Cape Marine Board	3	17	2
Stanley-Balfour Railway Sinking Fund	800	0	0
Sale of Cook's Buildings Suspense Account	7000	0	0
Loans and Public Works Acts : Unexpended Balances—			
Ulverstone-Burnie Railway (55 Vict. No. 60)	138	7	10
Loans to Local Bodies under "The Local Public Works Loans Act"	197,283	12	10
Surplus Revenue, 1906-7, Trust Fund	2126	7	3
Loan under "Burnie Water Act" (1 Ed. VII. No. 45)	10,000	0	0
Works under Sundry Public Works Acts	301,714	16	10
Cemeteries Amendment Act (64 Vict. No. 33)	275	17	9
Leven Harbour Trust Acts	800	0	0
Burnie-Flowerdale Railway Survey Act	324	11	10
Scottsdale-Branxholm Railway	9084	7	9
Local Government Act (Tramways), (7 Ed. No. 49)	70,000	0	0
Hobart Corporation Loan Act (9 Ed. No. 20)	20,000	0	0
Glenorchy Loan Act (9 Ed. No. 24)	300	0	0
	£876,478	7	7

The Treasurer CR. by:—

	£	s.	d.
Revenue Deficiency	78,197	7	9
Receipts in 1912-13 credited to 1911-12	174	4	7
Advances to Heads of Departments	21,259	4	0
Advances to Fire Brigade Boards	360	0	0
Stores on hand—Railway, Military, Stationery, &c.	92,314	19	10
Balances due by other Governments	704	15	5
Balances of Sundry Suspense Accounts	1000	12	4
Agent-General, London, Public Account	2894	11	0
Cash in London County and Westminster Bank, London	124,521	0	8
Cash in Banks and Treasury, Tasmania	39,840	16	2
Expenditure on Roads under Crown Lands and Waste Lands Acts in excess of Loans raised	9521	11	11
Commonwealth of Australia Suspense Account	80	4	3
Loan to Marine Board of Strahan	42,037	11	3
Loan to Town Board of Beaconsfield	150	0	0
Survey of Roads Suspense Account	719	18	4
Discount and Expenses of Floating Loan, under Acts 8 Ed. VII. Nos. 25 and 29	11,740	1	9
Closer Settlements Fund	33,033	19	7
State Advances Trust Account	16,921	18	8
State Teachers' Superannuation Fund	2000	0	0
Lucy Atkins Fund	20	0	0
Public Service Superannuation Fund	992	10	0
Debenture and Treasury Bills Redemption Account	286,291	15	11
Public Works Execution Act (1 Geo. V. No. 58)	12,492	12	9
Ditto (2 Geo. V. No. 3)	59,184	9	7
Ditto (2 Geo. V. No. 5)	8	8	0
Ditto (2 Geo. V. No. 38)	40,015	13	10
	£876,478	7	7

TRUST FUNDS INVESTMENT ACCOUNT.

9. The amount to the debit of this account is shown by the Treasury Balance-sheet to be £60,225 5s. 5d., which is accounted for by the following investments:—

	£	s.	d.
Tasmanian Permanent Executors and Trustees Association Limited	5000	0	0
Perpetual Trustees, Executors, and Agency Company Limited ...	5000	0	0
Citizens' Life Assurance Company of New South Wales	7000	0	0

	£	s.	d.
Australasia Temperance and General Mutual Life Assurance Company	5000	0	0
Mutual Life Assurance Company of New York	5000	0	0
Tattersall's	10,000	0	0
Deposit on contract	150	0	0
Assurance Fund, "Real Property Act"	15,391	8	6
Sinking Funds under Local Bodies Loans Acts, &c.	3644	8	4
The Testamentary and Trust Fund	414	13	0
Moonah Town Board Loan (2 Ed. VII. No. 40)	74	15	7
Launceston Fire Brigade Board	50	0	0
Stanley-Balfour Railway Company	2500	0	0
Port Davey Development	500	0	0
Derwent Manufacturing Company	250	0	0
Tasmanian Timber Company	250	0	0
	<u>£60,225</u>	<u>5</u>	<u>5</u>

PUBLIC DEBTS SINKING FUND.

10. The transactions in connection with the Public Debts Sinking Fund for the year ending 30th June, 1912, are summarised thus :—

Receipts.

	£	s.	d.	£	s.	d.
Balance to credit, 30th June, 1911 .....	...			414,601	5	7
Reserves	29,344	17	2			
Receipts under Pensions Acts.....	11,947	0	0			
Moiety of Rentals, Mt. Cameron Water-race	464	2	2			
Contribution on account of loan to State Scholarship Board	100	0	0			
Contribution on account of loan to Tarleton Road Trust	20	0	0			
Interest on Investments	15,220	3	4			
Contribution for Redemption of Loans for Public Works	13,628	0	0			
Credits to Survey Advance Account ...	3802	2	1			
Adjustment of Advances to Treasury on account of Pensions, 1910-11.....	260	19	10			
				<u>74,787</u>	<u>4</u>	<u>7</u>
				<u>£489,388</u>	<u>10</u>	<u>2</u>

Expenditure.

	£	s.	d.			
Advances for Payment of Pensions ...	6000	0	0			
On account of Debits to Survey Advance Account	1335	4	3			
Redemption of Local Inscribed Stock	61,081	2	1			
				<u>68,416</u>	<u>6</u>	<u>4</u>
				<u>£420,972</u>	<u>3</u>	<u>10</u>

£418,919 19s. 4d. were invested in Government Securities, and the balance, £2052 4s. 6d., remained in the Treasury.

The Securities have been examined and the account audited.

ASSURANCE FUND UNDER "REAL PROPERTY ACT."

11. The position of this Fund at 30th June, 1912, as duly audited, is shown as follows :—

	£	s.	d.	£	s.	d.
Balance to credit on 30th June, 1911 .....	...			14,787	16	1
<i>Receipts.</i>						
Assurance fees	231	15	8			
Interest on Investments	555	16	10			
				787	12	6
				£15,575	8	7
<i>Expenditure.</i>						
Fees refunded .....	...			8	0	4
				£15,567	8	3

The sum of £15,391 8s. 6d. was invested in Government Securities, and £175 19s. 9d. was uninvested.

MT. CAMERON WATER-RACE.

12. The accounts of the Board of Management under "The Mount Cameron Water-race Act, 1887," have been examined and passed for the year ended 30th June, 1912.—

The transaction for the year were :—

	£	s.	d.
Receipts from sale of water	1483	8	4
Ditto, other sources	10	5	0
	£1493	13	4
Cost of management, repairs, &c.	631	5	2
Balance paid to Public Debts Sinking Fund	£862	8	2

The moiety of rents of mineral lands served by the race, £20 17s. 6d., has been paid over to the Commissioners of the Public Debts Sinking Fund, as directed by the Act.

No. 2 Account—The expenditure to 30th June, 1912, from the vote of £8000 under Act 9 Ed. VII. No. 51, for reconstruction of the race has been £7213 17s. 3d.

POLICE PROVIDENT FUND.

13. The accounts of the Board under the provisions of "The Police Regulation Act, 1898," for the year ending 31st December, 1911, have been duly examined and passed.

The following were the transactions :—

Superannuation Branch.

	£	s.	d.
Deductions of pay credited to Branch	1521	7	1
Transfer from Reward Branch, under Section 2 of Act 64 Vict. No. 18	500	4	4
Interest on Investments	891	8	5
Sundry Receipts—arising from amounts paid by the Government and Local Bodies in recognition of extra services, &c.	598	11	10
	£3511	11	8

Expenditure.

	£	s.	d.	£	s.	d.
Compensation Allowances paid	1719	19	7			
Purchase of Card Cabinet	2	5	6			
				1722	5	1
Increase of Fund during year.....	...			1789	6	7
The aggregate transactions of this Branch were—						
Deductions from pay (including contributions, £442 5s. 6d.)				24,472	5	0
Interest earned (less charges)				8655	8	7
Transfer from Reward Branch				5753	17	7
Sundry Receipts—						
From Customs Department, Local Bodies, and Shipping Companies, &c., for extra service; and from Commonwealth Government for extra service in connection with preparation of the Electoral Rolls				3999	15	9
				42,881	6	11
Compensation Allowances paid				16,184	4	7
Balance to Credit, 31st December, 1911				26,697	2	4

The securities which have been inspected consisted of £24,430 5s. 9d. in Local Inscribed Stock, £200 in Government Debentures, and Loans on Mortgages £1450, and there were £530 6s. 7d. in Commercial Bank, Hobart.

In addition there are outstanding loans to troopers, amounting to £86 10s., for the purchase of troop horses.

Reward Branch.

Receipts.

	£	s.	d.
Interest on Investments	7	14	4
Government Contribution	500	0	0
	£507	14	4

Expenditure.

	£	s.	d.
Rewards paid for Diligence	7	10	0
Transfer to Superannuation Fund under Section 2 of Act 64 Vict. No. 18	500	4	4
	£507	14	4

The aggregate transactions of this Branch were:—

	£	s.	d.
Moiety of fines, penalties, and contributions received	8442	18	9
Interest earned	735	12	2
Sundry receipts	40	2	7
	£9218	13	6
Rewards paid	£3219	12	8
Transfer to Superannuation Branch	5749	0	10
	8968	13	6
Balance to Credit, 31st December, 1911.....	£250	0	0

The securities consisted of £206 in Local Inscribed Stock; and £44 remained on current account in the Commercial Bank, Hobart.

In accordance with the provisions of Section 2 of "The Police Regulation Amendment Act, 1900" (64 Vict. No. 18), the sum of £500 4s. 4d. was transferred during the year 1911 from the Reward Branch to the Superannuation Branch, as shown above, resulting, with the addition of sundry receipts and forfeitures (£1000 18s. 5d), in the addition of £1 0s. 10·78d. per pound contributed during the year by the members then remaining in the Fund. From interest earned a sum at the rate of 9·33d. in the pound was added to the amounts standing to the credit of members at the end of the year 1910. There were 219 members of the Force who thus participated. During the year 37 members retired from the Fund. Compensation allowances were paid in 14 instances. Of these, four resigned on account of ill-health, and received their amounts in full (£560 11s. 5d.). One retired with over 20 years' service, and drew the whole amount to his credit (£278 4s. 8d.). Of six others who resigned, one received 80 per cent. of the amount to his credit (£107 7s. 6d., two 60 per cent. of amounts to credit (£78 12s. 7d.), one 50 per cent. of his contributions (£12 12s. 4d.), and two drew 40 per cent. of their contributions (£17 8s. 4d.). One member reached the retiring age and drew his full credit (£360 9s. 4d.), and one died and his representatives received amount in full (£287 18s. 8d.). One was discharged and received £8 4s. 7d., while 23 were not entitled to receive any allowance. The amount forfeited (£402 6s. 7d.) was, in accordance with the regulations, credited to the accounts of the remaining members.

RAILWAY REWARD FUND.

14. The accounts of this Fund, which is managed by Commissioners appointed under Section 62 of "The Railway Management Act, 1891" (55 Vict. No. 40), have been examined and passed to the 30th June, 1912. The transactions were:—

	£	s.	d.
Balance, 30th June, 1911	228	9	11
Fines received	5	1	11
Bank Interest	6	13	2
	<hr/>		
	£240	5	0
Rewards paid	2	2	0
	<hr/>		
Balance	£238	3	0

The funds are deposited in the State Savings Bank.

FOX AND DEXTER BEQUESTS.

15. The accounts in connection with these bequests were received from the Chief Secretary's Office, and examined to 31st December, 1911, and found correct.

The interest earned on the investments was—Fox's Bequest, £27 1s. 8d., and Dexter's, £15 17s. 4d. These sums were duly paid over to the Institutions entitled to them, viz. :—

	£	s.	d.
Boys' Home	10	14	1
Girls' Industrial School, Launceston	10	14	1
Ditto, Hobart	10	14	2
Boarded-out Children	5	8	4
St. Joseph's Orphanage	5	8	4
	<hr/>		
	£42	19	0

The capital of the Fox Bequest, £800, and of the Dexter Bequest, £447 4s. 11d., is invested in Local Inscribed Stock.

LOANS TO LOCAL BODIES AND SINKING FUNDS.

The position of the Loans to the various local bodies on 30th June, 1912, and of the Sinking Funds connected therewith, are shown in the following Tables :—

16. UNDER LOCAL BODIES LOANS ACT, 45 VICT. No. 16.

Local Body.	Loan.	Sinking Fund.
	£	£ s. d.
1. Circular Head Municipality, Stanley Town Hall ...	1000	20 0 0
2. Circular Head Municipality, Smithton Town Hall ...	500	10 0 0
3. Glebe Town Town Board	1500	1201 0 11
4. Kentish Municipality	200	77 13 8
5. Latrobe Road Trust	800	742 4 6
6. Leven Municipality, No. 1.....	150	6 0 0
7. Leven Municipality, No. 2.....	200	8 0 0
8. Leven Municipality, No. 3.....	400	16 0 0
9. Leven Municipality, No. 4.....	400	8 0 0
10. New Town Municipality	700	101 17 4
11. Penguin Municipality	100	6 0 0
12. Queenborough Town Board.....	500	48 3 5
13. Queenborough Municipality	1500	112 4 4
14. Queenborough Municipality	1200	124 11 3
15. Queenborough Municipality	1450	58 0 0
16. Queenborough Municipality	1225	24 10 0
17. Richmond Municipality	300	12 0 0
18. Table Cape Municipality, No. 1 ..	200	12 0 0
19. Table Cape Municipality, No. 2 ..	100	6 0 0
20. Table Cape Municipality, No. 3 ..	100	4 0 0
21. Table Cape Municipality, No. 4 ..	500	10 0 0
22. Westbury Municipality.....	320	99 11 10
	£13,345	£2707 17 3

17. UNDER ACT 1 ED. VII. No. 45.

	Loan.	Sinking Fund.
Town Board of Burnie (Water-supply)	£10,000	£1062 9s. 9d.

18. UNDER ACT 2 ED. VII. No. 17.

	Loan.	Sinking Fund.
Leven Harbour Trust	£18,700	£56 5s. 4d.

19. UNDER ACT 4 ED. VII. No. 2.

	Loan.	Sinking Fund.
Launceston Marine Board (Land Reclamation Act) ..	£20,000	£855 6s. 7d.

20. UNDER ACT 8 ED. VII. No. 31.

	Loan.	Sinking Fund.
Launceston Marine Board (Survey of River Tamar, &c.)...	£5000	£103 3 11

21. UNDER "THE LOCAL PUBLIC WORKS LOANS ACT, 1890," 54 VICT. No. 30.

Local Body.					Loans.			Sinking Funds.		
					£	s.	d.	£	s.	d.
1.	Longford Water Trust	...	...	...	5400	0	0	872	10	5
2.	Latrobe Water Trust	...	...	...	7800	0	0	1714	3	2
3.	Glenorchy Water Trust	...	...	...	12,650	0	0	1046	8	3
4.	Westbury and Hagley Water Trust	...	...	...	4000	0	0	491	12	0
5.	Cressy Water Trust	...	...	...	1300	0	0	273	0	3
6.	Evandale Water Trust	...	...	...	1700	0	0	361	16	6
7.	St. Helens Water Trust	...	...	...	100	0	0	2	16	7
8.	Ross Municipality	...	...	...	1300	0	0	286	6	0
9.	Bothwell Municipality	...	...	...	1000	0	0	119	17	5
10.	Richmond Municipality	...	...	...	236	15	0	29	1	0
11.	Hobart Marine Board...	...	...	...	16,000	0	0	5579	17	1
12.	Launceston Marine Board	...	...	...	12,500	0	0	1764	3	9
13.	Mersey Marine Board	...	...	...	38,000	0	0	6354	1	2
14.	Table Cape Marine Board	...	...	...	10,000	0	0	1338	6	7
15.	Devonport Town Board (Water)	...	...	...	31,000	0	0	5817	15	6
16.	Devonport Town Board (Debentures Redemption)	...	...	...	3100	0	0	468	15	9
17.	Gormanston Town Board (63/19)...	...	...	...	2000	0	0	264	1	1
18.	" " " (64/65)...	...	...	...	4750	0	0	546	6	3
19.	Queenstown Town Board (62/53)...	...	...	...	3000	0	0	482	11	4
20.	" " " (64/53)...	...	...	...	4000	0	0	453	16	6
21.	Strahan Town Board (61/18)	...	...	...	1000	0	0	218	3	0
22.	" " " (1/5)	...	...	...	750	0	0	93	3	3
23.	Zeehan Town Board	...	...	...	9000	0	0	1754	9	2
24.	Lindisfarne Town Board	...	...	...	1000	0	0	106	10	2
25.	Devonport Town Board (2/40)	...	...	...	14,000	0	0	950	10	2
26.	New Town Town Board	...	...	...	3000	0	0	249	4	5
27.	Burnie Town Board	...	...	...	3000	0	0	269	14	0
28.	Moonah Town Board	...	...	...	925	4	5	...	(a)	
29.	Launceston Corporation	...	...	...	35,000	0	0	8374	4	8
30.	Metropolitan Drainage Board	...	...	...	176,500	0	0	9045	16	10
31.	Queenstown Town Board	...	...	...	2200	0	0	179	0	5
32.	Deloraine Water District	...	...	...	4500	0	0	370	12	6
33.	Beaconsfield Town Board	...	...	...	...	(b)		23	8	7
34.	Perth Water Trust	...	...	...	1900	0	0	145	6	2
35.	Swansea Water Trust	...	...	...	1000	0	0	75	13	4
36.	Fingal	...	...	...	1200	0	0	91	6	9
37.	Mount Stuart Town Board	...	...	...	2000	0	0	128	5	10
38.	Ulverstone Water Trust	...	...	...	9950	0	0	527	15	11
39.	Scottsdale Town Board	...	...	...	3000	0	0	152	2	3
40.	Hobart Corporation	...	...	...	26,460	0	0	1074	4	8
41.	Bracknell Water Trust	...	...	...	650	0	0	31	15	5
42.	Deloraine Light Trust	...	...	...	5750	0	0	248	10	10
43.	Bothwell Water District	...	...	...	1400	0	0	139	17	8
44.	Zeehan Town Board (Light)	...	...	...	8500	0	0	410	13	6
45.	Ross Water Trust	...	...	...	1400	0	0	75	2	1
46.	Metropolitan Drainage Board	...	...	...	33,500	0	0	896	15	6
47.	Emu Bay Municipality	...	...	...	12,000	0	0	401	2	3
48.	Marine Board of Strahan	...	...	...	12,000	0	0	798	10	5
49.	Hobart Corporation	...	...	...	17,000	0	0	437	3	10
50.	Campbell Town Municipality	...	...	...	3400	0	0	92	7	11
51.	Penguin Municipality	...	...	...	2000	0	0	56	14	4
52.	St. Leonards Municipality	...	...	...	1100	0	0	19	12	3
53.	Emu Bay Municipality	...	...	...	2000	0	0	32	14	7
54.	Longford Lighting District	...	...	...	3000	0	0	40	4	2
55.	Leven Municipality	...	...	...	5750	0	0	48	18	4
56.	Leven Harbour Trust	...	...	...	4000	0	0	...		
57.	Glenorchy Municipality (Water)	...	...	...	6550	0	0	76	18	5
	" " "	...	...	...	5875	0	0	...		
58.	Burnie Marine Board	...	...	...	20,000	0	0	...		
59.	Launceston Marine Board	...	...	...	2008	0	0	...		
60.	New Norfolk Municipality	...	...	...	1800	0	0	3	2	0
61.	Huon Municipality	...	...	...	1500	0	0	...		
62.	St. Leonards Municipality	...	...	...	700	0	0	...		
63.	Queenborough Municipality	...	...	...	1200	0	0	...		
64.	Fingal Municipality	...	...	...	1200	0	0	...		
Total					£610,504	19	5	55,907	2	2

(a) Sinking Fund managed by Commissioners of Public Debts Sinking Fund.

(b) No loan raised, there being no Parliamentary authority.

Loans were authorised to be made to the undermentioned bodies by the Governor in Council under the provisions of Special Acts, and "The Local Public Works Loans Act," during the year ending 30th June, 1912. The amounts borrowed are included in the foregoing statement:—

	£	s.	d.
Burnie-Table Cape Marine Board—Breakwater.....	120,000	0	0
Leven Harbour Trust—Dredging	1000	0	0
Launceston Marine Board—Purchase of Lighters, &c.	2008	0	0
Fingal Municipality—Water	1200	0	0
Huon Municipality—Hall	2000	0	0
St. Leonards Municipality—Drainage	700	0	0
Queenborough Municipality—Redemption of Debentures	1200	0	0
New Norfolk Municipality—Water	1800	0	0
Devonport Municipality—Lighting	3200	0	0
Glenorchy Municipality—Water	2500	0	0
Glenorchy Municipality—Redemption of Debentures	£875	0	0
Metropolitan Drainage Board—Sewerage	15,000	0	0

22. LOANS UNDER "THE CEMETERIES AMENDMENT ACT, 1900."

Public Cemetery Trust.	Loans.			Annual Instalments in Repayment.	
	Original.	Reduced by Repayments.			
	£	£	s.	d.	£
Carr Villa	2500	2326	15	7	1 %.
Fingal	50	35	0	0	5
Gormanston	80	45	0	0	5
Queenstown	250	150	0	0	10
St. Marys	50	33	11	8	5
Wilmot	30	13	15	0	3
Zeehan	175	70	0	0	15
Hamilton	50	...			5

Arrears at 30th June, 1912.

	Overdue Instalments.	Interest.	Total.
	£ s. d.	£ s. d.	£ s. d.
Fingal	15 0 0	11 13 11	26 13 11
Gormanston	5 0 0	1 16 10	6 16 10
St. Marys	33 11 8	2 0 2	35 11 10
Wilmot	13 15 0	1 2 7	14 17 7
Zeehan	45 0 0	4 19 1	49 19 1

PUBLIC SERVICE SUPERANNUATION FUND.

(5 Edward VII. No. 26, Section 24.)

23. The Accounts of the above Fund for the year ending 31st December, 1911, have been examined and passed.

The following statement shows the Receipts and Expenditure for the year and the state of the Fund on 31st December, 1911.

Investments have been made in Government Securities and Loans on Mortgage, which have been examined:—

Receipts.

	£	s.	d.	£	s.	d.
Subscriptions and status payments	1365	1	3			
Interest received during the year	234	8	4			
Bonus in lieu of notice on mortgage repaid		5	12 6			
Principal of mortgage repaid	450	0	0			
Advance from Government	1000	0	0			
				3055	2	1

Expenditure.

	£	s.	d.	£	s.	d.
Balance from last Account	106	5	4			
Investments in Local Inscribed Stock	370	0	0			
Investments on Mortgage Real Estate	2160	0	0			
Annuity to Widow of deceased Subscriber	20	0	0			
Annuity to Children of deceased Subscriber.....	20	0	0			
Surrender values paid to retiring Subscribers.....	281	14	4			
Clerical assistance	15	15	0			
Actuarial fee	50	0	0			
Exchange	0	6	0			
Interest on Loan from Government	15	16	7			
Interest on Overdraft	5	13	0			
Press and Seal	3	7	0			
	<hr/>			3048	17	3
Balance in Commercial Bank .....	...			6	4	10
				<hr/>		
				£3055	2	1
				<hr/>		

Total Funds on 31st December, 1911.

	£	s.	d.
Government Stock	5550	10	7
Loans on Mortgage	2350	0	0
Interest accrued, due 31st December, 1911	73	8	1
Outstanding subscriptions and status payments	23	14	9
Cash balance at Bank	6	4	10
	<hr/>		
	£8003	18	3
Less advance from Treasury, £1000 (on which interest is paid at the rate of 3 per cent. per annum)	1000	0	0
	<hr/>		
	£7003	18	3
	<hr/>		
In addition the Fund has an Office Safe, valued at 17 10s., charged to Office Expenses	£17	10	0
	<hr/>		

STATE TEACHERS' SUPERANNUATION FUND.

(4 Ed. VII. No. 13, Section 24.)

24. The Accounts of the above Fund for the year ending 31st December, 1911, have been examined and passed.

The following is a statement of the Receipts and Expenditure for that year, and the state of the Fund on the 31st December, 1911.

The Securities have been inspected.

Receipts.

	£	s.	d.	£	s.	d.
Subscriptions and Status Payments	2987	0	6			
Less refunded	1	3	4			
	<hr/>			2985	17	2
Interest on investments	705	12	2			
Less paid on Deposit from Treasury	67	10	0			
	<hr/>			638	2	2
Sales of Regulations .....	...			0	5	6
				<hr/>		
				£3624	4	10
				<hr/>		

Expenditure.

	£	s.	d.
Balance from last Account	92	0	10
Surrender values to retiring Subscribers	761	17	6
Mortgages on Freehold (£1475, less £57 18s. 6d. refunds of Instalments by Mortgagors)	1417	1	6
Expenses, including Bank charges	£98	2	1
Less fines received	2	0	0
	96	2	1
Government Stock purchased	1000	0	0
Balance to credit at Commercial Bank, 31st December, 1911	257	2	11
	£3624	4	10

STATE OF THE FUND, DECEMBER 31, 1911.

	£	s.	d.	£	s.	d.
First Mortgages on Freeholds.....	...			12,799	14	9
Government Stock	5195	0	0			
Less Treasury Deposit Account	2000	0	0			
				3195	0	0
Interest due and unpaid on 31st December, 1911...	...			214	13	8
Subscriptions due and unpaid on 31st December, 1911 .....	...			2	15	0
Bank Balance .....	...			257	2	11
				£16,469	6	4

In addition the Fund has safes, &c., valued at £25, which were charged to expenses when purchased.

CLOSER SETTLEMENT FUND.

(6 Edward VII. No. 33, Section 52 (11).)

25. The Accounts of the above Fund were examined to the 30th June, 1912, and passed.

The following statement shows the Receipts and Expenditure for the financial year ended 30th June, 1912:—

Receipts.

	£	s.	d.
Rents and fees for preparation of leases	4804	11	10
Instalments and interest on value of buildings, under Section 33...	187	15	10
On allotments sold by auction.....	524	13	9
Instalments and interest on account of advances under Section 29	240	4	3
Miscellaneous	25	0	2
Interest on deferred rent and on overdue payments under Section 33	140	6	8
Balance	33,033	19	7
	£38,956	12	1

<i>Expenditure.</i>		£	s.	d.
Balance, 30th June, 1911		12,215	14	4
Purchase-money, Woolmers Estate		18,000	0	0
Interest on advances under Section 23, and on unpaid purchase-money		828	15	10
Interest under Section 14		3838	5	4
Allowances and travelling expenses to members of Board and salary of Secretary for five months		413	8	8
Surveys	£406 18 0			
Less refund	57 19 3			
		348	18	9
Fencing	100 4 7			
Less refund	8 6 6			
		91	18	1
Miscellaneous	158 18 3			
Less refund	29 2 9			
		129	15	6
Advertising .....	...	62	3	9
Advances to lessees under Section 29 .....	...	1484	0	0
Public Works expenditure, draining, metalling, scrubbing, &c. ....	...	1541	3	9
Applicants' railway fares .....	...	2	8	1
		£38,956	12	1
Amounts overdue and outstanding at 30th June, 1912 :—				
		£	s.	d.
For rentals		2715	9	8
Instalments of advances made under Section 29		365	10	4
		£3081	0	0

"STATE ADVANCES ACT, 1907."

(7 Ed. VII. No. 20.)

THE AGRICULTURAL BANK OF TASMANIA.

26. The Accounts of the Agricultural Bank have been examined to the 30th June, 1912, and passed.

The statement of Receipts and Expenditure for the financial year ended 30th June, 1912, Profit and Loss Account, and Balance-sheet, are as follow.

The securities of the Bank have been examined, and found to be in order.

<i>Receipts.</i>		£	s.	d.
Valuation fees		114	13	6
Repayment of loans		570	0	0
Interest on loans		800	3	1
Balance		16,921	18	8
		£18,406	15	3

<i>Expenditure.</i>		£	s.	d.
Balance from last Account		13,597	6	4
Loans		4026	0	0
Valuation fees		115	14	6
Salaries		78	0	0
Interest charged by Treasury on advances		577	3	4
Printing and sundries		12	11	1
		£18,406	15	3

PROFIT AND LOSS ACCOUNT.

	£	s.	d.
Balance from last Account	49	19	4
To Salaries	78	0	0
„ Interest on advances by Treasury	577	3	4
„ Printing and sundries	12	11	1
„ Loans on properties reverted to the Crown	325	0	0
„ Balance	31	1	6
	<hr/> £1073 15 3 <hr/>		
	£	s.	d.
By Interest received from borrowers	800	3	1
„ Interest outstanding	273	12	2
	<hr/> £1073 15 3 <hr/>		

BALANCE-SHEET, 30TH JUNE, 1912.

Liabilities.

	£	s.	d.
Advanced by Treasury	16,921	18	8
Outstanding Accounts	12	12	0
Profit and loss	31	1	6
	<hr/> £16,965 12 2 <hr/>		

Assets.

	£	s.	d.
Mortgages	16,592	0	0
Interest outstanding	273	12	2
Due by Lands Department for principal sum advanced on property sold by auction.....	100	0	0
	<hr/> £16,965 12 2 <hr/>		

THE STATE SCHOLARSHIP BOARD.

(Under 7 Ed. VII. No. 26.)

27. The accounts of the above Board to the 30th June, 1912, were examined.
The following are the particulars of receipts and expenditure:—

GENERAL ACCOUNT.

Receipts.

	£	s.	d.
Rents from property vested in the Board under Section 17	358	0	0
Government grant	150	0	0
Equality of exchange on properties with Commercial Bank	4311	12	0
	<hr/> £4819 12 0 <hr/>		

Expenditure.

	£	s.	d.
Balance from last Account	6	4	11
Scholarships, including boarding allowances	463	15	0
Interest on loan	25	17	6
Other expenses, including cost of examinations	45	6	1
Repayment to Treasury of balance of loan	575	0	0
Fixed Deposit	3000	0	0
Balance to next Account	703	8	6
	<hr/> £4819 12 0 <hr/>		

LAUNCESTON SAILORS' HOME.

28. The Accounts of the Managers of this Home were examined and passed to 31st December, 1911.

The following were the transactions for the year 1911 :—

Receipts.

	£	s.	d.
Balance from last Account	907	12	0
Interest on investments	30	0	0
Savings Bank interest	5	8	3
	<u>£943</u>	<u>0</u>	<u>3</u>

Expenditure.

	£	s.	d.
Balance to next Account	<u>£943</u>	<u>0</u>	<u>3</u>
Balance consists of—			
Savings Bank Balance.....	193	0	3
Launceston Corporation Debentures	750	0	0
	<u>£943</u>	<u>0</u>	<u>3</u>

STATE SAVINGS BANK.

29. The transactions for the year ending 30th June, 1912, are thus briefly shown :—

	£	s.	d.
Deposits received	475,971	13	0
Interest added to deposits	20,262	17	5
	<u>£496,234</u>	<u>10</u>	<u>5</u>
Withdrawals, including interest	408,696	0	11
Increased amount credited during year	87,538	9	6

The aggregate account and the balance at the end of the year were :—

	£	s.	d.
Deposits received since the opening of the Bank.....	4,790,877	0	2
Interest added to deposits.....	219,294	7	6
	<u>£5,010,171</u>	<u>7</u>	<u>8</u>
Withdrawals, including interest.....	£4,224,067	4	4
Less due by Inwards Transfers	996	17	1
	<u>4,223,070</u>	<u>7</u>	<u>3</u>
Balance to credit of depositors, 30th June, 1912	787,101	0	5

The assets of the bank were :—

	£	s.	d.
Investments	762,461	8	11
Interest accrued and due	7192	5	7
Credit balance, Treasury	8257	17	3
Cash on hand and at credit, Bank	14,782	6	5
Due by Inwards Transfers	996	17	1
	<u>£793,690</u>	<u>15</u>	<u>3</u>

The liabilities were:—

	£	s.	d.
Balance due to depositors	787,101	0	5
Profit (not including expenses of management) paid to Treasury	5659	6	11
Due to Outwards Transfers	925	8	4
Surplus cash held in trust by Treasury	4	19	7
	<hr/> £793,690 15 3 <hr/>		

TATTERSALL'S CONSULTATIONS.

30. The undistributed prize money at 30th June, 1912, stood as follows:—

	Consultations held.					
	Prior to 30th June, 1911.			During 1911-12.		
	£	s.	d.	£	s.	d.
Undistributed at 30th June, 1911	4920	11	8	...		
Distributed during 1911-12	852	17	3	...		
Undistributed at 30th June, 1912 .....	...			1815	11	6
	£4067	14	5	1815	11	6
	<hr/> £5883			5	11	

ACCOUNTS OF LOCAL AUTHORITIES.

31. The annual accounts of 49 Municipalities, 33 Cemetery Trusts, 2 Harbour Trusts, 6 Marine Boards, 1 Lighthouse Fund, and 7 Water Trusts have been examined and published in the "Gazette." The accounts of 1 Fruit Board, 9 Fire Brigade Boards, the Metropolitan Drainage Board, and 4 Miscellaneous Bodies, have also been examined.

Accounts unpublished.—Mersey Marine Board.

DEFICIENCIES, IRREGULARITIES, &c.

32. My certificate of the correctness of the accounts for the year 1911 of the undermentioned local authorities was qualified to the extent shown against each.

33. *Clarence Municipality.*—With the exception of an expenditure of £11 16s. 3d. on a dinner tendered to a retiring councillor, for which there was no statutory authority.

In connection with the foregoing disallowance the following communication was addressed to the Hon. the Attorney-General:—

"Hobart, 30th December, 1911.

"SIR,

"As required by Section 34 of 'The Audit Act, 1901,' I have the honour to report that I have disallowed the following expenditure by the Municipal Council of Clarence, in connection with a dinner to Councillor Young, as having been incurred without lawful authority:—

E. W. Looker, £10 5s.: C. Houston, £1 11s. 3d.

"The expenditure was authorised under Section 12 of Act 8 Ed. VII. No. 35, and my action in the matter was prompted by an opinion given by the Solicitor-

General on 23rd August, 1910, on the interpretation to be placed on that section, which was as follows :—

“ ‘ What is the limit upon the powers of a council? Obviously there must be some. The councillors could not spend the money upon a picnic, or a banquet, or in any other way for their own pleasure; nor could the council vote gifts of moneys to one or more councillors.’ ”

“ The Council has obtained an opinion from Messrs. Simmons, Crisp, and Simmons on the subject, which is forwarded for your perusal.

“ I have the honour to be,

“ Sir,

“ Your obedient Servant,

“ J. E. BENNISON, Auditor-General.”

To which the following reply was received :—

“ To the Auditor-General.

“ As the amending Local Government Bill has specifically extended the operation of this Section, I do not think any good would be done by pressing the point as to this expenditure.”

“ A. E. SOLOMON, Attorney-General.”

“ 8.1.12.”

34. *Circular Head Municipality*.—Except that the deficiency of £8 15s. 11d. in the cash of the former Council Clerk has not been made good.

35. *Lilydale Municipality*.—Except that Section 181 of “ The Local Government Act ” has not been enforced.

36. *Table Cape Municipality*.—Except that —(1) In 28 cases necessary contracts were not produced for inspection; (2) a further deficiency of £3 15s. was ascertained, making the total shortage to 31st December, 1911, £69; (3) errors amounting to £8 were found to have been made in previous years in connection with the return of deposits on contracts; (4) receipts were not produced for three salary cheques for £12 10s. each paid to late Council Clerk (deceased); (5) a cheque for £3 posted to, but stated not to have been received by, claimant was cashed at the bank by a person unknown, and a further cheque was issued in settlement of claim.

37. *Circular Head Marine Board*.—Except as regards an overpayment of £111 5s. 8d. made to a contractor for crushing metal. Of this sum, £100 4s. was overpaid from the vote of £3000 for additions to Stanley Breakwater, and £11 1s. 8d. from the funds of the Circular Head Marine Board. (This matter is referred to further under the head of “ Miscellaneous.”)

38. *Stamp Duties Department*.—The stock of revenue stamps held by the Commissioner of Stamp Duties was found to be 10s. short. The matter was reported to the Hon. the Treasurer, and on the recommendation of the Commissioner the authority of the Governor in Council was given to place the amount upon a supplementary estimate. The shortage was then made good.

39. *Department of Railways*.—On the 22nd October, 1912, the Railway-station at South Bridgewater was broken into, and £4 10s. 11d. in cash was abstracted. Of this amount 5s. 4d. was the property of the Railway Department, and £4 5s. 7d. belonged to the Postmaster-General's Department.

A Porter named Lahl was charged with the offence, to which he pleaded guilty. He made restitution, and was sentenced; but the sentence was suspended under “ The First Offenders' Probation Act.”

POSTAGE STAMPS ACCOUNTS.

40. The stocks of postage stamps held by the undermentioned departments were found to be deficient in the amounts set against each, as compared with the balances shown in the Postal Registers. This was due, apparently, to neglect to enter the value of postage stamps affixed to correspondence in the Registers.

The authority of the Governor in Council was given in each instance to place the amount upon a supplementary estimate :—

	£	s.	d.
Lands' Titles Department	1	9	2
Court of Requests, Hobart	7	0	1

41. In examining the accounts of the various departments sundry errors and omissions were discovered, but as these were of a minor character, and speedily rectified, they do not call for special mention.

MISCELLANEOUS.

42.

EXAMINATION OF INCOME TAX ACCOUNTS.

“ Audit Department, Hobart,
“ 8th September, 1911.

“ SIR,

“ In view of the legislation passed last Session of Parliament respecting the taxation of Income, and to prevent any misconception of the position of the Auditor-General in relation to the collection of moneys by the Commissioner of Taxes from Income Tax sources, I have the honour to submit the following for your consideration :—

“ In his report to Parliament, dated 13th June, 1895, the then Auditor-General, under the heading ‘ Income Tax,’ intimated that the Chief Clerk of his Department had been sworn in as ‘ Auditor ’ under ‘ The Income Tax Act.’ The appointment continued until that official’s promotion to Commissioner of Taxes in 1896. The Auditor-General thereupon submitted to the Treasurer the name of the Senior Inspector of Accounts for appointment as ‘ Auditor ’ under the Act. The Treasurer replied, ‘ The special reasons no longer exist, but if the Auditor-General knows of any which render it advisable, I shall be glad to have them bearing in mind, however, how desirable it is to limit the number of persons sworn in under ‘ The Income Tax Act.’ ”

“ The Auditor-General replied as follows :—‘ No; there are no special reasons known to me beyond those which apply with equal force to all other accounts, as to the desirableness of the Auditor-General assuring himself that collections by public officers are paid to the Treasury, but as it is the policy of ‘ The Income Tax Act ’ to restrict the knowledge to be obtained in the Income Tax Office to as few persons as possible, and as no provision under the Act has been made for audit, I have no right to require submission of accounts in detail. I receive a return monthly, supported by the Commissioner’s statutory declaration, but my memo. was meant simply as a reminder in case the Honourable the Treasurer had overlooked the matter.”

“ The Treasurer replied :—‘ This matter may rest as it is.’

“ I found on assuming office that no examination was made of these accounts, and that this Department relied on the statutory declaration of the Commissioner of Taxes as to the amount collected monthly, supported by a certificate of correctness by an official of the Office of Taxes, who was not engaged in the receipt of moneys.

“ The question seems to be whether or not Section 12 of 1 Geo. V. No. 47 is to be understood as intended to over-rule General Regulations 46 and 47 under ‘ The Audit Act, 1901,’ in the absence of any enactment in the firstmentioned Act to the effect that the Income Tax accounts are not to be subject to the provisions of ‘ The Audit Act, 1901.’

“ I consider it proper to bring this matter under your notice, as the revenue to be obtained from this source for the present financial year is estimated at £135,000, or 126 of the total revenue of the year.

“ I have the honour to be,

“ Sir,

“ Your obedient Servant,

“ J. E. BENNISON, Auditor-General.

“ The Honourable the Treasurer.”

" Audit Department, Hobart, 1st December, 1911.

" MEMORANDUM.

" The Auditor-General desires to remind the Hon. the Treasurer that he has received no reply to his letter of the 8th September last with regard to the present system of check on the accounting to the Treasury for receipts on account of Income Tax.

" He would add that it has come under his notice that the arrangement between his predecessor and the Commissioner of Taxes that the declared statement of collections furnished monthly by the Commissioner to this Department should be certified by an official of the Taxes Department, through whose hands no money passed, has not been observed, as in the absence of the Cashier the certifying officer has at times taken his place at the counter.

" It is scarcely necessary to point out that the value of a certifying officer ceases, if he is at the same time, even temporarily, a receiving officer.

" In any case, seeing that the State keeps up a Department, part of the duty of which it is to see that revenue is collected and properly accounted for, is it desirable that so large a sum as the Income Tax collections amount to annually should be kept outside its oversight?

" J. E. BENNISON, Auditor-General.

" The Honourable the Treasurer."

" MEMO.—It seems to me to be desirable that the present practice should be continued, but if the Auditor-General thinks it advisable to reopen the question with my successor, he will, of course, take such steps in that direction as he thinks proper.

" N. E. LEWIS, Treasurer.
" 12.6.12."

" The Auditor-General."

STANLEY BREAKWATER.

43. In " The Public Works Execution Act, 1910," a sum of £3000 was voted for part cost of additions to head of Stanley Breakwater, the Circular Head Marine Board agreeing to contribute one-fourth of cost of repairing the breakwater up to £1000. The work was carried out under the direction of the Public Works Department, and the Marine Board was requested to call for tenders for the supply of 1500 yards of crushed metal.

A tender was accepted in February, 1911, for that quantity, at 6s. 4d. per yard, equivalent to £475, and the Public Works Department was duly notified to that effect.

In the following April application was made by the Secretary to the Board on behalf of the contractor for a progress payment of £100, and the Secretary for Public Works when intimating that an account for that amount had been forwarded to the Treasury for payment, added, " The contract, 1500 yards at 6s. 10d., will total £512 10s., and the balance payable to your Board on account of same might be drawn in two instalments of £200 and £212 10s., as shown on the enclosed vouchers."

By some unexplained error the price per yard was quoted in the letter at sixpence above the contract price. This was apparently not noticed by the Secretary to the Marine Board, as he subsequently received the two remaining instalments and paid them to the contractor.

On the 20th May, 1911, the Secretary to the Board wrote to the Engineer in Chief that the contract had been completed, and was satisfactory, and that in measuring the heap it was found there was an extra 35 yards, and asking if the Board should pay for this. The Engineer-in-Chief, in replying, suggested that the Board should do so.

Subsequently the metal was measured by the Department's engineer, who found that there were only 1302 cubic yards. Accepting that measurement as correct, the contractor had been overpaid to the following extent:—

	£	s.	d.
Advances by Public Works Department to Marine Board paid to contractor	512	10	0
Paid by Marine Board to contractor, 35 yards at 6s. 4d. per yard	11	1	8
	<u>£523</u>	<u>11</u>	<u>8</u>
1302 yards at 6s. 4d. per yard would be	412	6	0
Overpaid	<u>£111</u>	<u>5</u>	<u>8</u>

Of the amount overpaid, £100 4s. was the property of the State, and £11 1s. 8d. of the Circular Head Marine Board.

The Board's demand on the contractor for refund of the overpayment not having been complied with, he was sued in the Court of Requests to recover £78, approximately the difference between 1535 and 1302 yards of metal at 6s. 4d. per yard. By permission of the Court the plaint was amended by the addition of the words "also money overpaid by mistake." The jury returned a verdict for the plaintiff Board for £57 19s., but as nothing was paid by the defendant a warrant of execution was issued. This was subsequently returned endorsed "no effects."

SALE OF COOK'S BUILDINGS TO COMMONWEALTH.

44. A cheque for £7000 was paid into the State Treasury on the 28th October, 1911, as the purchase money of the property adjoining the General Post-office, in Elizabeth-street, which had been acquired by the Commonwealth Government from the State Government for that sum.

The property was purchased by the State by virtue of the provisions of Act 63 Vict. No. 55 for £6500, and that amount was raised by "The Inscription of Local Stock Act" (64 Vict. No. 14), and will be redeemable in the State in 1921.

The purchase-money has been credited in the Treasury accounts to a Suspense Account, pending a decision as to its ultimate disposal.

"REPAIRS TO DREDGES "AGNEW" AND "DAVENPORT."

45. The cost of repairs to the dredges "Agnew" and "Davenport," amounting to £3500, was, by the authority of the Governor in Council, dated 18th June, 1912, authorised to be charged in the Treasury accounts to a Suspense Account, which is to be cleared by three annual contributions of £1166 13s. 4d. each, chargeable on the revenues of the years 1911-12, 1912-13, and 1913-14.

No payment on account of the repairs was made for the financial year ended 30th June, 1912, but a contribution of £1166 13s. 4d. was made from the revenue of that year: the account, therefore, stood with a credit of that amount at the close of the financial year 1911-12.

MONEYS DEPOSITED BY IMMIGRANTS WITH THE AGENT-GENERAL.

46. Arrangements have been made by which persons leaving England with the intention of settling in this State may deposit moneys for safe-keeping with the Agent-General and withdraw them from the Treasury on arrival.

The Treasurer is notified by the Agent-General in each case of the name of the depositor, and amount deposited, and a specimen signature is forwarded for purposes of identification.

As a further safeguard the depositor is required to produce at the Treasury a letter from the Secretary to the Agent-General, setting forward that he is the person entitled to the amount deposited.

The transactions in this connection during the financial year 1911-12 amounted to over £1500.

BALFOUR-TEMMA TRAMWAY.

47. In my last report reference was made to arrangements which had been made for working this tramway by the Circular Head Municipal Council, with the approval of the Minister of Lands and Works, for one year from 10th July, 1911. At the expiration of that period the Council agreed to extend the agreement with Murray Bros. for working the tram for a further period of two years at the same rental, namely, £100 a year, subject to certain modifications as to freight. So far the Municipal Council has not accounted to the Public Works Department for any of the rent received.

SALE OF TRAMWAY RAILS AND FASTENINGS.

48. Since attention was drawn to this matter in my last report nothing has been received from the Wallsend Colliery Company, there being overdue at date four annual instalments of £250 each, and interest at 4 per cent. per annum on the same; in all, £1030.

THE STAFF.

49. In less than three years the whole of the clerical staff, with two exceptions, has been changed; one official resigned, the rest have been transferred to other departments on promotion.

With a small staff these frequent changes have a serious effect upon efficiency, as training and experience, so necessary in a capable audit official, are at a discount.

The Public Service Board, when recommending an officer for promotion, does not appear to sufficiently consider the question of the extent to which a department from which they are taking him has suffered from the same cause comparatively recently, with the result that the efficiency of the office work suffers.

I have the honour to be,

Sir,

Your most obedient Servant,

J. E. BENNISON, Auditor-General.

The Honourable the Treasurer.

TASMANIA

DEPARTMENT OF PUBLIC HEALTH

ANNUAL REPORT

FOR

1911-12

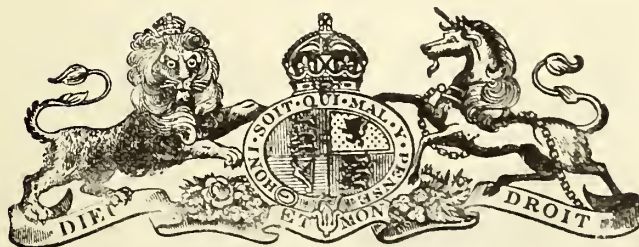
BY

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CHIEF HEALTH OFFICER

Presented to both Houses of Parliament by His Excellency's Command.

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Tasmania:

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1913

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SALUS POPULI SUPREMA LEX.

Department of Public Health, Tasmania,
3rd December, 1912.

ANNUAL REPORT of the Department of Public Health for the Year 1911-12.

SIR,

I HAVE the honour to submit the ninth annual report of the Department of Public Health for the year ending the 30th June, 1912.

INTRODUCTION.

Although from the point of view of personal comfort and feeling one cannot exaggerate the advantages of a temperate, equable climate such as Tasmania possesses, an investigation into the health conditions of any country or people shows that whilst different weather elements, such as temperature, moisture, wind, and the amount of sunshine, each have some effect on the incidence of disease, it is impossible to estimate or show precisely the amount of such influence. There are so many other factors concerned, such as race, habits, food, water, sanitation, individual and economic, that it is difficult to trace a particular effect to a direct cause. Wherever conditions which militate against health obtain in Tasmania, such are due either to the commission of some infringement against the canons of hygiene, or the omission to appreciate the advantages of a higher standard of sanitation, domestic and municipal.

In the following review of the conditions as to health in Tasmania, an endeavour will be made to show how a country already comparatively healthy may be made more so, and how preventable diseases have been, and may be still further, prevented by a better system of organisation as to health administration, both central and local, combined with an awakening of the sanitary conscience of the people.

STATISTICAL AND GENERAL.

Tasmania, with an area of 26,215 square miles, according to the Commonwealth Census on the 3rd of April, 1911, had a population of 191,211.

The increase in the population during the past three decades was 30,962, or 26·75 per cent. for 1881-1891; 25,808, or 17·6 per cent. for 1891-1901; and 18,736, or 10·86 per cent., for 1901-1911. Taking the mean annual rate of increase in the years 1881 to 1905, assuming the registration of births and deaths to be reasonably complete in the countries recording statistics, Tasmania could be justly proud of her position as heading the countries of the whole world in possessing the greatest relative natural increase of population, or excess of births over deaths. The mean annual rate of increase in this period so calculated and tabulated gave Tasmania the premier position, with 19 to 18·2. Bulgaria came next with 19·5 to 18·1. New Zealand varied during the period from 25·4 to 16·7. In the case of the Dominion the drop was due to the decrease in the birth rate. The rate of natural increase for England was 14·1 to 12·1. Tasmania's position was due to her birth rate placing her fourteenth on the list of the countries of the world, whilst she was first in the British Empire. At the same time the fact that the Tasmanian death rate was much lower than the rates of the 13, with a higher birth rate, gave her the highest figure in recording the natural increase.

The high natural increase of population in Tasmania has been maintained for the years 1906-1910,

the excess of births over deaths per thousand of mean population having been 18·37, second only in the Commonwealth to that of Western Australia, with 18·52 for the same period.

With regard to Tasmania, unlike other recently developed countries, a high natural increase of population has not meant an equally progressive actual increase from year to year. The important factor of increase in the population, "net immigration," or the excess of arrivals over departures for the years 1906-1910, unfortunately with regard to Tasmania, has to be expressed by a minus sign, whilst her sister Australian States all show an increase in this respect. Thus, the number of departures for the period exceeded the arrivals by 5784 males and 4023 females, or a total of 9802 persons. This factor must be considered in any comparison as to the death rate in Tasmania with that of the other States, as the proportion of population at the extremes of age or the age period with highest rates of mortality is greatest in this State. The tendency in the past for active wage-earning members of the community to migrate to the larger mainland cities increases proportionately in Tasmania the age groups under 19 and above 60 years.

Countries rapidly developing their natural resources, where conditions of healthy environment obtain, by receiving an influx of healthy immigrants between the ages for the most part of 20 and 40 years, an age period with a natural low index of mortality, are more favourably placed in recording low death rates. Although this factor does not operate in this State, yet Tasmania's death rate for 1911 is only 10·109, an evidence of the general salubrity of the country.

The following figures showing the relative death rates in Tasmania for 1911 classified under age groups illustrate the above contention:—

<i>Death Rate per 1000 Persons Living, 1911.</i>	
Under 1 year...	74·98
1 to 19 years, inclusive...	2·89
20 to 39 years, inclusive...	4·81
40 to 59 years, inclusive...	8·75
60 and over...	59·94

Preventable causes...	8·874
Non-preventable causes...	1·235

Total nominal death rate...	10·109
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*Total corrected for changes of age constitution...	12·91
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Health Standards.

Deaths at all stages from preventable causes only...	10·65
Deaths under 65 years in relation to population within same age limits...	7·45
Infantile mortality...	73·66

*Computed in accordance with the recommendation of the Conference of Statisticians, at Hobart, 1902—that the population of Sweden (census 1890) be taken as the standard.

The comparatively low death rate of 10 per 1000, in spite of the age distribution of the population, combined with the general healthy, robust appearance of the people suggest that to her temperate, equable climate Tasmania largely owes, apart from her great scenic attractions, her reputation as a resort for tourists and those in search of natural conditions which make for the enjoyment of health.

The fact that in the medical examination of cadets since the inauguration of compulsory service Tasmania has had the smallest percentage of rejections in the Commonwealth, is also an indication that the country tends to encourage the development of a good physique.

In 1911, of all the Australian States the proportion of population of supporting age (15 and under 65 years) in Tasmania was the lowest, 60·83. On the other hand the proportion of dependent age (under 15) was higher, namely, 35·04, in Tasmania than in any other portion of the Commonwealth.

The expectation of life of a child at birth in Tasmania is the highest in Australia, 57·7 years.

With regard to masculinity or the number of males to each 100 females Tasmania's figure was 104·14.

The crude birth-rate or number of births per 1000 of the mean annual population for the whole Commonwealth was lower in 1910 than in 1901, although Tasmania with New South Wales and South Australia actually showed an increase in this rate.

With regard to ex-nuptial births, the percentage on total births for Tasmania in 1910 was 5·33, being less than that for Queensland, New South Wales, and Victoria. That for England and Wales for 1900-2 was 8·5, for Scotland 13·4, for Ireland 3·8. In Tasmania, as in Scotland, children born out of wedlock may be legitimatised, so that this factor does not, as is sometimes claimed, explain the comparatively high illegitimate rate in Scotland, which is in all probability due (as in Banffshire, with a rate

over 18) to what is known as the Brothie system of housing male and female employees in rural districts.

The number of marriages (not persons married) per 1000 of mean annual population, corrected for the census returns for 1911, was in Tasmania 7·82 in 1910, a little higher than that of Western Australia, the State with the lowest crude marriage rate in the Commonwealth.

The number of deaths per 1000 of mean population for 1910 for males was 11·26 in Tasmania, being lower than the average of 11·54 for the whole Commonwealth and those for Victoria and Western Australia, but higher than those for New South Wales, South Australia, and Queensland.

Tasmania, with 10·94 for 1910, had the highest female death rate in the Commonwealth.

Vital Statistics for 1911.

The mean population of Tasmania, as estimated for 1911, was 190,316. The birth rate was 28·61, and the corrected death rate 10·109. It will be interesting to observe whether with recent improved industrial conditions in Tasmania, more especially the payment of increased wages to wage-earners, the comparatively high birth rate will be maintained, or, as has been the case in other States, that there will be a decline. The infantile mortality rate for 1911 per 1000 births registered was 74, a reduction of 28 on the rate of the previous year, when, owing probably to an exceptionally dry summer, with a concomitant undue prevalence of flies, the incidence was abnormally high for Tasmania, which in 1909 had an infantile mortality rate of 65, the lowest recorded for the State.

Distribution of Population.

As in the other Australian States there is an unfortunate tendency for population to gravitate to

Index of Mortality, 1911 (from Table compiled by Commonwealth Statistician).

Age Groups.	Mean Population, 1911. Distributed according to Results of Census of 1911.	Number of Deaths, 1911.	Number of Deaths per 1000 of Mean Population, 1911, in each Age Group.	Age Distribution per 1000 of Standard Population. (a)	Index of Mortality.
<i>Tasmania—</i>					
Under 1 year	5350	399	74·58	25·5	1·90
1 year and under 20	81,032	237	2·92	398·0	1·16
20 years and under 40	58,211	281	4·83	269·6	1·30
40 years and under 60	33,829	298	8·81	192·3	1·69
60 years and upwards	11,894	712	59·86	114·6	6·86
Total	190,316	1927	10·13	1000·0	12·91
<i>Commonwealth—</i>					
Under 1 year	117,203	8371	71·42	25·5	1·82
1 year and under 20	1,762,824	5350	3·03	398·0	1·21
20 years and under 40	1,476,423	6804	4·61	269·6	1·24
40 years and under 60	844,203	9465	11·21	192·3	2·16
60 years and upwards	289,713	17,879	61·71	114·6	7·07
Total	4,490,366	47,869	10·66	1000·0	13·50

NOTE.—The persons whose ages were not ascertained at the 1911 Census have been proportionately distributed among the various age groups, and the same plan has been followed in regard to the 65 persons who died in 1911, whose ages were not stated in the certificates of death.

(a) The population of Sweden as ascertained at the Census of 1890, and divided into five age groups, has been taken as the standard population.

the chief cities; thus, 66,984, or more than a third of the population of the State, live within a radius of 10 miles of the General Post-offices of Hobart and Launceston.

At the same time, of the six Australian States, Tasmania is only second to Victoria, in having the highest density of population, 7·39 per square mile.

Deaths in Relation to Disease.

The following return from data supplied by the State Statistician shows the number and causes of deaths for 1911, also death-rate per 10,000 persons living (mean population, 190,316), as contrasted with 1910 (mean population estimated at 192,410).

DEATHS.

Cause.	Number of Deaths, 1910.	Death Rate per 10,000 persons living.	Number of Deaths, 1911.	Death Rate per 10,000 persons living.
General Diseases -				
Measles .....	...	...	12	·63
Scarlet Fever	3	·16	...	...
Influenza	7	·36	14	·74
Whooping Cough	51	2·65	9	·47
Diphtheria	16	·83	17	·89
Typhoid	40	2·08	18	·95
Cerebro Spinal Fever	1	·05	...	...
Diarrhoeal Diseases	30	1·56	21	1·10
Syphilis	5	·26	4	·21
Septic Diseases (including Pneumonia)	135	7·01	148	7·78
Pulmonary Tuberculosis (Phthisis)	121	6·29	115	6·04
Other Tubercular Diseases ...	48	2·49	46	2·42
Parasitic Diseases	8	·42	3	·16
Dietetic Diseases	5	·26	4	·21
Rheumatic Fever, Gout, Rheumatism	7	·36	7	·37
Cancer, all forms	123	6·39	119	6·25
Premature Birth.....	95	4·93	80	4·20
Other General	88	4·57	75	3·94
Total General	783	40·70	692	36·36
Local Diseases—				
Nervous System.....	124	6·44	123	6·46
Special Sense Organs.....	2	·1	1	·05
Diseases of Heart	218	11·33	256	13·45
Diseases of Blood Vessels.....	101	5·25	95	4·99
Diseases of Respiratory Organs	73	3·79	70	3·68
Diseases of Digestive System	276	14·34	151	8·04
Diseases of Lymphatic System	10	·52	8	·42
Diseases of Urinary System ..	63	3·27	63	3·31
Diseases of Generative System	2	·10	7	·37
Accidents of Childbirth, &c....	21	1·09	19	1·00
Joint Diseases	5	·26	7	·37
Skin Diseases	10	·52	9	·47
Total Local Diseases	905	47·00	811	42·61
Ill-defined—				
Atrophy, Debility, &c.	86	4·46	67	3·52
Old Age	225	11·63	235	12·35
Others	14	·73	18	·95
Total Ill-defined.....	325	16·90	320	16·81
Violence—				
Accident and Negligence ...	92	4·78	95	4·99
Suicide and Homicide	17	·88	13	·68
Total Violence	109	5·70	108	5·67
TOTAL	2122	110·30	1931	101·46

TUBERCULOSIS.

In 1910 the death rate from tuberculosis was 0·87 per 1000; in 1911 the death rate per 1000 was 0·84.

RETURN Showing the Number of Deaths from Tuberculosis during the Years 1895-1911; also Death Rates per 100,000 persons living.

	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Phthisis	113	73	83	75	101	59	100	102	112	63	134	75	75	60	94	75	71
Other forms Tuberculosis	47	30	50	36	65	27	40	65	50	28	43	23	82	37	69	94	90
Total	150	103	133	111	166	86	140	167	162	91	177	99	157	97	163	169	161

The average number of deaths from Tuberculosis during the last ten years was 167, or 90·6 per 100,000 persons living.

The following table shows the comparative death rate from tubercular disease in the States of the Commonwealth in 1910-11:—

	1910.	Deaths per 1000 Popula- tion.	1911.	Deaths per 1000 Popula- tion.
Victoria .....	...	...	1354	1.01
South Australia	385	.88	349	.83
West Australia	239	.83	246	.83
New South Wales	1250	.74	1274	.75
Queensland .....	...	...	442	.71
Tasmania	169	.87	161	.84

(Average for Commonwealth, .83 per 1000.)

Infectious Diseases Notified, 1911-12.

	Scarlet Fever.	Typhoid Fever.	Diphtheria.	Puerperal Fever.	Phthisis.	Total.
1911.						
July	3	11	130	...	17	161
August	1	4	88	2	14	109
September	4	4	55	1	8	72
October	7	3	55	3	8	76
November	6	12	43	1	2	64
December .....	...	9	41	...	10	60
1912.						
January .....	...	8	64	...	35	107
February	2	22	76	1	16	119
March	16	35	70	...	15	136
April	28	23	119	1	23	194
May	11	13	81	...	9	114
June	5	8	119	...	25	157
Total Cases...	83	152	941	9	182	1367

* Infantile Paralysis, 5. † Ophthalmia Neonatorum, 1.

Tuberculosis.

Return showing Number of Deaths from Tuberculosis.

In 1911 there were 161 deaths from tubercular disease in Tasmania, 115 of which were due to consumption, a reduction of eight on the record for the previous year. The following extract from the State Statistician's reports shows the grouping of the causes of death from pulmonary tuberculosis (phthisis) and other tubercular diseases for the last two calendar years.

Diseases.	Year 1910	Year 1911.
Tuberculosis (pulm. tuberculosis)...	46	71
Phthisis	75	44
Tuberculous meningitis	16	20
Tuberculous peritonitis	3	3
Tabes mesenterica	1	1
Tubercle of other organs	15	10
General tuberculosis	13	11
Scrofula	—	1
Total	169	161

As pointed out in the Health Department Report for 1910, it is noticeable in Tasmania that both the death rate from tuberculosis and the percentage on total deaths is higher among females than among males. The same discrepancy was observed on some of the coalfields in Great Britain and in certain mining centres in New Zealand* This fact is suggestive

* British Medical Journal, 1903, Coal Miners and Phthisis. N.Z. Public Health Department Report, 1909

of the need for improving the housing of the people, at least as regards better ventilation, women spending more time indoors than men. I am of opinion that a by-law is necessary prescribing a minimum of 750 cubic feet of air space for each individual in sleeping-rooms, together with the provision of means of ventilation by openings for the inlet and outlet of air, in the proportion of not less than 12 square inches of inlet openings and 12 square inches of outlet openings for each person, the space to be calculated exclusive of all ornamentation or obstruction thereto. The outlet openings should be placed at the highest practicable part of the rooms.

Notification of Tuberculosis.

Pulmonary tuberculosis with cavity formation was proclaimed a compulsorily notifiable infectious disease in Tasmania as from the 1st July, 1909. The number of cases under this category notified for the year ending 30th June, 1910, was 135, of which 22 came from Hobart and 20 from Launceston. For the following departmental year, ending 30th June, 1911, there were 102 cases notified, including 20 from Hobart and 17 from Launceston. As there were 115 deaths from phthisis in 1909, 121 in 1910, and 115 in 1911, it is obvious that the obligation of medical practitioners to notify was not strictly observed.

In New Zealand in 1908, in the Auckland district there was a remarkable increase in the notifications with regard to tuberculosis, due in some measure to the administration with regard to notification having been vigorously carried out. There was a notable increase after a medical practitioner had been mulcted in a fine of £7 and costs, with a warning that if convicted again for a similar offence he would be suspended from practice for a period not exceeding six months.

The last two convictions for non-notification in Tasmania were actually that of a local health officer and a medical practitioner who aspired to a similar position. Whilst it is recognised that the first duty of a medical practitioner is towards his patient, he has also a moral duty, as well as a statutory obligation, imposed upon him with regard to the public. It is not unknown for a notification of a case of phthisis to be received at the Health Department at the same time as, or even later than, a certificate of the death of the patient is received by the Registrar. In some such cases the medical practitioner may just have been called to see the patient previous to his decease, but occasionally it has been found that the medical practitioner or some other medical practitioner has been in attendance for some time previous to the death of the patient. As without exception all the local health officers are in private practice, they naturally do not care to report brother practitioners in competitive practice with themselves, who are not clothed with the same official authority, an unpleasant task even for whole-time health officials. Hitherto the central authority has not had a sufficient staff to do more than, as a general rule, act in an advisory capacity with regard to this question of notification and control of infectious diseases.

More especially with regard to phthisis is it advisable to undertake more direct control, and not confine the action or inaction of the Department merely to the recording of statistics, the circularising of pamphlets, and pictorial posters.

On the 23rd June, 1911, a further distinct advance with regard to the administrative control of tuberculosis in Tasmania was made by His Excellency the Governor in Council declaring phthisis (consumption of the lungs, consumption of the throat) an infectious

disease within the meaning of Section 2 of "The Public Health Act, 1903," and consequently compulsorily notifiable.

Only those sections of the Act imposing a penalty on exposure of infected persons and the prohibition of the use of a public vehicle by an infected person without notification to the person in charge, and subsequent disinfection, do not apply to cases of phthisis.

It is necessary to recognise the distinction between the infectivity of phthisis and those communicable diseases which in the past have been notifiable. Whilst diseases such as typhoid, diphtheria, and scarlet fever are usually of comparatively short duration, the whole history of even the most protracted case being confined within a few weeks, or at most a few months, as pointed out by Dr. Hermann Briggs, of New York, with tuberculosis the infectious period usually extends not simply over a few months, but more frequently over several years, and it may comprise half a lifetime. It is recognised, also, that a consumptive who has been taught to live a rational open-air life under proper conditions is not necessarily a source of danger even to members of the same household.

Unfortunately one must admit that, owing to the immense amount of attention given in the popular press and by popular lectures on the prevention of tuberculosis, a section of the public has become obsessed with the idea that a consumptive is a sort of leper to be shunned. For instance, to secure a railway carriage to oneself one would only need to assert that the window must be left open, as one was suffering from consumption, to obtain plenty of room at the next station. The general public are not aware that the breath of a consumptive is not infectious. The source of infection is from the spit or discharges from the mouth, nose, or bowels.

Had it been possible to only prescribe notification to the Central Department, I think it would have been preferable, as I have known individuals unnecessarily harassed through the members of rural local authorities having become aware of a case of consumption in their district.

The full significance of proclaiming phthisis an infectious disease in Tasmania has not yet been realised, but such means that as far as this State is concerned the chief recommendations of the report of the 1911 Melbourne Conference of Principal Medical Officers of the States of Australia on uniform measures for the control of consumption can now be made effective.

Thus there is now compulsory notification of phthisis, legal power to regulate the home management of consumptives, legal power to remove dangerous infective consumptives into segregation, legal power to detain such consumptives in segregation.

To facilitate the early and definite diagnosis of cases of phthisis free bacteriological examination of the sputum is provided at the Government Bacteriological Laboratory. A diagnostic outfit of special sterilised tubes put up in wooden cases, merely requiring stamping after the specimens are taken and forwarding to the bacteriologist, is supplied to medical practitioners. As pointed out in the 1910 report of the Department, although all examinations of diphtheria swabs, sputum, blood, and pathological specimens are done free of charge to medical practitioners, comparatively few avail themselves of the opportunity offered by a well-equipped laboratory for assistance in confirming diagnosis. In all cases of urgency a wire notifying the results of examination of specimens is sent to medical practitioners.

In gradually organising a complete scheme for the administrative control of tuberculosis in this State, I have recognised that in the field of preventive effort there is room both for public and private work, but that these should be linked together and properly organised if the best results are to be obtained. The official outlook—that of the State and municipalities—is especially towards prevention. The philanthropic outlook is towards the care and the relief of the individual.

To the official sphere has been allotted the provision of accommodation for advanced patients. Such cases ought to be segregated on grounds of public health and in the interests of the unaffected citizens, in all cases where adequate precautions are not taken. The Government voted £2000 for the accommodation of advanced cases. We have now provision for 20 male cases and 14 female cases at the Consumptive Home, New Town. It is also intended to provide accommodation at the recently-erected Invalid Home at Launceston, and such has already been provided at the Devon Hospital, at Queenstown, Zeehan, and Waratah. In addition, tents have been supplied to other centres, even as far afield as Cape Barren Island and Bruni Island, for cases where isolation of advanced cases could not be otherwise obtained within easy reach of relatives, a factor of much importance in dealing with such cases.

By the provision of disused railway-carriages converted into consumptive shelters extra accommodation has been made available at New Town.

Within the philanthropic sphere falls naturally the sanatorium for early cases. The sanatorium exists especially with a view to the effective care of individuals at an early stage of the disease. Every encouragement has been given by the Government to the excellent work carried out by the Committee of the New Town Sanatorium. Much credit is due to the enthusiastic committee and band of workers in Southern Tasmania who manage and maintain this excellent institution, so ably conducted by Miss Macqueen with an honorary staff of seven medical men. This institution, a model of its kind, has accommodation for ten men and nine women. During the year under review 60 patients have been treated at the Sanatorium.

The fact that no less a sum than £180 was collected for the Sanatorium in Hobart on Wattle Day, and that the road to the Sanatorium and grounds were made by voluntary labour, speaks volumes for the popularity of the institution.

Considerable stress is laid on work as a factor in the treatment of consumptives at this institution, it being recognised that congenial open-air employment prevents the unfortunate tendency of patients to pass a portion of their time "swapping symptoms," and unduly aggravating their condition by mental worry.

The movement to interest the friendly societies in this institution met with success in the south, over £100 having been contributed by the different lodges. In addition, I had the honour during the year of opening at the Tasmanian Sanatorium a special double shelter donated by the Rechabites, led by their enthusiastic chief, Mr. C. W. Grubb. The establishment of a similar institution in the north on the lines suggested by Mr. Bailey, of Launceston, would go far to complete provision in Tasmania for early cases. I understand that sufficient money was left by a resident of Longford to estab-

lish an institution for the care of the sick, and would suggest to the trustees that such might be used to establish a sanatorium in the north, to which I am confident the public, and especially the friendly societies, would give support.

There is an excellent private sanatorium at Campbell Town under the supervision of Dr. Tofft, who has given many years to the study of the care and treatment of consumptives. The northern friendly societies might secure the use of two chalets in this institution.

At each general hospital in the State an out-patient department might be developed for the treatment of consumptives on similar lines to the dispensaries, which are doing such excellent work in England.

Having initiated the idea of the tree-planting at Karere, Rotorua, New Zealand, and witnessed the excellent results obtained there under Miss Rochefort and Sister Urquhart's supervision, I have lost no opportunity of advocating work as a factor in the treatment of incipient phthisis. To make a tree-planting camp a success, from an economic point of view, the patients should be encouraged to depend on themselves and their own exertions to keep the camp going.

It is recognised, however, that a further step to control this disease must be made in the State by putting into operation the complete scheme of control, which includes the collection of detailed information concerning each case of consumption.

With this object in view a card, reproduced in the Appendix, was drawn up, and with the appointment of a trained nurse to visit the different centres and supplement the work of the local authorities, it is hoped that eventually we will be able to carry out the uniform plan suggested at the Melbourne Conference. Opportunity is being taken by nurses during the course of lectures given at the Technical School for candidates for the inspector's certificate of the Royal Sanitary Institute to qualify themselves for the duties of visiting, instructing, and supervising consumptives in their homes. In this respect the work of the district nurses is worthy of all encouragement, and their services might be further utilised in following up cases after discharge from the sanatorium and the out-patients departments of the hospitals.

The assistance and co-operation of the medical profession has been sought by copies of the Melbourne conference report having been distributed throughout the State. Conferences with medical practitioners in different centres are also contemplated in order to secure their co-operation in the work of still further reducing the incidence of phthisis. The new forms for the notification of disease have been supplied. After being filled in, these only require a postage stamp and posting to secure delivery at the Public Health Department. The medical practitioner is asked to "Please state if patient has suitable accommodation at home, or if admission to hospital, sanatorium, or annexe for advanced cases is advisable. If in an institution, state last place of residence; also give occupation and place of employment." Ultimately it is intended to keep in touch with all notified cases, but until our organisation is improved, and at least the services of one trained health visitor are available, it has not been considered advisable to launch the entire scheme of attempted control.

The checking of the spread of the disease from actual sufferers to others is only a partial solution of the problem of the prevention of consumption.

Bovine Tuberculosis.

The following extract from the first report of the Royal Commission appointed to inquire into the relations of human and bovine tuberculosis is significant:—"We have investigated many instances of fatal tuberculosis in the human subject, in which the disease was undoubtedly caused by a bacillus of the bovine type, and by nothing else. Our researches have proved that in a considerable proportion of cases of the human disease the lesions contain, and are caused by, bacilli, which are in every respect indistinguishable from the bacilli which are the cause of tuberculosis in cattle."

"In all such cases, therefore, the disease is the same disease as bovine tuberculosis.

"The pig is, besides the bovine, the only animal commonly used for food by man, in which during our investigations we have found the bovine tubercle bacillus producing the progressive lesions of the natural disease. There can be no doubt that a considerable proportion of the tuberculosis affecting children is of bovine origin, more particularly that which affects primarily the abdominal organs and the cervical glands. A considerable amount of the tuberculosis of childhood is to be ascribed to infection with bacilli of the bovine type transmitted to children in meals consisting largely of the milk of the cow. In the interest, therefore, of infants and children, the members of the population whom we have proved to be especially endangered, and for the reasonable safeguarding of the public health generally, we would urge that existing regulations and supervision of milk production and meat preparation be not relaxed; that, on the contrary, Government should cause to be enforced throughout the kingdom food regulations planned to afford better security against the infection of human beings through the medium of articles of diet derived from tuberculous animals."

As a supplement to the report of the "Conference of Principal Medical Officers of the Australian States on Uniform Measures for the Control of Consumptives," I would suggest a report from a conference of chief veterinarians of each Australian State and New Zealand on uniform measures for the control of tuberculosis in cattle and pigs.

The public cannot be assured of a milk-supply reasonably free from tubercle until all dairy herds are tested by the tuberculin test. No meat, including bacon and pork, should be sold which has not been inspected at the time of slaughter in a public abattoir, preferably under Government or direct municipal control.

Natural Immunity.

Recent research has shown that many people are possessed of a resisting power to tuberculosis. Were this not so, the death rate in the past must have been even higher, so great are the opportunities for infection. The great point, in my opinion, in combating tuberculosis is to increase the resisting power of the individual, and so diminish susceptibility. It is recognised that perhaps the chief agent in the production of tuberculosis has been poverty, with insufficient nutrition and faulty housing.

Dampness of site, with the absence of damp-proof courses, insufficient ventilation, overcrowding, want of direct sunlight, are a few of the conditions in houses which are conducive to the dwellers therein contracting tuberculosis. A general reform in architecture by the making of sleeping-rooms more

on the principle of open-air shelters, and the education of children in the benefits of open air, the encouragement of open-air schools, public buildings, and churches, would go far to make a succeeding generation comparatively free from tuberculosis.

Another link in the scheme for reducing consumption would be to have nurse home visitors attached to the out-patient departments of hospitals, who would follow up all cases on leaving these institutions, and assist in securing rational open-air treatment, as far as possible, in the homes. It would be advisable also in certain cases for local authorities to exercise their power under Section 46 of "The Public Health Act, 1903," and provide or contract with any person to provide medicines and medical attendance for the poorer inhabitants of its district. Judging by replies, however, from local authorities to a recent circular drawing attention to this clause there apparently is little inclination on their part to recognise "local liability," or responsibility with regard to the important and most vital of their functions, namely, the conservation of the public health.

Septic Diseases, including Pneumonia.

This group of diseases includes the following:—

Diseases.	Year 1910.	Year 1911.
Puerperal septicæmia	5	3
Pyæmia (not puerperal)	1	—
Puerperal fever	2	—
Pneumonia	9	5
Broncho-catarrhal lobar pneumonia...	38	44
Pneumonia	74	88
Erysipelas	1	2
Septicæmia (not puerperal)	5	3
Other septic diseases	—	3
	135	148

Local Authority.	Scarlet Fever.	Typhoid Fever.	Diphtheria.	Puerperal Fever.	Phthisis.	Total.
12. Evandale	—	4	3	—	1	8
13. Fingal	—	—	179	—	—	179
14. Flinders	—	—	—	—	—	—
15. Georg Town ..	—	—	—	—	—	—
16. Glamorgan.....	—	—	—	—	—	—
17. Glenorchy	—	3	3	—	3	9
18. Gormanston.....	—	5	1	—	—	6
19. Green Ponds ...	—	1	3	—	—	4
20. Hamilton	8	—	—	—	—	8
21. Hobart	9	18	106	1	45	179
22. Huon	—	—	—	—	4	4
23. Kentish	1	7	59	—	4	71
24. Kingborough...	1	—	4	—	—	5
25. King Island	—	—	—	—	2	2
26. Latrobe	6	5	48	2	8	69
27. Launceston.....	2	23	105	—	19	149
28. Leven	—	2	28	—	3	33
29. Lilydale	—	2	2	—	5	9
30. Longford.....	—	2	12	—	1	15
31. New Norfolk ...	—	3	12	—	6	21
32. New Town	3	6	5	—	6	20
33. Oatlands	—	2	2	—	4	8
34. Penguin	—	2	3	—	1	6
35. Portland	—	3	3	—	—	6
36. Port Cygnet....	—	—	—	—	3	3
37. Queenstown ...	—	10	—	—	1	11
38. Queenborough ..	5	3	2	—	6	16
39. Ringarooma ...	—	7	10	—	4	21
40. Richmond.....	—	1	—	—	—	1
41. Ross	—	—	—	—	—	—
42. St. Leonards ...	—	—	—	—	—	—
43. Scottsdale	1	1	11	—	6	19
44. Sorell	—	—	—	—	1	1
45. Spring Bay	—	—	—	—	—	—
46. Strahan	—	—	—	—	—	—
47. Table Cape.....	—	2	21	—	1	24
48. Tasman	—	—	—	—	1	1
49. Waratah.....	—	1	—	—	—	1
50. Westbury.....	3	9	17	1	4	34
51. Zeehan	—	2	—	—	—	2
Total Cases	83	152	941	9	182	1367

Evandale, 1 case Infantile Paralysis.
Hobart, 1 case Ophthalmia Neonatorum.
Huon, 3 cases Infantile Paralysis.
Queenstown, 1 case Infantile Paralysis.

Infectious diseases notified from 1st July, 1911, to 30th June, 1912:—

Infectious Diseases Notified from 1st July, 1911, to 30th June, 1912.

Local Authority.	Scarlet Fever.	Typhoid Fever.	Diphtheria.	Puerperal Fever.	Phthisis.	Total.
1. Beaconsfield ...	—	2	7	—	10	19
2. Bothwell.....	18	—	1	—	—	19
3. Brighton	—	1	4	—	—	5
4. Bruni.....	1	1	7	1	—	10
5. Campbell Town	—	4	—	—	15	19
6. Circular Head.	1	—	1	—	—	2
7. Clarence	—	2	3	—	2	7
8. Deloraine	—	3	11	—	6	20
9. Devonport	24	10	149	3	8	194
10. Emu Bay	—	4	105	1	1	111
11. Esperance	—	1	14	—	1	16

Enteric or Typhoid Fever.

Return showing number of deaths from typhoid during the years 1901-11, also death rates per 100,000 persons living:—

Year.	No. of Deaths.	Death Rate per 100,000.
1901.....	23	13
1902	25	14
1903.....	38	21
1904.....	22	12
1905.....	23	13
1906.....	37	20
1907.....	37	20
1908.....	37	20
1909.....	36	19
1910	40	21
1911.....	18	9

RETURN showing Number of Deaths from Typhoid during the last Ten Years under Age Groups.
(Data supplied by Statistical Department.)

Year.	Under 5.		5-10.		10-15.		15-20.		20-25.		25-30.		30-35.		35-40.		40-45.		45-50.		50-55.		55-60.		60-65.		65 and over.		Total.	Persons.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		
1902.....	...	1	...	1	...	1	...	3	...	3	...	1	...	4	...	4	...	1	...	1	...	1	...	...	...	...	...	...	14	26
3.....	1	...	2	...	4	...	4	...	...	...	4	...	1	...	2	...	1	...	2	...	...	...	...	...	...	18	38
4.....	1	...	1	...	3	...	2	...	3	...	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	12	22
5.....	1	...	...	...	1	...	3	...	2	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	10	22
6.....	1	...	...	...	3	...	4	...	3	...	2	...	1	...	1	...	2	...	...	...	...	...	...	...	...	16	23
7.....	1	...	3	...	5	...	4	...	3	...	1	...	2	...	2	...	1	...	...	...	...	...	...	...	...	19	38
8.....	1	...	3	...	4	...	5	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	16	37
9.....	2	...	4	...	7	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	37
10.....	1	...	3	...	3	...	2	...	4	...	5	...	1	...	2	...	...	...	...	...	...	...	...	13	37
11.....	1	...	5	...	3	...	1	...	3	...	2	...	1	...	...	...	...	...	...	...	...	...	...	15	40
11.....	1	...	1	...	2	...	...	...	...	...	1	...	...	...	...	2	...	...	...	...	...	...	...	18	18
Total	5	...	9	...	4	...	22	...	34	...	23	...	18	...	13	...	11	...	9	...	7	...	4	...	1	...	4	137	316

Enteric or Typhoid Fever.

The most gratifying feature again of the present health report is the reduction of the incidence of enteric, or typhoid, fever during the past year. Whilst in last year's report one was able to record a reduction by more than half for the previous year ending the 30th June, 1910, the incidence for the present period under review is less than a third for the latter period. Thus there were 152 cases of typhoid notified in Tasmania for the year ending 30th June, 1912; 237 cases for the year ending 30th June, 1911; and 544 cases for the year ending 30th June, 1910.

The number of deaths and death rates per 10,000 for the calendar years 1909, 1910, and 1911, were respectively 37, 2·01; 40, 2·08; and 18, ·95.

On taking up duty in Tasmania in February, 1910, I recognised that to endeavour to reduce the incidence and death rate from typhoid fever was the most important work on which the Department could concentrate. A special effort was, therefore, made to induce local authorities to adopt a satisfactory sanitary service. Not the least of the many good sanitary innovations introduced into Tasmania by my predecessor (Dr. Elkington—now Commissioner of Health, Queensland) was the introduction of double-pan sanitary conservancy systems into the towns. Unfortunately, few tasks are more difficult than that of arousing the sanitary conscience of a community. The embers of apathy die hard, but as with masses of matter, so with numbers of minds—once put them in motion and the movement increases in speed and force in proportion to the distance covered. With the exception of Sorell, Westbury, Longford, Campbell Town, and some of the decadent midland towns, double-pan sanitary services are now established in most of the towns of any size and importance in the State.

As has been the experience in other countries, however, in some cases only the occurrence of a serious epidemic induced the local authorities concerned to provide what is now recognised as a *sine qua non* of modern civilisation. For the first year since the notification of infectious diseases there has been an absence of any serious epidemic of typhoid. Zeehan, as usual, stands out conspicuously in its zeal for securing the residents in its scattered townships, as far as practicable, against an outbreak of typhoid, and is arranging for the introduction of a fifth service at the new township of Williamsford. This municipality recognises that, although the service must in the case of a small town be run at a financial loss, there is a direct economic gain to the inhabitants by a certain amount of insurance against epidemic disease of intestinal origin.

Typhoid, Hobart.

Year.	Males.	Females.	Total.	Deaths.	Estimated Population.
1896	40	27	67	11	27,518
1897	55	51	106	10	28,690
1898	133	223	256	24	29,643
1899	33	30	63	5	30,560
1900	36	25	61	5	31,156
1901	38	30	68	5	24,655
1902	38	24	62	5	24,655
1903	30	31	61	8	24,654
1904	19	28	47	6	24,654
1905	27	13	40	9	24,654
1906	28	22	50	7	24,654
1907	25	20	45	6	24,654

NOTE.—At the end of the above year, Wellington, Glebe, and Mt. Stuart districts affiliated with the City, so that in any comparison the increased population should be taken into account.

1908	37	34	71	10	32,719
1909	48	20	68	5	32,719
1910	20	13	33	3	33,218
1911	8	13	21	2	28,635

NOTE.—From 1/1/12 to 27/3/12 only 3 cases notified.

1896 to 1903 = 8 years, 744 cases with 83 deaths.

1904 to 1911 = 8 years, 375 cases with 46 deaths.

Average for First 8 Years, 93.

Ditto Second 8 Years, 47

Last Year (1911) 21 cases.

Half-year ending 30/6/12 only 5 cases reported.

NOTE.—Prior to 6th January, 1904, no payment was made for notification of infectious diseases by medical practitioners, and there is reason to believe that the notifications for that portion of the period are considerably under-estimated.

Sewerage and Typhoid.

The most remarkable reduction, however, in the typhoid rate in Tasmania has taken place in those towns which have introduced a water-carriage system of sewage removal, more especially in Hobart, which is now practically, as far as the city is concerned, sewered.

The typhoid cases in Hobart for the year ending the 30th June, 1910, numbered 119; for the following year 41; and for the present period under review 23. Only seven cases have been notified in Hobart during 1912.

There has not been any appreciable decrease in the adjoining suburbs of New Town, Glenorchy, and Queenborough.

The number of cases in New Town for the corresponding years have been 8, 7, and 6; Glenorchy, 5, 4, and 3; Queenborough, 2, 1, and 3.

The return, compiled by Dr. Bailey, Acting Health Officer, Hobart, of typhoid fever cases notified in Hobart from the beginning of 1896 to the end of 1911, also to the 30th June, 1912, illustrates the reduction of the typhoid rate in Hobart.

An even more striking illustration of the benefits of a water-carriage system of sewerage as contrasted with dry conservancy, is afforded by the incidence of typhoid in two towns each with a population of 4000 on the North-West Coast. Thus Burnie, which has a modern sewerage system, had only seven cases during the past three years, whilst Devonport, which is not sewered, had 33 cases.

The following table, compiled by Dr. Sprott, City Health Officer, shows that as the number of house connections increased, a marked decrease in the prevalence of typhoid fever took place:—

Per 10,000 of Population.			
		Attacks.	Deaths.
Average for five years before sewerage was started in 1903			
23·48	...	2·11	
Average for five years after sewerage was started in 1904 and while house-connections were being made			
19·10	...	2·88	
Average in 1912, house-connections nearly completed...			
3·61	...	0·72	

The occurrence of typhoid fever in a community is now regarded as an index of the intelligence, care, and attention exercised by that community in respect to sanitation. Typhoid fever is caused by a specific germ, the *Bacillus typhosus*, which is derived firstly, lastly, and all the time solely from the excreta (fæces, urine, sweat, and sputum) of an actual sufferer from typhoid or a "carrier." It is now a matter of universal actual experience that the satisfactory disposal of human excreta will prevent or check the spread of typhoid fever, dysentery (bacillary and amoebic), infantile diarrhoea, cholera, and other communicable intestinal diseases. It is also now known that tuberculosis may be spread through the tubercle bacillus passed by infected human beings, probably also by animals, such as cattle and pigs. Thus, in solving satisfactorily the problem of night-soil removal and disposal a municipality is safeguarding its citizens from one group at least of the preventable diseases, and indirectly so lessening the economic loss entailed by loss of health, earning capacity, and life, as well as the expense to the individual and the State of providing medical attendance and accommodation for much preventable sickness.

If there should occur a few cases of Asiatic cholera, a disease classed as "dangerous" under our "Public Health Act," the people would immediately clamour for protection and welcome progressive measures of sanitary reform.

Having had to deal with outbreaks of so-called "dangerous" diseases in other countries, one has a

vivid recollection of the newspapers publishing vivid accounts of the disease and the general condition of scare which prevailed, local authorities agreeing without demur to the demolition of insanitary property, the wholesale clearance of accumulated refuse, the abolition of refuse tips, the plenteous use of lime-wash, disinfectants, and the general concern uniformly to enforce by-laws without fear or favour.

Typhoid fever is just as preventable as Asiatic cholera. As a matter of fact, it is spread in exactly the same way, and can be eradicated by exactly similar measures. Both diseases are caused by specific organisms, man being the permanent host for their continued existence. The germs are passed in the dejecta of infected persons, whence they are conveyed by various agents, such as water, food such as milk, shell-fish from sewage-polluted foreshores, fingers, flies, &c., to the mouths of other people, and so the disease continues. The prevention of these diseases, then, is merely the sterilization of the excreta of the infected, or the disposal of the excreta in such a way that the germs contained in them cannot be passed on to someone else.

The problem, although apparently simple, is, however, complicated by the fact that certain people, estimated at 2·5 per cent. of those who have apparently recovered (75 per cent. of whom are women whose gall bladders retain the bacilli, alleged to be due to the habit of tight lacing) remain for months, or even years, "typhoid carriers," whose excreta is capable from time to time of infecting other people. To safeguard the community, therefore, it is necessary to deal with the excreta of all human beings as though such were a potential source of typhoid.

The fact that people living in one district may use water, milk, shell-fish, ice-cream, or other food-stuffs produced in another district where there is a liability, or even a probability, of some individual passing typhoid germs, and the menace of fly convection, shows that the sanitary condition of one district may be a menace to the whole State in these days of rapid transit.

For some years a special investigation and report has been made on each case of typhoid in Hobart and Launceston. It is proposed to ask for a similar report to be made on each case occurring in every municipality in the State. As far as possible it is desirable that every case of typhoid be removed to hospital, and where this is impracticable that means be taken to sterilise the infected dejecta.

Local authorities are recommended to have special pans or receptacles, painted red, for receiving infected excreta, with daily disinfection, suitable disposal, removal, cremation, or other sterilisation.

The public are warned during the months of November to April to pasteurise or sterilise all milk the source of which they have not under their immediate control.

Sewerage Schemes.

I have realised for some time that both Devonport and Ulverstone have reached a stage in their development which justifies a more progressive policy with regard to sanitation, more especially the introduction of deep drainage. The conservancy system really only provides for the removal of solid refuse from the human body. As a matter of fact, in a mixed population there is an average of 2½ oz. of solid excreta per head per day, and 30 to 35 oz. of liquid. One must also take into consideration the fact that the liquid refuse from one horse is equal to that from 15 human beings. This last fact is of much importance in a town like Devonport, where large livery stables have been erected in the main street. The solid and liquid refuse from stables, cow-sheds, street sweepings, horse droppings, debris from shops and waste water from manufactories,

must, in addition to waste waters from baths, sinks, and household slops, be removed and disposed of in such a manner and at such a distance from human habitation as to prevent a nuisance. The introduction of a water-carriage system of sewage removal may be described as "a prescription for the ills of a community with shot-gun effects." It is pleasing to record that the people of Queenborough reversed a previous verdict, and decided by a four to one majority at a poll of ratepayers to come into line with Hobart with regard to the introduction of modern drainage. The success of the poll was undoubtedly due to the splendid efforts made by the Progress Association, and the excellent address by Mr. Allan Giblin on the advantages of a water-carriage system over a conservancy system. Not so fortunate, as yet, have been the small progressive band of sanitary reformers in New Town, although drainage is actually more required in that suburb than in Queenborough, as is shown by the record of typhoid fever. Although there is now abundance of evidence to conclusively show that when the cost of an ordinary scheme of drainage is spread over a number of years—the householders being allowed 10 years in which to pay off the cost of instalment of house connections, as is now the custom—the cost is actually less than the continuous payment for the weekly removal in a dry conservancy system, never once in my experience has any drainage scheme been adopted by any community without a fight against apathy, ignorance, and vested interests. Devonport is therefore fortunate in having a progressive sanitary authority, which has decided to instal a water-carriage system for the removal of sewage.

Ulverstone will not long be able to continue to claim to be a progressive community unless the people there realise that although it is costly to instal drainage it is more costly to be without it. As Warden McFie pointed out at a public meeting in Devonport, deep drainage could be undertaken more cheaply now than in the future, as every year or so there was an increased mileage of roads and asphalt footpaths, which would have to be broken up and replaced.

The people of Scottsdale, in the north-east of Tasmania, are to be congratulated on the attitude taken up by them with regard to the problem of draining and sewerage. Recognising that the conservation of health is the most vital of all individual and municipal interests, the ratepayers, at a poll, carried a vote for the introduction of sewerage, although they did not obtain the two-thirds majority required. In the event of another serious outbreak of typhoid fever at Scottsdale, with possibly a death of some of those who voted against drainage, or the illness of their relatives or friends, it is probable that on the next occasion when the sewerage scheme vote is taken, it will be carried by an overwhelming majority. The progressive town of Wynyard has not only voted a sum of £8000 for the introduction of a water-supply, but also a sum for drainage.

The formation of progress associations in certain towns and centres such as Wynyard and Westbury has certainly been the means of focussing public opinion on obvious requirements. There is room for such an association at Franklin, in the Huon, which, to use a sporting expression, "bucks at the water jump."

Sanitation in Construction Camps.

Hitherto in Tasmania it has apparently been impossible to carry out any large construction works without a more or less serious outbreak of typhoid fever. This is easily realised when one understands the difficulties which arise where large numbers of men are congregated under primitive conditions in the bush, or on railway construction works.

During the last year, however, there have been two illustrations in Tasmania of how large construction works have actually been carried out without any outbreak of typhoid or any other serious epidemic. At the Ridgeway reservoir, Hobart, a sanitary service was installed in connection with the works. The more striking instance, however, of the adoption of modern sanitary requirements on construction camps is that of the Hydro-Electric works at Kanna Leena. I was able recently to congratulate the chief engineer on having demonstrated in Tasmania the fact that it is possible to carry out large construction works without an outbreak of typhoid fever. In reply to an inquiry as to how these results were secured, Mr. Butters, writing on 2nd November, states the procedure was as follows:—

"(1) I addressed the whole of the workmen on pay-day personally, impressing them with the dangers of typhoid, the causes, and the means of prevention.

"(2) I addressed all the gangers and foremen in my office on the same subject, and impressed them with the fact that they and their men would be liable to dismissal if they did not use the latrines provided.

"(3) The printed sheets on typhoid fever, how it is caused, how to guard against it, supplied by the Health Department, were posted up in each camp.

"(4) Latrines and earth closets were erected—about one for every 20 men. There were as many as 400 men working last summer; one man was engaged entirely on sanitary work, cleaning out closets, and burying in shallow trenches (2 feet deep, filled up to 1 foot), and also in inspecting the camps to insure that no putrid matter was left about. It was thoroughly understood that any man found excreting in the bush would be instantly dismissed. It was explained that urination was undesirable, and even dangerous, in any other than the proper place. I think the secret of the matter is that the workmen must be informed as to the causes and danger of typhoid; proper provision must be made for conservancy; and the proper and continuous use of it insisted on. Personally I think it should be the business of the Government to insist that an inspector visits every work employing over 25 men at least every month."

The methods which proved successful at Kanna Leena, under Mr. MacJeffreys, the Resident Engineer, are those which one has seen successfully adopted in military and other camps in New Zealand, and which are proving successful in construction camps in England and the United States.

One must agree, however, that the chief requisite is rigid individual hygiene, discipline, and unconditional dismissal for any breach of sanitary requirements.

DIPHTHERIA.

The morbidity returns for Tasmania during the past 10 years show an unfortunate increase with regard to the incidence of diphtheria, although fortunately not a relatively corresponding increase in the mortality rate in proportion to the number of cases.

Fiscal Year.	Cases.	Deaths.	Death Rate per 10,000 Persons.
1903-3	—	3	·2
1903-4	—	9	·5
1904-5	—	4	·2
1905-6*	88	10	·6
1906-7	126	4	·2
1907-8	151	8	·4
1908-9	205	11	·6
1909-10	252	11	·6
1910-11	404	16	·8
1911-12	941	17	·9

* Compulsory notification introduced.

The increased prevalence of diphtheria, which has been fairly general in the other Australian States and New Zealand, and even as far east as Manilla in the Philippines, is possibly one of those cyclical epidemics which occur from time to time.

In addition to the seasonal curves observed in the annual prevalence of most infectious diseases in certain months, due apparently to conditions of temperature, humidity, or the movements of the ground water, favouring bacterial development, or to those conditions conducing to the diminished resisting-power on the part of man recently much discussed as "a lowering of the opsonic index," there is a tendency to a rapid increase in the virulence and mortality of a disease during the rise of an epidemic and of a diminution towards its close. A review of the position with regard to diphtheria, as far as Tasmania is concerned, is interesting, in showing the causation and spread of the disease in different districts, in addition to indicating the weak spots in the armour provided, or which should be provided, by local authorities and the Department. Thus, whilst there has been a general increase in the diphtheria rate throughout the State during recent years, there has been a steadily progressive decrease in the rate of diphtheria in Hobart and the adjoining district. It has been customary to say that reduction of the typhoid, and even diphtheria rate, in Hobart, is due, in a great measure, to the introduction of drainage. The fact, however, that Burnie, which has a modern system of sewerage and drainage, has had a serious outbreak of diphtheria shows to some extent that the mere introduction of drainage into a town, whilst admittedly improving the health of the residents, does not prevent outbreaks of diphtheria. As far as Hobart is concerned, the reduction is undoubtedly due to isolation of cases, efficient sanitary inspection under a trained and experienced health expert (Dr. Sprott, the city health officer), and more recently medical inspection of schools with school nurses. In combating diphtheria it must be remembered that the germ of the disease grows and multiplies in the throat or nose, and can live with or without air, but cannot stand much exposure to a current of air or sunlight. The disease is most frequent in children between the ages of two and fourteen years, and has undoubtedly increased since school attendance was made compulsory.

In young children diphtheria is often painless, and being insidious in its onset, may be overlooked until the child is actually poisoned by the toxins or poisonous products, causing constitutional symptoms more or less severe in proportion to the virulence of the germs or the resistance of the patient. Parents are warned to regard every sore throat, however trivial, in a young child as a possible symptom of commencing diphtheria. The difficulties in dealing with outbreaks of diphtheria are complicated by so-called "diphtheria carriers," classified into those persons who, having actually had the disease, still harbour the bacillus (which, it must be remembered, is not killed by anti-toxin, although the effects of its products are); those who have become carriers by having been in contact with a known case of diphtheria; and persons who, by reason of being carriers although not themselves suffering from the disease, may have been the cause of an outbreak of diphtheria. Whilst the provision of effective isolation with prompt bacteriological examination of throat and nose of all contacts, immediately after finding a case, and again five days afterwards, will identify, in most cases, carriers, it is impossible to discover the third class of persons who innocently and unwittingly harbour the germs.

To scientifically deal with outbreaks of diphtheria a well organised central and local Health Department

is required. Whenever there is the least suspicion of diphtheria, swabs should be immediately taken of the throat and nose, and forwarded to the Government Bacteriologist. In the event of the case being positive for diphtheria, swabbings should then be taken from the throat and nose of all contacts, and in the event of a positive report of any contact, that contact should also be isolated. In the case of negative results, another swabbing from the throat and nose should be taken five days later.

Where diphtheria is discovered in a child attending school, culture swabs should have to be taken from the throats of the scholars who have been in the same room with the patient, or of close contacts. Inmates of houses where diphtheria has been discovered should be kept under observation for seven days from the time the house is disinfected. All cases of diphtheria sent to isolation hospitals should remain there until two negative bacteriological results have been obtained from swabs taken on separate days.

Following the removal of a case of diphtheria or a "diphtheria carrier," the house or room occupied by the patient should be disinfected, and special attention should be given to the disinfection of all articles of clothing, especially pocket-handkerchiefs contaminated by the secretion from the patient's throat or nose. Even if it were possible to introduce this scientific and thorough way of dealing with all cases of diphtheria, it would not be possible to entirely eliminate the chances of infection spreading from those persons who actually unwittingly harbour the bacillus, but have never been suspected of either having had the disease or being carriers thereof.

With regard to the increase of the incidence of the disease, it is to be recognised that medical practitioners are making more frequent and accurate diagnoses of diphtheria, although it cannot be recorded that they extensively avail themselves of the facilities afforded by free bacteriological diagnosis. As a matter of fact, when there is any doubt as to diagnosis, the medical practitioner who hesitates to give the benefit of the doubt to the patient and does not give that patient a good dose of anti-toxin, may actually lose the patient. It is a good rule, therefore, to give anti-toxin first and take swabs later.

It may be noted there are still one or two medical practitioners in the island who persist in using the term "Diphtheroid Throat," and that local authorities in their districts repudiate the idea that there has ever been diphtheria in such and such a place. As showing that the prompt administration of anti-toxin to patients suffering, or suspected to be suffering, from diphtheria is the best means of combating the disease, hospital records of large series of cases indicate that it is seldom that a case admitted on the first day of the illness does not speedily recover. The mortality of those admitted on the second day of the disease is small, whilst there is a considerable rise on the third and fourth days. Local authorities in Tasmania were requested by the Department to keep a constant stock of anti-toxin for free distribution to medical practitioners. Although administration by the mouth cannot be commended as a routine measure, in the case of families far removed from medical practitioners, it might be advisable to keep a few tubes of anti-toxin always in the house, or preferably in a cool pantry. In those districts where bush nurses have been established, they could always have a handy stock of anti-toxin, which might possibly check an outbreak of diphtheria at its commencement. It is seldom safe, however, for anyone other than a medical practitioner to administer anti-toxin or any vaccine by injection.

A special investigation by Drs. Isabel Ormiston and Clarke, medical inspectors of schools, was made in Hobart, of an outbreak of diphtheria. It was noticed that at Trinity Hill School, with a roll call

of 1400 children and an average attendance of 1300, there were only 11 cases of diphtheria in six months; seven of the cases notified came from one district in the city. As Trinity Hill School represents the last word in school construction up to the present in Tasmania, and is well cleaned, undoubtedly the reason why the outbreak did not spread was due to the effective sanitary supervision in the city, as far as isolation and disinfection are concerned.

Scarlet Fever.

Bothwell and Devonport are the only centres in which there has been any extensive outbreak of this disease during the period under review.

Fiscal Year.	Cases.	Deaths.	Death Rate per 10,000.
1902-3	—	22	1.3
1903-4	—	23	1.5
1904-5	—	4	.2
1905-6	50	1	.1
1906-7	—	—	—
1907-8	18	—	—
1908-9	11	—	—
1909-10	91	2	.1
1910-11	177	3	.2
1911-12	83	—	—

It is recognised that the type of scarlet fever in Tasmania, as in other Australasian States, is less virulent even than in England, where it is also apparently to some extent becoming a less serious disease. The infection, which is generally believed to be due to a special organism, is transmitted direct from the nose and throat. The consensus of expert medical opinion is that the infectiousness of scarlet fever before the child vomits or the rash appears is over-rated. A child without other symptoms, but with the rash just appearing is not very infectious. Where, however, there is any suspicion of scarlet fever, any child who vomits at school should be sent home at once, the room should be cleared of children for the day, the ejected matter promptly removed, and strong disinfectants used, as it is unsafe to treat this material as other than a source of contagion. Peeling or desquamation, contrary to what was taught a few years ago, is not now believed to be a dangerous means of spreading infection.

"Carriers" are convalescents with suppuration or catarrh of the ear or nose. It is for this reason that no child who has been in an infectious diseases hospital should return to school for at least a fortnight after discharge.

With regard to scarlet fever, experience goes to show that except where patients reside in hotels, boarding-houses, or are associated with the sale of milk or other foods, there is little to be gained by sending the case to an isolation hospital; provided always, of course, that the throat and nose are thoroughly disinfected and the patient is isolated at home.

MEASLES.

Fiscal Year.	Cases.	Deaths.	Death Rate per 10,000.
1902-3	—	1	—
1903-4	—	—	—
1904-5	—	—	—
1905-6	—	3	2
1906-7	—	4	2
1907-8	—	1	1
1908-9	—	4	2
1909-10	—	2	1
1910-11	—	—	—
1911-12	—	12	6

This disease is not notifiable in Tasmania, not being an "Infectious Disease," as defined in "The Public Health Act." It is to be noted, however, that there has been an increase in the incidence and the number of deaths from this disease. The contagion in the case of measles is given off in the secretions of the nose and throat. Unfortunately, the catarrhal stage preceding the appearance of the rash is especially infectious. Thus, being difficult to diagnose in its early stages, epidemics of measles are very difficult to control. It has recently been pointed out that measles more frequently occurs at times of the year when windows are kept shut in houses, and that one of the best means of preventing measles is to flood the house with sunlight and fresh air. When we have in Tasmania a more extensive and perfect organisation for the control of the public health, it would be advisable to make measles a notifiable disease, which would enable the following measures to be carried out:—

1. Visiting of parents and guardians.
2. The isolation and removal to hospital of early cases.
3. Exclusion of cases and contacts from school.
4. The closure of infant classes in schools.

It is possible, however, that a more effective system of medical attendance than that at present provided by private practitioners or lodge doctors would secure earlier treatment of such cases.

HYGIENE IN SCHOOLS.

The excellent system of medical inspection of schools introduced into Tasmania by Dr. Elkington has been the means of directing attention to the inadequacy of accommodation, insufficiency of lighting, and various sanitary defects, which have been, and are, gradually being remedied. It is recognised, however, that to keep pace with the extensive measures which are being made for medical supervision of school children in other countries, including the other Australian States and New Zealand, a comprehensive system of supervision is required in Tasmania. The suggestion to use the local health officers for the inspection of schools in country districts is a good one, and would probably insure a higher percentage of treatment of children suffering from defects which interfere with educational progress. As Dr. Isabel Ormiston, Medical Inspector of Schools, points out, "sufficient attention is not paid in many cases to the cleansing of school buildings." Dr. Ormiston points out that there is a marked improvement throughout the island with regard to the occurrence of head lice, although there were 120 cases of verminous heads. Dr. Hogg, Launceston, states, "when I contrast the conditions which existed five years ago with the state of things to-day, the improvement in the cleanliness of the children is most striking, and much of this improvement is due to the work of the school nurses." Then a large percentage of the children had verminous heads, some had body-lice, some scabies (itch), to-day, in some schools, there is not a dirty child to be seen." Dr. Hogg refers to the need of a proper bath at each school. Dr. Clarke, Hobart, states, "the inspection of the children in order to insure freedom from parasites has also formed a large part of the nurse's work, and her tact in interviewing the parents, and her patience in dealing with neglected children, has led to a great improvement in this respect. A supply of dressings and disinfectants to each school was approved by the Director, so that the nurse has been able to render first-aid in a number of slight accidents, and also to assist some of the poor children in dressing injuries and sores."

Closure of Schools.

As to the vexed question of closing schools owing to outbreaks of infectious disease, a subject to which much attention has been given of late years, public-

health experience shows in New Zealand and Tasmania, as in older countries, that with the exception of a few small schools in isolated districts the rules enforced by the London County Council after consultation with the society of medical officers of health, in addition to the memorandum of the Local Government Board, the latest authoritative ruling on the question, are in the main applicable to schools under the control of the Director of Education.

As to the question whether an outbreak is best combated by closing the school, or by excluding children from infected households, if the cases are few and their origin known, the prompt exclusion of children from infected households would suffice in checking such diseases as diphtheria and scarlet fever.

With regard to measles, however, the infective period is greatest during the pre-eruptive stage, which may last for four days before the appearance of the rash. It might seem, therefore, that my pronouncing against the closure of schools on the occurrence of measles is inadvisable. Experience, however, has shown that in dealing with this disease the closure of a school, except the infant classes, has practically no effect in checking or mitigating an epidemic. There is evidence to show that the disease does not spread unless 30 to 40 per cent. of the children have not previously suffered, and it ceases to spread when only 15 to 20 per cent. remain unaffected.

The age of commencing school attendance in Tasmania is usually two years in excess of that in Great Britain, and might even be extended to seven years without much loss in the educational advancement of the child, and the conditions of home life, speaking generally, among the working classes, except in some of the more decadent towns, are better. We have no margin of the population of the country on the verge of starvation, nor is it necessary to invoke either private charity or State aid to feed the children. With a more rational system of supervision for medical attendance and the employment of school and district or bush nurses it will be possible to more systematically exclude and isolate infectious cases.

Had not the Health Department co-operated with the Education Department in checking the tendency in some districts to take the line of least resistance and close a school whenever there was an outbreak of infectious disease, some schools, more especially those on the North-West Coast, would seldom have been open.

The complement to exclusion is seclusion. The prohibition of exposure in the public way is intended to enforce isolation of an infected individual in the house or hospital.

In some of the United States each infected house is placarded, indicating the nature of the disease, and the fact of house quarantine. In Tasmania such a drastic law would be difficult to enforce, as even in the case of death from an infectious disease relatives and friends occasionally have been permitted to view and even kiss the corpse.

Cleansing of Schools.

The provision by the Education Department of disinfectants for use in schools, introduced by the Director, has proved of considerable service. Just as, however, asepsis or cleanliness in surgery has supplanted antiseptics or the killing of dirt germs, so in school, rigid attention to cleanliness, the bounteous use of soap and water and the scrubbing brush, would check the incidence of infectious diseases which are carried by particulate matter, or germs in dust. The use of sawdust saturated with a good disinfectant, such as cyllin, cofectant, izal, kerol, creosote, or McDougall's No. 5, scattered over the

floors before sweeping, not only takes up the dust, but also leaves the room sweet and clean.

It must be remembered, however, there is no excuse for children being cooped up in any class-room, alleged to be crowded, in the summer in Tasmania, except when occasionally there is wet weather. The fact that in England, Canada, and other countries children are now largely taught in the open air is suggestive of more open-air schools in Australia, including Tasmania.

Much benefit will accrue in the Commonwealth from the adoption in the junior cadet scheme of the physical drill on scientific lines which is to be given to all boys, and should be extended to all girls throughout their attendance at primary schools.

A commission recently appointed in New Zealand to draw up a similar scheme recommended scientific exercises and physical drill conducted by a special instructor working in co-operation with the recently appointed medical inspectors being made compulsory for all children attending primary schools. The drills will consist of approved graduated exercises during short periods every day under the direction of the teachers, and will be compulsory for all children except those exempted by a medical man; this is similar to the present system in vogue in Tasmania. The advisory committee recommended that the exercises should include some for class-room as well as for the open air, in addition to the regular drill. The committee advised that before every lesson three to five minutes should be devoted to breathing exercises and other simple physical exercises in the fresh air, and not less than three of these shorter lessons should be taken every day. It is these open-air exercises, with deep nasal breathing, which may be used largely for strengthening the child against such diseases as diphtheria, measles, and scarlet fever, which are all spread by throat and nasal discharges.

As Dr. Isabel Ormiston points out to her classes of mothers, the use of the pocket handkerchief should be inculcated in every child, and care should be taken to keep the nasal passages clear.

In New Zealand it is intended, in order that the drill shall not be monotonous, that it be varied with organised games, such as basket-ball, with lessons in first aid, life-saving, swimming, &c. The training will also include the lessons and training which the syllabus of instructions in public schools directs to be given, in the shape of moral instruction, civics, and health. The aim is to encourage character-formation, including discipline, self-restraint, sense of duty to others and to the State. With this object, boys and girls will be made to feel that their physical development is largely a matter of their own individual responsibilities. For the encouragement of this attitude towards the system on the part of the children a limited number of badges will be awarded to school prefects and class monitors, for combination of moral character, efficiency in physical exercises, and good influence exercised in various parts of the school life. Certain responsibilities will be entrusted to wearers of these badges. The committee also recommend that endorsements should be made on the certificates of teachers displaying excellence in physical instruction. The same drill will be prescribed for both boys and girls under 12 years of age, but those of that age and upwards will receive different training. With a view to their subsequent entrance into the senior cadets, these boys are, in addition to the compulsory physical training, to do a little squad and company drill (not exceeding half an hour per week of school time), practice shooting with their rifles, varied by lessons in flag signalling, knotting and splicing, finding the points of the compass, and other exercises similar to those introduced in the training of boy scouts.

After 12 years of age girls should receive once a week special exercises, including abdominal exercises, balance movements, and breathing exercise in the supine position. Instruction is recommended in elementary physiology, within the range indicated by the preliminary note on physiology in the English Board of Education Syllabus, and in personal hygiene. Special attention to care of the teeth and the mouth, cleanliness, importance of good habits in eating and drinking, and the value of fresh air and cleanliness in the home, a modified first-aid and home-nursing course, with special attention to the latter subject, is recommended. The principles of plain cooking should be taught practically, with special regard to the price of goods used, to the utilising of cold meat and vegetables, and means of avoiding waste. Where possible, housewifery should be taught in a hostel or flat set apart for the purpose.

In all matters the Director and the inspector will act in conjunction, on the one hand, with the officers of the Education Board, and on the other hand, with the medical inspectors of schools.

This subject has been dealt with at some length, believing, as I do, that it is only by getting a generation of people imbued with the principles of hygiene, that we will ultimately get local authorities to appreciate the economical benefits of progressive municipal hygiene. In Tasmania our progressive Director of Education, Mr. McCoy, has already introduced much improvement with regard to the hygienic arrangements for schools. In the Tasmanian "Public Health Amendment Act"—

"(1) The Governor may from time to time make regulations—

i. Providing for, prescribing, and regulating courses of instructions for females—

(a) In hygiene generally;

(b) In subjects concerning the health and welfare of women and children, and in particular the nurture, care, and feeding of infants—

and for examinations to be held, and for the granting and issuing of certificates of knowledge or merit and of medals to candidates passing such examinations:

ii. Prescribing and regulating the method and conduct of examinations, and the remuneration (if any) payable to instructors, lecturers, and examiners:

iii. Prescribing the fees payable and the forms required under or for the purposes of this section: and

iv. Generally providing for anything which the Governor considers necessary, in order to give full effect to or carry out the purposes of this section.

"(2) The Minister may from time to time—

i. Appoint instructors, lecturers, and examiners for the purposes of this section:

ii. Decide upon the places where, and the times when, any examinations shall be held.

"(3) All fees and other moneys received under or by virtue of this section shall be paid into the Treasury, and form part of the consolidated revenue.

"(4) Any expenses incurred in giving effect to or carrying out the provisions of this section or regulations thereunder shall be defrayed out of moneys from time to time appropriated by Parliament for the purpose."

During the winter of 1911 a class for women and girls over 16 years of age was held at the Technical School, Hobart, and a course of 12 lectures was given by myself. These classes were well attended. During the recent winter I was unable to conduct this class owing to having to instruct a class of candidates desirous of qualifying for the certificate for inspectors prescribed by the Royal Sanitary Institute.

It was hoped that classes would be formed in Hobart and Launceston, where instruction would be given by the Medical Inspector of Schools, and that other classes would be held in Burnie, Devonport, Zeelan, Queenstown, and other centres if money had been forthcoming to pay the lecturers. For £100 various lecturers could give 10 courses of lectures in different centres, which would be the means of disseminating much useful knowledge on these important subjects. Recently local authorities have been asked to get local health officers to give a lecture or lectures to women in their districts on the feeding and nurture of children. The objective ultimately aimed at in Tasmania is the teaching of a complete course of hygiene throughout the various classes at the primary and secondary schools, with continuation classes for girls from 14 to 16 years of age (a six-hours' working day for girls of this age in factories might be adopted). The school nurses and the women health visitors to be employed, when "The Early Notification of Births Act" is adopted by local authorities, might be induced to assist medical inspectors in teaching such classes.

PUERPERAL FEVER.

It is pleasant to record that there has been a reduction by more than half of the number of cases of puerperal fever. It has been the practice of the Department to suspend from practice for a month at least all midwives who have been in attendance on cases of puerperal fever. Other cases where unregistered women have been in attendance receive special enquiry, and the women are prohibited from further practice. Prosecutions have followed for breaches of "The Midwives Act." As pointed out in the 1910 report such a seemingly arbitrary proceeding may in some cases appear severe, more especially when the nurses are not actually to blame; yet, in the interests of lying-in women, prohibition from practice is the only safeguard. There is need for further provision in Tasmania, more especially in the smaller centres, for accommodation and skilled nursing for lying-in women.

It would be advisable, in addition to the Lying-in Hospitals at Hobart and Launceston, both the Victoria and Alexandra Hospitals being training schools for midwives, to establish a similar Queen Mary's Hospital at Burnie. This hospital, which might be managed by a committee of Burnie ladies, would provide accommodation for maternity cases from the West and North-West Coasts.

The suggestion made for the establishment of a small six-roomed cottage hospital, with the idea of taking one or more midwifery cases, or having lying in wards attached to some of the country hospitals, has been adopted.

At Waratah, Port Cygnet, and King Island, provision is now made for maternity cases. In all centres out of the immediate reach of medical practitioners it would be advisable for the local residents of the districts to establish such a small cottage hospital where a nurse could reside, or preferably two nurses, one of whom would always be available for attendance at the hospital and the other could take cases in the vicinity. This is a matter which might be taken up by societies for the promotion of the health of women and children, which could be established with advantage in each municipality.

INFANTILE PARALYSIS.

This disease (Anterior Poliomyelitis), together with Ophthalmia Neonatorum, was made notifiable on the first of January, 1912. Three cases of infantile paralysis from the Upper Huon, one from Ellendale, and one from Queenstown were reported. Investigation showed that there had been at least

12 other cases at the Upper Huon. It is interesting to note that Prof. Rosenau, of Harvard University, announced at the recent International Congress of Hygiene at Washington that he had apparently succeeded in transmitting infantile paralysis from sick to well monkeys by the bite from the common biting fly, *Stomoxys calcitrans*. Dr. Cleland, of Sydney, writing on this well-known biting fly, states that, "it can be at once distinguished from the domestic fly by the long-biting proboscis and by the sunken long, whitish band on the thorax. The flies can frequently be noticed sunning themselves on fences, &c., when gorged with blood, in the neighbourhood of dairies, stables, and houses, and occasionally bite man, but prefer feeding on horses and cattle. It is the cause of their continually whisking their tails, showing restlessness, and moving about." Dr. Rosenau concluded from his experiments that, after the virus of poliomyelitis is taken into the body of the fly by biting an infected animal or person, some time must elapse before the fly is capable of transmitting the disease, and that the period which must thus elapse is probably less than 21 days. At the Upper Huon we came to the conclusion that the disease was in all probability spread by some insect, possibly one associated with fowls.

Dr. Nairn Butler, Bacteriologist to the Department, recently examined fowls sent from the Huon by Dr. Cummings, but did not find any evidence of signs resembling poliomyelitis.

The stomoxys, as well as tabanidae (the March or horse fly), are both not uncommon in Tasmania, and from time to time are not only a nuisance, but unfortunately where there are any cases of infantile paralysis not isolated, may be a positive danger.

OPHTHALMIA NEONATORUM.

Only one case of this disease was notified during the year—a case in Hobart. The records of Institutions for the Blind show that from 23 to 35 per cent. of the inmates become blind as a result of persons who have had their vision impaired to a greater or less degree. It would be advisable to make regulations requiring midwives to report to local authorities every case where a newly-born child has inflammation of the eyes accompanied by a discharge; it would then be the duty of the local health officer, inspector, or woman health visitor to see that proper treatment is given to the infant.

If treatment is not prompt and vigorous in certain cases the child will become blind and remain blind. The cost of bringing up and training the child in an institution will be much more than would be entailed by the initial cost of even £20 per case in securing isolation and prompt treatment. It might be noticed that this disease may also be spread by flies, although probably this would not occur to any extent in this country.

SYPHILIS.

As pointed out in the 1910 report, the present system of the medical practitioner giving a certificate of death direct to relatives, and not making the document a confidential one direct to the Registrar prevents any accurate data being obtained. It is recognised that cases in which syphilis has been the primary cause of death would not ordinarily be recorded.

It is desirable ultimately to make Syphilis and Gonorrhœa notifiable diseases. Until this is practicable it will be necessary to educate the general public as to the risks to the community from venereal disease. Certainly each of the General Hospitals should provide wards or beds for female as well as male cases of venereal disease. Treatment of these

cases should be readily available, and should be obtainable free by all patients who do not ordinarily employ a medical practitioner.

GOITRE.

A special report on Goitre in Tasmania, published in the transactions of the Ninth Australasian Medical Congress, Sydney, 1911, shows that the incidence of this disease is exceptionally high in parts of the Huon.

ISOLATION HOSPITALS FOR INFECTIOUS DISEASES.

The provision of accommodation for the isolation and maintenance of cases of infectious diseases has been as troublesome, and equally as contentions, a municipal problem in Tasmania as in Great Britain, Australia, New Zealand, and other portions of the British Empire. In drafting public health legislation for the overseas dominions it was natural that the English "Public Health Act, 1875," should have been taken as a guide, consequently one finds in dealing with infectious diseases certain clauses in the English Act almost repeated *verbatim*. Thus, Section 42 of the Tasmanian "Public Health Act, 1903," taken from the New Zealand "Public Health Act, 1900," specifies, as in the 1875 English Act (not the more recent Acts), that the expense incurred by a local authority in maintaining in a hospital a patient who is not a pauper shall be deemed to be a debt due from such patient to the local authority.

It is interesting to note that in England some years ago Mr. Macmorran, K.C., expressed the opinion that there is an obligation on the local authority to recover the expenses incurred if the patient is not a pauper. He considered, however, that the amount recoverable would be limited to the expenses incurred in respect of the particular patient; that is to say, food, medicine, and the like actually supplied to him. It should not include establishment charges or the cost of the general medicinal and nursing staff.

As the provision was only for the recovery of the debt from the patient, the legal recovery was possible only for those patients who were 21 years of age—a small minority of infectious cases. Although when isolation hospitals were first established in England a charge was made, it is very exceptional now to find any charge made by the more enlightened sanitary authorities, who realise that isolation is carried out more in the interest of the general public than of the individual. At the same time, as the local authorities have to pay for the cost of nursing and treating their infectious diseases, they recognise that it is good economy, from a financial standpoint, to keep their sanitary administration up to a high standard and prevent the incidence of infectious diseases by systematic house to house inspection, free disinfection, due observance of by-laws, and the prosecution of a progressive policy with regard to sanitation.

Since the 1901 Congress of the Royal Institute of Public Health, when Dr. Millard, M.O.H. for Leicester, was so heterodox as actually to question the utility of isolating cases of scarlet fever in special hospitals, undoubtedly the opinion of experts as to isolation requirements has been less stereotyped. Whereas it was a *sine qua non* that each disease must not only have its distinct ward pavilion, with special cubicle for observation cases and convalescents, and a separate staff of nurses, one actually now can read of the treatment of scarlet fever and diphtheria patients by one set of nurses, and even the treatment of these diseases in a common ward. Thus, at the epidemiological section of the Royal Society of Medicine, in January, 1912, Dr. Crookshank

described the system of ritual individual isolation at the Barnes Hospital. Each patient has a complete outfit consisting of a porcelain tray, spitting mug, kidney bowl, receiver, spray or syringe, thermometer, glass spatula and tooth-brush in glass vase, feeder, medicine glass, brush and comb, and other articles for his exclusive use. A nurse passing from one infection to another disinfects her hands and puts on a special overall. This prevention of contact infection has been a cautious practice for years in Paris and in some of the hospitals of the Metropolitan Asylums Board. Just as it has been possible to secure strict aseptic precautions in the surgical wards and the operating theatre, it is now being obtained in some isolation hospitals. In Tasmania there has been an object lesson of the possibility of successfully treating infectious diseases in an annexe of the General Hospital at Launceston. In Hobart, also, there has not been any cross infection in the hospital or operating theatre through members of the staff attending infectious cases outside. It was therefore believed that with due observance of proper precautions and the permission of separate accommodation for a nursing staff cases of diphtheria could be treated in the present Women's Hospital, originally built for an infectious diseases annexe at the General Hospital, Hobart. Should such have been used for its intended purpose new wards would have been required for the treatment of women in the General Hospital; therefore I did not recommend the continuance of the present Infectious Diseases Hospital at "Vauluse," although excellent in its way, on account of the expense of maintaining a separate institution.

In Tasmania there is lack of uniformity with regard to the provision and maintenance of the sick, including infectious cases.

Whilst it has been decided to continue a separate institution in Hobart, new diphtheria and scarlet fever wards being at present built at "Vauluse," to be under the control of the Hobart City Council, at Launceston infectious cases are treated in an annexe at the General Hospital. This is also the practice at the Devon Hospital, Latrobe, where a new infectious diseases annexe is being built.

At Queenstown and Zeehan hospitals there is no special accommodation for infectious cases other than consumptives.

The charges per patient per week, formerly £4 4s. in Hobart, are now £3 3s., payable by the local authorities and recoverable from the patient or guardian. At Launceston until recently no charge has been made to the local authorities, whilst at Latrobe complaint has been made at the charge to local authorities being £1 2s. per patient per week.

Some local authorities, such as Emu Bay, make no charge on patients or guardians; whilst others collect the fees as a debt from the patient or guardian.

In a circular to local authorities recommending that all charges for the isolation and disinfection of infectious disease should be a common charge on the community it was pointed out that to the individual the contraction of an infectious disease is an uninvited misfortune, but immediately becomes a danger to the community and a matter of concern to all individuals with whom he may come in contact. Local authorities were notified that should the cost to any municipality exceed that which would be covered by the imposition of a rate of 2d. in the pound on the annual value of the property within the municipality, over and above the amount received from patients or their guardians, the balance would be met by the Government.

An equitable solution to the present position would be to divide the State into hospital districts and

strike a common hospital and charitable aid rate for the maintenance of the sick, including infectious cases, and for the relief of any indigent person who, on enquiry, was found to require assistance.

The local authorities could be grouped, and either have direct representation by nomination on hospital boards, or such boards could be partly elected in proportion to the money raised by a local rate and partly nominated proportionately to the Government subsidy. An appeal to the Supreme Court by the Devonport Council against the payment for cases at the Devon Hospital was dismissed.

PUBLIC BUILDINGS.

Plans were approved and certificates for opening granted, under Section 106 of "The Public Health Act, 1903," for the Tea Tree Hall, Fentonbury Hall, Magnet Methodist Church, Theatre Royal (Hobart), Princess Theatre (Launceston), Stanley Hall, Kimberley Hall, Maurice Hall (Derby), Private Hospital (Sheffield), Springfield Hall, Triabunna Hall, Franklin Town Hall, Memorial Sunday School (Hobart), Moonah Sunday School, King Island Hospital.

Each local authority outside the cities of Hobart and Launceston was requested to forward a detailed report as to the compliance with the requirements for public buildings of all such in their district.

The following reports were received:—Beaconsfield (19), Inspectors Ashmen and Wyett; Bothwell (9), Dr. Gardener, M.O.H.; Brighton (4), Inspector Holmstron; Campbell Town (5), Inspector Badcock; Circular Head (10), Inspector Anthony; Deloraine (27), Inspector Cameron; Devonport (14), Inspector Cole; Esperance (1), Inspector Burgess; Glamorgan (1), Inspector Lyne; Green Ponds (1), Inspector McKay; Hamilton (3), Inspector W. M. Brown; Huon (5), Inspector D'Arcy; Longford (4), Inspector Plane; Oatlands (23), Inspector Exton; Port Cygnet (4), Dr. Wade, M.O.H.; Ringarooma (5), Inspector Burgess; Richmond (3), Inspector Heen; St. Leonards (4), Inspector Warren; Ross (1), Inspector Salmon; Scottsdale (17), Inspector Campbell; Sorell (9), Inspector Green; Tasman (4), Inspector Heyward; Westbury (13), Inspector Gibson.

Special attention has been drawn to the risks from fire in public buildings with a view to finding adequate exits and carrying out the requirements for the control of animated pictures, including provision of fire extinguishers. Superintendent Trouselot, of the Fire Brigade, Hobart, and Mr. Inspector Tapsell, have been of considerable assistance to the Department in seeing that the requirements were carried out.

It has been necessary to make alterations in many buildings, and in the case of one theatre in Hobart to serve notice for the provision of an additional emergency exit.

With regard to hotels, a circular was forwarded to the chairman of each licensing bench drawing attention to the need for providing special means of escape for every floor of an hotel above the ground floor.

It is trusted that before the renewal of licences in October all hotels in Tasmania will be brought into line in this respect with those on the mainland and New Zealand.

BY-LAWS.

The following local authorities have during the fiscal year submitted by-laws, which have been approved by the Department, certified by the Honourable the Attorney-General, and gazetted:—Scottsdale, August 2, 1911; Hobart, September 2, 1911; Ringarooma, October 30, 1911; Westbury,

December 5, 1911; Ringarooma, January 3, 1912; Fingal, January 23, 1912; Richmond, February 20, 1912; Deloraine, March 12, 1912; Glenorchy, April 3, 1912; Queenborough, May 7, 1912; Table Cape, May 15, 1912; Penguin, April 4, 1912.

QUARANTINE.

Tasmania maintained its good record in not having any quarantinable diseases during the year.

The constant crusade against rats is still maintained conjointly by the Marine Board, the Hobart City Council, and the Health Department.

The City Council of Launceston and the Marine Board of Launceston undertake similar measures for the reduction of rats.

The retention of refuse tips in Hobart has proved a fruitful breeding-ground for rodents, in addition to being a nuisance to the neighbourhoods where located; a further argument for the installation of a refuse destructor.

WATER-SUPPLIES.

Special reports were made by Mr. Inspector Wadsworth to the Municipalities of Fingal, Wynyard, Franklin, Lovett, and Kingborough. As a result water-supplies have been secured for St. Marys and Cornwall. An enabling Act has been obtained to introduce a water-supply into Wynyard, at a cost of £8000. A recent poll at Devonport was carried for an extension of the water-supply.

The Launceston City Council was advised to secure control over the sources of the water-supply from St. Patrick's Rivulet.

Lack of foresight has been shown in the past in reserving catchment areas as sources of water-supply in certain districts in Tasmania.

At the request of the Defence Department detailed reports of the water-supplies in each area were obtained from local authorities.

Model by-laws for the protection of water-supplies were drafted, and have been adopted by various local authorities.

It is remarkable that the introduction of a water-supply, the first requisite in sanitation for an urban community, should always bring forth the opposition of those who seem to think that the main duty of local representatives is to prevent any addition to the rates. Thus at Franklin, perhaps one of the most prosperous townships in Tasmania, which is still dependent on tank supplies from roofs, the opposition to improvement has been sufficient to postpone indefinitely the introduction of water at comparatively little cost.

DAIRIES.

During the year attention was drawn by circular to the requirements of local authorities with regard to dairies, a special report being requested before licences were granted. In some districts there has been a marked improvement; as, for instance, in Fingal, where concrete floors have been laid down and whitewashing carried out.

DOMESTIC AND GENERAL.

The powers of local authorities under "The Public Health Act" with regard to the condemnation of houses unfit for human occupation are but seldom exercised outside of Hobart and Launceston.

LICENSED PREMISES.

The by-laws under "The Licensing Act," where such have been thoroughly enforced, have been responsible for considerable improvement in the sanitation of licensed houses. The securing of a certificate annually from the local health officer,

together with a report in detail by the police, is of special importance in a country to which large numbers of tourists and others in search of health resort.

DRAINAGE AND SEWERAGE.

Wynyard, thanks to the efforts of its energetic Progress Association, has decided to commence a scheme of drainage for the town, supplementary to the introduction of a water-supply.

Scottsdale carried a poll for the installation of a much-needed scheme of sewerage, but the requisite two-thirds majority was not obtained.

Smithton has under consideration a scheme for the drainage of the more-closely settled portion of the town.

SANITARY SERVICES.

Double-pan sanitary services have been installed during the year at Glenorchy, Deloraine, St. Helens, St. Marys, and Ulverstone (the lastmentioned formerly was dependent on a single-pan service).

At a recent discussion on rural sanitation at the sanitary section of the Australasian Association for the Advancement of Science, it was held that the old-fashioned cesspit was preferable to a single-pan sanitary service.

In some country schools, with women teachers and no means of dealing satisfactorily with the emptying and cleansing of pans, in the absence of a regular double-pan service, it was found preferable to revert to the use of a cesspit, as such, being underground and dark, the nuisance from flies was less marked.

The establishment of sanitary services is long overdue at Longford, Westbury, Campbell Town, Oatlands, Ross, and Sorell.

There is also in certain country districts, even when a regular service is established, a lack of energy, and sometimes culpable negligence, on the part of local authorities in enforcing by laws with regard to the construction and maintenance of privies.

OFFENSIVE TRADES.

Reports on the suitability of certain areas at Hobart, Launceston, Devonport, and Burnie for the establishment of offensive trades have been made.

The absence of such an area near Hobart has handicapped the development of certain industries, and prevents waste materials from abattoirs and other sources being put to the most profitable use.

As a matter of fact, at present rancid fat and other material is sent from Hobart to Launceston, and is occasionally a source of complaint in transit.

The stoppage of the transshipment of excreta from Hobart, since the completion of the sewerage scheme, necessitated the suburban areas of New Town and Sandy Bay making fresh arrangements. The usual difficulties arose as to securing suitable sites for disposal. The local authorities concerned, together with Glenorchy and Bellerive, found the most satisfactory solution was to contract with the Tasmanian Fertilizer Company, which erected a plant for manufacturing poudrette at Shag Bay, so converting nightsoil into manure.

The result so far has been satisfactory to both contracting parties. The material, collected in sealed pans, is delivered by boat, and after sterilising and other treatment, has found a ready sale at £3 per ton.

Enquiries have been made by the Victorian Health Department and others interested as to the success of Mr. Russell's plant, which is now being installed at other centres.

GARBAGE REMOVAL SERVICES.

During the year attention was directed to the importance of local authorities establishing regular services for the removal of household and other refuse.

Even in the smaller towns a weekly service could be initiated at little cost. By making a small charge to cover the cost of collections and removal, instead of leaving the problem to individual initiative, it is found that the regular removal of garbage by the local authority is more efficient and cheaper to shopkeepers and others.

The unsuitable storage and infrequent removal of manure from stables is found to create a nuisance and danger from flies, even in the larger towns.

The Massachusetts State Board of Health, which investigated the best means of storage for horse manure, decided that covered receptacles or bins with a screened ventilator, having a diameter of 1 foot, prevented the undue fermentation and maggot development which often occur in tightly-closed receptacles.

The removal of horse manure in cities during the summer months should be bi-weekly, and is best undertaken by the sanitary department of the local authority.

Carts for the removal of manure and refuse, if not provided with sectional lids, should be effectually covered with canvas, so secured to the sides and ends of the vehicle as to prevent the manure from being dropped in transit, and so as to limit as much as practicable the escape of odours.

In Hobart and Launceston special care should be taken to keep cabstands clean by the removal of manure by the cabmen to receptacles, which should be emptied at least twice daily.

REFUSE DESTROYER.

At present probably the most urgent sanitary requirement in Hobart is the erection of a refuse destructor to deal with the garbage from the city and suburbs.

This would mean the abolition of the obnoxious refuse tips, a constant source of complaint and nuisance, more especially in the summer months. Owing to these tips becoming a harbourage and breeding-ground for rats it was necessary to engage a rat-catcher to trap and poison these vermin.

CEMETERIES.

A special report was made on the Queenborough Cemetery, where certain irregularities had occurred with regard to burial. It is advisable that this cemetery, in parts of which recent disclosures have demonstrated that overcrowding and shallow burial have occurred, should be closed.

It is to be regretted that the Bill to vest the disused St. David's Burial Ground in the Hobart City Council did not become law. A measure to convert all the disused cemeteries within the city of Hobart into gardens or recreation spaces would improve what are at present merely places which, through having been allowed to lapse into a condition of neglect, are by no means creditable to the capital of the State.

SANITATION OF MINES.

The co-operation of the Department of Mines was secured in improving the sanitation of mines, both above and below ground. As the result of a sanitary survey by the inspectors of mines of all mines and mining works there has been much improvement, more especially in the provision of privies.

HOUSING.

The conditions as to the housing of employees, more especially in connection with certain industries, were found to be in certain cases defective.

More especially is this the case in sawmilling districts. As Mr. Inspector Wadsworth pointed out in a special report on this subject, the general practice hitherto

has been for the mill proprietor to build dwellings and let them rent free to the employees. In some cases rents are now charged since the industry came under the determination of the Timber Trade Wages Board. With exceptions, generally speaking, the dwellings are roughly constructed wooden shacks.

The absence of a suspicion of paint or colour makes them apparently worse than they are in actuality. The sites, which are occasionally ill-selected, are not fenced in, and are unimproved. There are instances of overcrowding. The water-supply is often obtained from the small roof (often of shingles or palings), and storage is inadequate, and the water sometimes not clean.

Quite a number of houses were without a privy, or such was unsatisfactory. There is a general lack of comfort, convenience, and provision of sanitary requirements. There are some notable exceptions—millowners who provide decent accommodation, and workers who take some pride in their homes, keeping them and their surroundings in a tidy condition. Some employees own their own houses, together with some land attached, which later will make them independent of mill work.

When a timber lease is let, a portion near the mill should be reserved so that the land might be taken up after the timber is cut off to form what might become a permanent settlement.

Local authorities should at least see that there is sufficient privy accommodation.

It is recognised that these widely-scattered areas of population are difficult to supervise. However, as shown by the West Coast municipalities, where there are settlements of even less permanency than in the timber industry, efficient regulations with regard to sanitary conveniences can be carried out. With regard to housing generally, experience of the benefits of "The Advances to Workers Act" in New Zealand, in finding the means for workmen building and owning their own houses, suggests that a similar measure in this State would afford a means of securing better housing, both in rural and urban communities.

CAPE BARREN ISLAND.

As a result of the visit of His Excellency the Governor and Premier to the islands in Bass Straits in January, 1911, a grant of £10 was made for the supply of medicines and ambulance requisites for the use of the half-castes on the reserve at Cape Barren.

Captain Blayden, the local schoolmaster, not only looks after the educational needs of the children, but gives considerable attention to the care and medical treatment of the people.

The passage of the special Act to make better provision for the half-castes will allow improvements to be carried out with regard to sanitary conditions. On the occasion of my visit I realised the necessity for better housing of the people. There were three families in which there were cases of phthisis.

KING ISLAND.

A visit to King Island with the Commissioner of Police gave me an opportunity of seeing what ought to become a favourite tourist resort. The local authority submitted a set of by-laws, which had to be returned for revision in order to comply with the requirements of "The Public Health Act."

PUBLIC HEALTH INSTRUCTION.

Thirty students attended the classes of the Royal Sanitary Institute, held at the Technical School, Hobart, during the winter. I was indebted to Inspectors Wadsworth and Tuck for much assistance in conducting the class for candidates for the certificate of sanitary inspector.

In response to a circular several local authorities provided standard works on sanitation for the use of their inspectors.

A conference of sanitary inspectors was held at Hobart, which was attended by 32 inspectors of local authorities and students.

FOOD AND DRUGS.

"The Food and Drugs Act, 1910," which embodies the recommendations of the Interstate and Commonwealth Departmental Conference on Uniform Standards and Regulations, held in Sydney in 1910, came into force on March 1, 1911. The general regulations and standards came into force on May 13, 1911; regulations *re* labelling on September 1, 1911; and regulations for securing the cleanliness and freedom from contamination of meat on the 12th November, 1912.

Local authorities, with the exception of the Hobart City Council, Queenborough, Devonport, Zeehan, and Queenstown, have not taken much advantage of the facilities under the Act for securing analysis at the small cost of 2s. 6d. per sample of milk and 5s. for other food products.

Guarantees as to the compliance with the standards have been granted to 38 manufacturers and suppliers of food. Since the introduction of the regulations there has been a marked improvement in the quality and purity of certain food products.

Action has had to be taken to prevent the feeding of raw offal to pigs, 10 convictions having been secured (three in Launceston, three in Burnie, one in Wynyard, one in Ulverstone, and one in Westbury).

There is reason to believe that this filthy and dangerous practice, once not uncommon in Tasmania, has now been almost stamped out. Through the co-operation of the Commissioner of Police, much assistance has been given by the police in securing this necessary reform.

All aerated water and ice-cream manufacturers are now required to take out an annual licence. Hotels and public-houses are required to have facilities for washing glasses in bars wherever running water is available.

Twenty-four witnesses were examined in Tasmania by Dr. Ashburton Thompson, appointed a Royal Commissioner to report on Uniform Standards for Foods and Drugs in the States of the Commonwealth of Australia.

As the result of a further conference to be held representative of the States and Commonwealth, it is hoped that ultimately uniformity will be secured so as to have uniform labelling standards and regulations throughout Australia.

An effort has been made to induce local authorities to improve the conditions under which the slaughtering of animals for food is carried out in Tasmania.

During the year the Emu Bay Local Authority has begun the erection of public abattoirs. Meat should only be sold which has been inspected at the time of slaughter.

Enquiries have been made as to the supervision of the meat supply in other States. Dr. Reakes, Chief Veterinarian and Director of the Live Stock and Meat Division of the Department of Agriculture, New Zealand, has supplied information which will be of value in drafting a Meat Supervision Act in this State.

The recent gazettal of regulations with regard to securing the cleanliness and freedom from contamination of meat bids fair to improve the conditions under which meat has hitherto been carried and sold in Tasmania.

Butchers in Hobart have, however, been unwilling to take advantage of the fly-proof cars provided for the conveyance of meat from the abattoirs. Should

present conditions as to conveyance of meat not improve, failing action by the local authorities concerned, it will be necessary for the Department to take proceedings to see that the regulations are enforced.

A pamphlet giving instructions to food inspectors and others as to various procedures under the Act has been issued for distribution to local authorities.

Mr. Wadsworth, as Chief Inspector under "The Food and Drugs Act," and Mr. Inspector Tuck, of the Hobart City Council sanitary staff, have especially been assiduous in improving the conditions under which food is prepared and sold.

Milk-supply.

The Acting City Health Officer, Hobart, reports as follows with regard to the action taken in connection with the milk-supply:—Forty-five samples of milk were purchased; four adulterated; one seller cautioned; three sellers prosecuted for adulteration; five persons prosecuted for trading while unregistered; five persons prosecuted for using rags under lids of cans; one person prosecuted for using dirty cow paddocks; two persons prosecuted for obstructing an inspector. Fines imposed, £15 5s.; costs imposed, £12 4s. 6d.; total, £27 9s. 6d.

A number were also refused licences until certain alterations were effected.

The following requirements are necessary before licences are granted:—

Concrete or brick and cement floors to all bails, and where the sewer is available, to be drained to it.

Brick and cement manure bins having a capacity of not more than two cubic yards and fitted with fly and rainproof lids.

Milk-room solely for the storage of milk and clean utensils, such to be well ventilated but fly-proof: door spring-hinged, opening outwards; smooth cement concrete floor, with a fall of $\frac{1}{2}$ -inch to the foot; floor to be at least 6 inches above yard level: apartment to be fitted with loose shelves; bails and milk-room, also other portions of the premises, to be limewashed.

Adequate and pure water-supply; means to provide hot water for can-washing.

"FOOD AND DRUGS ACT, 1910."

Return showing substances examined in the Government Laboratory during the year 1911-12 under above Act:—

Substance.	Samples.	Adulterated.	
Milk	108	...	11
Spirits	109	...	12
Tomato sauce	1	...	—
Preservatives	2	...	—
Raspberry juice	1	...	—
Peruvian bark	1	...	—
Coffee	2	...	2
Pepper	2	...	—
Cheese	1	...	—
Vinegar	1	...	—
Baking powder	1	...	—
Dandelion ale... ..	1	...	—
	230	...	25

In addition to 11 adulterated samples of milk, seven others were of very doubtful quality; five spirits were doubtful also.

The added water in the milk was 17 per cent. in the worst sample; deficiencies of milk fat up to seven per cent. were also found. One sample was deficient in fat, and also contained added water.

The deficiencies of strength in spirits ranged up to 16 per cent. for brandy and whisky, and 20 per cent. of proof spirit for rum. Samples of brandy, rum, and whisky were reported as not fulfilling

requirements of the regulations as regards origin. The coffees contained much chicory. It is hoped that additional facilities for carrying out this work will be provided next year, and thus enable a larger number of samples to be dealt with.

W. F. WARD, Government Analyst.

"THE MIDWIVES ACT, 1911."

This Act came into force on the 1st January, 1912, the Chief Health Officer being gazetted as Registrar of Midwives, and Mr. B. H. Dixon as Deputy-Registrar.

During the year 319 women were registered as midwives. Under the Act there is a penalty of £5 for any unregistered woman assuming the title of midwife, and a penalty of £10 for practising without a certificate. Under "The Midwifery Nurses Act, 1901," there were 490 women registered, as follows:—Certificates from British hospitals, 7; certificates from mainland hospitals (Sydney, 16; Melbourne, 13; Queensland, 2), 31; certificates from Queen Victoria Hospital, Launceston, 62; certificates from the Alexandra Hospital, Hobart, 12; certificates of the Court of Medical Examiners, Hobart, 31; certificates of 6.—11 1 Edward VII., 24, 344; certificates unclassified (General Hospital, Hobart), 3; total, 490.

In the new register to be published in the "Gazette" the midwives will be classed as:—

- (a) Midwives who have qualified by examination and training in recognised maternity hospitals.
- (b) Midwives registered by virtue of having passed the examination prescribed by the Medical Council.
- (c) Midwives registered under "The Midwifery Nurses Act, 1901," by virtue of having practised midwifery previous to that date.

Circulars were forwarded to all women registered under the old Act drawing attention to the provisions of the new Act requiring an annual certificate to be taken out each January.

In certain districts where there are no registered midwives difficulty has arisen with regard to attendance on midwifery cases. It is, however, still possible for women to attend such cases, provided that such is not done for gain, and that medical practitioners are in attendance.

It might be advisable for the Medical Council to consider the holding of a practical examination to allow these women in outlying country districts who were permitted to practise under the old Act to qualify.

More facilities also are required to permit women to qualify as midwives. The Board of the Victoria Hospital, Launceston, permits nurses from private hospitals and maternity homes to attend the course of lectures given by the staff, a concession that might be extended to outside nurses in regard to the lectures at the Alexandra Hospital, Hobart.

Enquiry has been made through local authorities as to the provision in each district for maternity cases. In certain centres it is advisable to establish small cottage hospitals or maternity homes, as has been done at Port Cygnet and King Island.

The Portland Municipality has also engaged a nurse and midwife to attend cases in the district, with headquarters at Lottah.

The ideal scheme, in my opinion, is the building of small cottage hospitals similar to that at Currie, King Island, and the employment of two nurses, one of whom would always be available at the hospital and the other attending cases outside.

PUBLIC HEALTH LEGISLATION AND ADMINISTRATION.

Ten years having elapsed since the establishment of the Public Health Department, it is advisable to

review the position to see how far the objects and intention of the legislation have been achieved.

"The Public Health Act, 1903," the chief Act, was the outcome of the experience unfortunately gained that year from the outbreak of smallpox in Launceston.

The Act vested the central power of administration in a Chief Health Officer, who virtually took the place of the Central Board of Health.

Like its prototype, the New Zealand "Public Health Act, 1900" (which was amended seven times, consolidated in 1908, and has since been amended), the Tasmanian Act was found to have defects and omissions incidental to hurried legislation, and has necessitated amendments from time to time, in addition to the repeal of three parts and certain sections.

As far as administrative machinery was concerned there appears to have been an idea of combining the New Zealand system with that of the Local Government Board, England. Thus, in Tasmania each local authority (and there are 51 even since the passage of "The Local Government Act") may, and if recommended by the Chief Health Officer shall, appoint a legally qualified medical practitioner as officer of health for its district, and may, with the approval of the Chief Health Officer, remove any such officer, and shall thereupon appoint another in his stead. Such officer of health shall be paid a sum as remuneration for his services, being not less than £10 for any year, as such local authority shall fix, and shall perform such duties, and in such manner, as such local authority may from time to time direct, and also such as are specially prescribed by any minute or order addressed by the Chief Health Officer to such local authority.

The amount expended by the local authorities in paying local medical officers of health, as shown in the appendix, totals £1164. This includes £200 for the Local Health Officer of Hobart and £150 for the Local Health Officer of Launceston. In the cases of Bothwell and Tasman the salary of £100 for a health officer is evidently to encourage a medical man to reside in the district.

No amount is paid from the Consolidated Fund towards the salary of either the local health officer or sanitary inspector.

"The local authority shall from time to time appoint such officers, inspectors, and servants as may be necessary for the due carrying out of the provisions of the Act Provided that any local authority may, in lieu of itself appointing an inspector of nuisances out of its ordinary fund, contribute towards the salary of an inspector appointed under the Act."

So far advantage has only been taken of this clause (one of the most valuable in the Act as causing the employment of competent full-timed paid sanitary inspectors) in the case of the administration of "The Factories and Wages Boards Acts," by Launceston and certain municipalities on the North-West Coast.

For Tasmania, with its population of 192,000, a third of which is located in the two chief cities and suburbs, seven sanitary inspectors (including two trained women health visitors) could do the necessary inspection for the two cities and suburbs, and five others the work for the smaller towns and country districts.

These inspectors could report direct to the local authorities, who would contribute *pro rata* to their salaries.

This system has proved successful in New Zealand. In Auckland Province, New Zealand, one district health officer sufficed for the city and suburbs, with a population of 100,000, and the country with a population of 150,000; whilst four full-time inspectors

were employed outside the city and four directly by the City Council of Auckland. Such a system in Tasmania would lead to uniformity of sanitary administration, simplify procedure, and remove to some extent the element of local influence which so often induces, with regard to sanitary reform, incipient executive paralysis.

From the point of view of one anxious to hasten progress in sanitary reform, an undoubted defect of "The Public Health Act is the limitation of the drafting and enforcing of regulations in many cases to the prevention and checking of any "dangerous" infectious disease.

This term in the Act is specified to mean typhus fever, smallpox, bubonic plague, cholera, leprosy, and any infectious disease which the Governor, upon the recommendation of the Chief Health Officer, by notice in the "Gazette," declares to be a dangerous infectious disease within the meaning of this Act. Had the word *dangerous* been omitted it would have been possible to draft regulations the enforcement of which would have brought sanitary conditions in Tasmania speedily up to the high standard warranted by the natural attractions of the State as a health and tourist resort.

DEPARTMENTAL.

In the first annual report of the Chief Inspector of Factories I had the pleasure of recording the assistance received from Mr. Dixon, as Chief Clerk for the Department, and of mentioning the work of Messrs. Crane and Dalglish, together with that of the typiste, Miss Parkes. Without their loyal service and co-operation it would have been difficult to overtake the large amount of routine clerical work associated with the administration of health, quarantine, and factory legislation.

In the field Mr. Inspector Wadsworth has proved himself to be a capable, energetic, and painstaking officer. It is pleasing to record that certain local authorities have specially commended his work, more especially his reports on the introduction of water-supplies.

The provision of two extra clerks, with the promised provision of extra office accommodation, will afford more facilities for carrying on the extended work of the Department.

I have, &c.,

J. S. PURDY, Chief Health Officer

The Hon. DR. BUTLER, M.L.C.,
Chief Secretary.

APPENDIX I.

1.—TABLE showing Births, Deaths,* and Marriages for whole State for Years 1902-1911.

(Data supplied by Statistical Department.)

Year.	Estimated mean population of period.	Births.		Deaths under 1 year of age.		Deaths at all ages, Total.		Deaths in Public Institutions.	Marriages.	
		Number.	Rate.	Number.	Rate per 1000 Births Registered.	Number.	Rate.		Number.	Rate.
1902.....	175,045	5085	29·06	401	79	1904	10·88	418	1313	7·50
1903.....	177,127	5080	28·68	562	111	2105	11·88	420	1344	7·59
1904.....	179,234	5292	29·52	480	91	1960	10·99	385	1350	7·53
1905.....	181,365	5257	28·98	420	80	1512	10·01	385	1365	7·53
1906.....	183,522	5333	29·05	487	90	2013	10·97	420	1398	7·62
1907.....	185,705	5291	28·48	433	83	1989	10·71	370	1411	7·60
1908.....	187,913	5614	29·87	426	76	2129	11·33	†348	1431	7·61
1909.....	190,148	5506	28·96	361	65	1838	9·67	†353	1497	7·86
1910.....	192,410	5586	29·03	569	102	2116	11·00	†330	1493	7·76
1911.....	190,316	5444	28·61	401	73	1924	10·11	†360	1477	7·76
Averages from 1902 to 1911	184,278	5348·8	29·02	454·5	85·1	1980·2	10·75	378·9	1407	7·63

* Deaths occurring at Sea and registered in Tasmania are not included.

† Hobart and Launceston only.

APPENDIX II.
BIRTHS AND DEATHS, 1902-1911, APPORTIONED AMONGST CITY AND OTHER DISTRICTS OF TASMANIA.
(Data supplied by Statistical Department.)

Year.	HOBART (City).							LAUNCESTON (City).							ALL OTHER DISTRICTS.						
	Population. Estimated Mean	Births.	Birth Rate per 1000	Deaths (All Ages).	Death Rate per 1000	Deaths under 1 year of Age.	Deaths under 1000 Births.	Estimated Mean Population.	Births.	Birth Rate per 1000	Deaths (All Ages).	Death Rate per 1000	Deaths under 1 year of Age.	Deaths under 1000 Births.	Estimated Mean Population.*	Births.	Birth Rate per 1000	Deaths (All Ages).	Death Rate per 1000	Deaths under 1 year of Age.	Deaths under 1000 Births.
1902.....	24,654	718	29.12	349	14.15	78	109	18,130	578	31.88	318	17.54	68	118	132,261	3789	28.65	1237	9.35	255	67
1903.....	24,654	714	28.96	363	14.72	114	160	18,016	568	31.53	290	16.10	83	146	134,457	3798	28.25	1452	10.80	365	96
1904.....	24,654	744	30.18	371	15.05	105	141	18,223	648	35.56	254	13.94	60	93	136,357	3900	28.60	1344	9.86	315	81
1905.....	24,654	754	30.59	354	14.36	87	115	18,237	603	33.06	257	14.09	67	111	138,474	3900	28.17	1204	8.69	264	68
1906.....	24,654	816	33.09	360	14.60	103	126	18,226	649	35.62	261	14.32	75	115	140,642	3868	27.50	1397	9.93	303	78
1907.....	24,654	692	28.07	351	14.24	78	112	18,226	634	34.79	266	14.59	61	96	142,825	3965	27.76	1384	9.69	299	75
1908.....	27,635	831	30.07	408	14.76	82	99	20,538	692	33.69	281	13.68	63	91	139,740	4091	29.27	1440	10.30	261	64
1909.....	28,090	931	33.14	333	11.85	73	78	20,921	650	31.07	268	12.81	73	112	141,137	3925	27.81	1242	8.80	215	55
1910*.....	28,550	918	32.15	363	12.71	104	113	21,312	606	28.43	266	12.48	82	135	142,548	4062	28.50	1493	10.47	383	94
1911.....	27,709	935	33.75	384	13.86	79	84	20,864	716	34.32	282	13.52	69	96	141,743	3793	26.76	1258	8.87	253	67
Average of Years 1902-1911	25,990	805.3	30.91	363.6	14.03	90.3	113.7	19,269	634.4	32.99	276.3	14.30	70.1	111.3	139,018	3900.1	28.12	1345.1	9.67	291.3	74.5

* Revised estimate of Population based upon results ascertained at Census, 3rd April, 1911.
NOTE.—Deaths occurring in the Public Hospitals in Hobart and Launceston are referred to the district in which the cause of death originated.

APPENDIX III.

EXPENDITURE AND REVENUE FOR THE FISCAL YEAR 1911-12.

EXPENDITURE.		£	s.	d.
Allowances, Caretaker, Isolation Hospital, Carr Villa		30	0	0
Travelling Expenses—				
Chief Health Officer, including cost of visit to Sydney				
and Melbourne	£115	0	3	
Inspector	97	4	6	
		212	4	9
Contribution to Cost—				
Rat-extermination	£58	19	0	
Temporary assistance (typiste and temporary clerk)	131	18	0	
Stationery, stores, &c.	31	17	5	
Bacteriologist	30	0	0	
Food-sampling outfit	11	5	2	
Fees for notifying infectious diseases	150	12	0	
Tents for use of consumptives and temporary isola-				
tion hospital, St. Marys	14	5	0	
Vaccine	8	0	0	
Miscellaneous	54	13	2	
		491	9	9
Printing and postage		126	6	7
Salaries—				
Chief Health Officer	£600	0	0	
Clerk	180	0	0	
Junior Clerk	48	10	6	
Inspector	240	0	0	
		1062	10	6
Total		£1922	11	7

REVENUE.		£	s.	d.
*From Commonwealth (General)—				
Chief Quarantine Officer	£150	0	0	
Assistant and Inspector	50	0	0	
Clerk	50	0	0	
		250	0	0
Food and Drugs Act," (under Section 59)—Licences, aerated water				
manufacturers		57	0	0
† Factory Registration		225	0	0
		£532	0	0

* No money received from the Commonwealth Government for the service of these officers is paid to the officers in this Department.

† For year ended 31st December, 1912.

APPENDIX IV.

LOCAL HEALTH ADMINISTRATION.

(Cost of Employment of Health Officers and Inspectors to Local Authorities.)

Local Authority.	M.O.H.			S.I.
	£	s.	d.	£ s. d.
Beaconsfield	15	0	0	(2) 56 0 0
Bothwell	100	0	0	Also acts as Inspector†
Brighton	12	0	0	18 0 0
				(extra £3 4s.)
Bruni	Nil			Nil
Campbell Town	10	0	0	20 0 0
				(extra £2 6s. 10d. slaughtering fees)
Clarence	20	0	0	50 0 0
Deloraine	10	0	0	130 0 0*
Devonport	30	0	0	110 0 0*
Emu Bay	10	0	0	30 0 0
Esperance	10	0	0	14 12 0
Evandale	10	0	0	15 0 0
Fingal	10	0	0	150 0 0*
Glenorchy	20	0	0	20 0 0
Hobart	200	0	0	500 0 0
Huonville	15	0	0	52 0 0
George Town	—			5 0 0
Green Ponds	15	0	0	10 0 0
Hamilton	10	0	0	30 0 0
Kentish	10	0	0	25 0 0
King Island	10	0	0	5 0 0
Latrobe	10	0	0	110 0 0*
Launceston	150	0	0	170 0 0
Leven	20	0	0	35 0 0
Lilydale	10	0	0	10 13 0
Longford	20	0	0	35 0 0
New Town	25	0	0	94 0 0
Oatlands	15	0	0	35 0 0
Penguin	10	0	0	45 0 0
Portland	10	0	0	50 0 0
Port Cygnet	15	0	0	—
Queenborough	25	0	0	20 0 0
Queenstown	30	0	0	182 0 0*
Richmond	25	0	0	30 0 0
Ross	10	0	0	—
Sorell	15	0	0	20 0 0
Scottsdale	12	12	0	120 0 0*
Spring Bay	15	0	0	—
St. Leonards	15	0	0	115 0 0*
Strahan	10	0	0	25 0 0
Table Cape	10	0	0	103 0 0*
Tasman	100	0	0	15 0 0
Ringarooma	25	0	0	32 0 0
Waratah	10	0	0	200 0 0†
Westbury	10	0	0	67 10 0
Zeelan	50	0	0	520 0 0*
	£1164	12	0	£3274 15 0

* Sanitary Inspector, combined with other duties.

† Combined duties of Council-clerk and Sanitary Inspector.

APPENDIX V.

TASMANIA.

DEPARTMENT OF PUBLIC HEALTH.

PHTHISIS.—INQUIRY FORM.

To be filled in by the Head Office before issue.

1. Register No.
2. District
3. Name
4. Address
5. Age
6. Sex
7. Tubercle bacilli in sputum
(If this is not entered by the Head Office, the reporter is requested to collect and forward a specimen of the patient's sputum.)
8. Birthplace
9. How long in Australia
10. Married or single

MALE. FEMALE.

- 10A. Issue { Living
Dead
11. Occupation and place of employment
12. Date of notification
13. Date of onset and history of illness.....
14. Previous places of residence.....
15. Previous places of employment.....
16. If confined to bed
17. If able to work (full time or part time)
18. Employment regular or irregular
19. Does patient sleep alone.....
(a) In bed
(b) In room
(c) In open air
20. Name of occupant of same room or bed
21. How long in present house
22. Names and ages of inmates
23. Number and description of rooms.....
24. House
(a) Cleanliness
(b) Dampness
(c) Ventilation
(d) Sanitary defects
25. Previous illnesses or deaths in house
26. What precautions taken to disinfect after such.....
27. If patient known to have been exposed to infection...
(a) At home.....
(b) At work
(c) Amongst friends
28. Present state of health of other members of household
29. Patient's food (sufficient, deficient)
30. Patient's habits as to alcohol
31. Average income of family
32. Assistance (public or other)
33. Course of action recommended
(a) Home
(b) Sanatorium
(c) Hospital for segregation
(d) Other institutions

Signed
Date
Subsequent history



1912.

PARLIAMENT OF TASMANIA.

CORNWALL COLLIERY:

REPORT BY MR. M. J. GRIFFIN, INSPECTOR OF MINES, ON THE CONDITION OF
THE CORNWALL COLLIERY.

Ordered by the House of Assembly to be printed, December 5, 1912.

[Estimated cost of printing (325)—£1 2s. 6d.]

CORNWALL COLLIERY: REPORT BY MR. M. J. GRIFFIN, INSPECTOR OF MINES, ON THE
CONDITION OF THE CORNWALL COLLIERY.

Launceston, 1st November, 1912.

SIR,

PURSUANT to instructions received from the Honourable the Minister for Mines, I made a special visit to, and made a thorough inspection of, this colliery on 30th October last.

I found the workings and general condition of the mine fairly satisfactory with regard to safety; in fact, rather better than was the case on the occasion of my last ordinary visit of inspection just six weeks ago.

This colliery, originally worked on the pillar and bord system, was changed to the long-wall method a few years ago. I may explain that this latter is a system by which the whole of the coal is won in the first operation. No coal pillars are left in to support the roof, which settles gradually on the stowing of the goafs, or worked-out spaces between the gate roads, as the work proceeds. If there is insufficient waste material—gobs, slack, &c.—to fill up these vacant places, timber packs, cogs, and chocks have to be used at sides of gate roads, and also along the line of face when the roof is weak, and the ordinary prop and lid is not sufficient to prevent a too sudden subsidence, which would cramp the working space and perhaps endanger the safety of the worker.

Just a year ago the present new pit workings were opened up by means of a main tunnel heading, from both sides of which were extended cross roads, and these in turn have their short gate roads leading to the working face. The main heading has a westerly direction, with about three-fourths of the long curved working face on its south side. On the north side a drive comes back from the extreme right of the face to an air-shaft situate near the entrance of the main tunnel, but not nearer thereto than the regulation distance of 20 yards. This is called the return air-way, and also forms, or serves, as a second means of exit from the mine.

Faulting of the seam always causes trouble in colliery working, but much more so in long-wall than in the pillar and bord system of working. Some few months ago a main line of faulting was met with in this new pit; the jump was about 3 feet. There was a break of the roof caused by the faulting, and consequently a quicker and greater subsidence on the goafs and roads than usual. The men had to be withdrawn from portions of the face for a time.

When I made an inspection on the 18th September last the workings were somewhat irregular, and, to a degree, unsafe in places. A more careful and trim system of timbering and pack-building was ordered, and other precautions had to be taken to secure the roof, which was cleft for nearly the entire length of the face.

The ventilation was not too good. A connection with one of the south-west drives in the old pit had been made, and into this the return air current was diverted, thence to the old main heading, and along this to the electric fan, which is still in its original position near the entrance to the old tunnel; a rather roundabout course, but still an effective air-way now that certain stopes have been put in. It also forms a third means of exit from the pit.

Now, with reference to the rumour or report set going by some person as to the dangerous state of this colliery, and that men had to fly for their lives a short time go, also that the second means of exit is inadequate: there is, so far as I know, or can ascertain, no real justification for this statement.

On Saturday, 19th October last, the entry in the daily inspection-book made by the "over-man," before the men entered for working, reports all safe and in good order. At about 11 o'clock the same day the roof about the central portion of the face commenced to "work." Timber packs were taking the weight, and several men decided to clear out until the subsidence ceased. The manager called out

the remainder of the men, not because of any serious danger anticipated, but so as not to have to keep surface hands, haulage, &c., going when the pit was not fully manned. Coalminers do not care to work on a Saturday anyway, and they are often glad of an excuse to knock off. On Monday morning all hands resumed work. Since then nothing alarming has occurred. Men at this colliery are not, in consequence of the many difficulties referred to, earning quite so much as their brother miners at the "Nicholas" pit, who work only four, or at most five, days a week, but earn a full pay.

The Cornwall men have applied to the company for an increase of pay, or a higher hewing rate. Their claim is based on the plea that the hewing is more difficult in the present faulted state of the seam than it was some time ago.

It may be that some of them are not averse to a rumour getting abroad that the pit is unsafe to work in, and that this is an additional reason why the pay should be increased.

Now that the return air-course is through the old workings to the electric fan there is no further use for the new air-shaft already mentioned in this report. Stopes have been put in to prevent the air circulating in that direction, but it could still be used as a means of escape if required, and it would be quite easy to remove the stopes in case of emergency.

So far as a proper means of escape is concerned, there need be no alarm. The Act requires that there should be two, but in reality there are three separate means of exit from this colliery at the present time.

There is, of course, a considerable risk of accident to the workers owing to the present broken state of the roof, if proper precautions be not taken by both management and men. I have no fault to find with

the former. A plentiful supply of good timber is on hand, and can be freely used to secure the workings, and there is apparently careful supervision. It is with the men that difficulties arise. Some are careful enough; others, again, are careless, and cannot be got to take even ordinary precautions for their own safety.

In making my inspection this time I had to severely reprimand three men for neglecting to put in timber packs where the roof was cleft at their respective working places; not even the ordinary prop and lid was in use as a temporary support until the pack was built up. Want of spragging is another thing to complain of. Most of these men are too eager to rake out coal and get a good tonnage to pay much attention to methods of safe working. In the past I have endeavoured to get some miners to improve their method of working and avoid risk of accident, by talking to them and pointing out that they were not only endangering their own safety, but also committing an offence punishable under "The Mining Act." I have now come to the conclusion that leniency is of no use with some men, and mean to try a more stringent means of enforcing compliance with the Act and regulations in future.

In conclusion, I am pleased to be able to say that the report that reached the Minister about the very unsafe state and neglected condition of this colliery was without foundation.

Yours faithfully,

M. J. GRIFFIN, Inspector of Mines.

To W. H. TWELVETREES, Esq.,
Chief Inspector of Mines, Launceston.



1912.

PARLIAMENT OF TASMANIA.

COMMISSIONERS OF FISHERIES:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£2 7s. 6d.]

COMMISSIONERS OF FISHERIES: REPORT FOR 1911-12.

Hobart, 27th November, 1912.

SIR,

I HAVE the honour to present the following report on the proceedings of the Fisheries Department for the year ended 31st August, 1912.

FINANCIAL.

The receipts for the year amounted to £565 16s. 1d., and the disbursements to £548 18s. 11d., as against £557 5s. 10d. and £548 19s. 3d. respectively for receipts and disbursements during the previous year. The increase in the revenue is due to an increased demand for licences permitting the capture of salmon and trout. It will be noticed that almost the whole of the revenue at the disposal of the Commissioners is derived from this source.

The following is a detailed statement of the receipts and disbursements:—

<i>Receipts.</i>	£	s.	d.
Salmon and trout licences	532	17	6
Fishing-boat licences in Bass Strait ...	10	13	10
Sales of confiscated nets and rod	4	2	6
Scallop licences	8	5	0
Eel-net licences	4	0	0
Police court fines	5	17	3
Total receipts	£565	16	1

<i>Disbursements.</i>	£	s.	d.
Salaries, Secretary at Hobart, Assistant-Secretary at Launceston, and clerical assistance	77	4	6
Postages, telegrams, and petty expenses	7	1	7
Distributing fry and yearling trout throughout Tasmania	25	1	6
Collection of ova from Lakes Leake and Sorell	19	10	0
Commission and postage allowed to collectors of fishing licences	26	3	1
Quinnat salmon ova purchased from New Zealand	6	6	1
Printing and stationery and advertising new regulations	2	11	0
Special water-bailiff's expenses	2	8	2
Hire of launch, scallop investigation ...	1	5	0
Copies of Acts and regulations	0	9	11
Law costs	4	4	0

Travelling expenses	£	s.	d.
Lake Sorell—			
Conveyance of fry from the Plenty hatchery ...	£10	0	0
Clearing creek and repairing dam	19	0	0
			29 0 0

Expenses of Hatcheries—			
Plenty—			
Wages of Caretaker and assistants... ..	165	2	4
Horse allowance	25	0	0
Wood allowance	5	0	0
Rent of grounds	30	0	0
Fish food	11	18	6
Sundry supplies and repairs	16	17	7
			253 15 5

Waverley—			
Wages of Caretaker and assistants... ..	52	5	0
Fish food	5	7	8
Salt	2	2	0
Sundry supplies and repairs	7	7	6
Municipal charge for water	2	17	0
			69 19 2

Lake Leake—			
Caretaker and Water-bailiff	12	10	0
Calico notices	0	13	6
			13 3 6
Great Lake—			
Caretaker, &c.	10	0	6
Total disbursements	£548	18	11

FRESH-WATER HATCHERIES.

With the exception of the hatchery at Interlaken, which the Commissioners have decided to close owing to the unreliability of the water-supply, the four other hatcheries have been working at nearly their full capacity, with the result that 1,271,783 fry of brown trout, rainbow trout, Loch Leven trout, and quinnat salmon, together with 1353 yearling rainbow trout and brown trout, were distributed in lakes and rivers throughout the State during the past season. Owing to the closing of the Interlaken

hatchery special arrangements were made by which a supply of rainbow trout fry was forwarded from the Plenty hatchery and liberated in Lake Sorell.

The following is a tabulated return of the distribution:—

Where Distributed.	Plenty Hatchery.			Waverley Hatchery.			Great Lake Hatchery.		Lake Leake Hatchery.	Total.
	Brown Trout.	Rainbow Trout.	Quinnat Salmon.	Brown Trout.	Lock Leven Trout.	Rainbow Trout.	Brown Trout.	Rainbow Trout.	Rainbow Trout.	
Southern waters	504,000	...	19,519	...	...	...	...	...	...	523,519
Northern waters	190,000	42,000	...	...	16,700	34,564	54,000	155,000	50,000	550,264
Lakes .....	...	166,000	...	...	...	...	...	...	...	166,000
Western waters	22,000	...	...	...	...	...	...	...	...	22,000
Eastern waters	10,000	...	...	...	...	...	...	...	...	10,000
Plenty Hatchery output	726,000	208,000	19,519	8000	16,700	34,564	54,000	155,000	50,000	1,271,783
Waverley Hatchery output						16,700				
Great Lake Hatchery output						8000		54,000		
Lake Leake Hatchery output						59,264		209,000	50,000	
Total			953,519							1,271,783

In addition to the abovementioned fry, 173 yearling rainbow trout and 1180 yearling brown trout were distributed from the Waverley hatchery in northern waters.

The following is a list of the various kinds of fry hatched and liberated from hatcheries during the past four seasons:—

1908-9	573,253
1909-10	1,258,694
1910-11	1,615,463
1911-12	1,271,783
	<u>4,719,193</u>

The eggs from which the above young fish were hatched were stripped from the parent fish mostly in Lakes Sorell and Leake, where the Commissioners have established collecting-stations. These stations are visited every spawning season by the Caretaker of the Plenty hatchery, Mr. M. Jones, for the purpose of collecting the required number of eggs.

SALT-WATER FISHERIES.

The only matter that has specially called for action by the Commissioners during the year has been the constant disregard of the fishery laws of this State by fishing vessels from Victoria which visit our coasts, and, in defiance of regulations regarding the capture of crayfish, make use of the pot in waters south of latitude 40 degrees 38 minutes south, which is prohibited under Regulation No. 6. The Commissioners before making this prohibition satisfied themselves by careful enquiry that the engine mentioned was most destructive in character. All the evidence obtained went to prove that if the use of pots for the capture of crayfish were permitted, it would only be a matter of a few years before the crayfish grounds were irretrievably depleted, and a valuable national asset destroyed. As "The Fisheries Act, 1910," contains extensive powers of capture and forfeiture of vessels, together with heavy penalties upon conviction, it was thought that little trouble would be experienced after passing the Act.

However, the high prices obtainable for crayfish in the Melbourne market have rendered the owners of these vessels careless of all warnings and defiant of the law on the subject. They appear ready to accept all risks in obtaining a continuance of the supply from Tasmanian waters. Although the authorities have been unable up to the present to make a capture of these depredators, with a view of bringing them to justice, the matter is of too serious a character from a local fisheries point of view to be allowed to continue unchecked. It is the intention of the Commissioners that drastic action will be taken whenever these boats are again reported on our coast.

FISH MARKETS.

The only fish market working in Tasmania is that under the control of the Hobart Municipal Council. Below is a statement obtained from figures supplied by that body of the fish passing through their market. These figures are approximate, and apply to fish landed at Hobart only. It is to be regretted that a more accurate record of the fish passing through the Hobart market is not kept, as is done elsewhere, and also that records of fish from other parts of Tasmania are not obtainable.

Approximate Return of Fish Sold at the Hobart Fish Market for Year ending 31st December, 1911.

	Dozen.	Score.
Barracouta	31,320	...
Bastard trumpeter ...	5554	...
Real trumpeter	2220	...
Flathead	6276	...
Rock-cod	5782	...

	Dozen.	Score.
Carp	271 ...	
Ling	31½ ...	
Eels	124½ ...	
Crayfish ... ..	...	4300
Perch	7335 ...	
Garfish	2240 ...	
Native salmon	3749 ...	
Mullet	2912 ...	
Flounders	3328 ...	
Mackerel	100 ...	
Bream	32 ...	
Gurnet	1189 ...	
Trevally	406 ...	
Totals	72,870 ...	4300

Representing an approximate value of £14,324.

SCALLOPS.

It was decided, on the recommendation of the committee appointed to enquire into the state of the scallop beds in the Derwent, to reopen the portion of the estuary closed to the taking of scallops subject to the following conditions:—

- (1) The scallops to be taken by dredge used from boats propelled by oars only.
- (2) The person taking the scallops to pay a licence fee.
- (3) The licence fee to be five shillings for each dredge used.

Under this regulation thirty-two persons applied for and were granted licences.

SALMONIDÆ IN WEST COAST RIVERS.

Reports having reached the Commissioners that large fish supposed to be salmon had been seen in quantities in the Pieman and its tributaries, and that specimens had been taken weighing over 30 lb., an inquiry was instituted, with the result that the Commissioners are satisfied that the fish in question are only the ordinary trout, which have been liberated from time to time in West Coast rivers.

INTRODUCTION OF PACIFIC SALMON.

Your Commissioners, with the assistance of the New Zealand Government, still continue their experiments in connection with the attempt to introduce the quinnat salmon into our waters. For the third year a supply of 25,000 eggs has been landed from the Dominion, hatched at the Plenty hatchery, and the resulting fish liberated in the Derwent. It is intended to continue this experiment year by year, as it was only after many years of repeated experiments carried out on a large scale and at a considerable expenditure of money that the New Zealand Government succeeded in acclimitising this fish.

"THE COMPLEX ORES ACT, 1909," AND THE GREAT LAKE TROUT.

The protection of the trout in the Great Lake and the saving to the State of a valuable asset from an angling point of view, in jeopardy from the works that are being carried out by the Hydro-Electric Power Company under the above Act, have demanded the closest consideration of the Commissioners.

The company has erected a weir in the River Shannon, between the mouth of the lake and the spawning-beds of the fish, thus preventing the fish from freely passing up and down between the spawning-beds and the lake. The original intention of the company was to erect a 4-feet weir with a suitable fish-ladder to enable the trout to pass to and fro between their spawning-beds and the lake. The company, however, decided later to alter its plans, and

substitute an 8-feet weir. It was then seen that a fish-ladder suitable to such a height and adjustable to the varying supply of water in the lake would be a most costly affair, difficult to adjust and keep in proper working order, while it was a question whether such an arrangement would meet the requirements of the fish, owing to the unusual conditions obtaining in this lake. It is the habit of trout to go upstream to deposit their ova, and, when weak after spawning, drop down again with the current. In the Great Lake the reverse takes place, owing to there being no known suitable spawning-places at the head of the streams running into the lake. The fish being compelled to suit themselves to their environment, have always come out of the lake and proceeded a short distance down the Shannon to spawn. While the fish in good condition would readily pass down the proposed ladder, it is considered very doubtful if, in their weakened condition after spawning, they would ever attempt to pass back again into the lake over such an imposing obstruction. This would mean that the lake, so famed in the past for the sport it afforded anglers, would gradually become denuded of its fish. It was also considered that the minimum supply of water to the Shannon as required by the Act would not be sufficient in the winter to adequately cover the old spawning-beds below the weir, even if the fish could readily reach these beds and return. Under these circumstances the Commissioners decided that, without in any way prejudicing their rights under the Act, they would for the present not insist on the erection in the weir of a fish-pass, but ask the company to erect gratings to all the outlets, and confine the fish to the lake. This was intended purely as an experiment, as it was thought that the fish might possibly find some other suitable spawning-ground in the lake when they discovered that their access to the Shannon was barred. This did not prove successful in practice. The fish, in their efforts to reach their old spawning-ground, forced themselves against the gratings, through which the banked up waters of the lake were rushing, and were killed in considerable numbers. Under the Act it is provided that, "if by means of such dam, weir, or embankment the fish are and must be excluded from their usual spawning-grounds in the River Shannon, then that adequate spawning-grounds will be made for the fish elsewhere in the Great Lake." The question whether the Commissioners shall insist on this condition being complied with, or other means devised whereby the interests of the Great Lake fishing shall be preserved, without unduly harassing the company in its carrying out an undertaking of benefit to the whole State, is at present being considered by a special committee appointed to deal with the matter.

GENERAL.

In conclusion, I desire to again place on record an appreciation of the loyal support and valuable assistance rendered the Commission by the Northern Tasmanian Fisheries Association and its Honorary Secretary, Mr. C. H. Harrison, in all matters relating to piscatorial interests affecting the northern portion of the State, and also of the unstinted help accorded on all occasions by the Commissioner of Police and his officers when required, as well as for their zealous efforts to enforce observance of the fishery laws of Tasmania.

I have the honour to be,

Sir,

Your obedient Servant,

PHILIP S. SEAGER,
Deputy-Chairman (for Chairman, absent).

The Hon. the Chief Secretary.



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1912.

PARLIAMENT OF TASMANIA.

CHARITABLE GRANTS DEPARTMENT: REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£2 7s. 6d.]

CHARITABLE GRANTS DEPARTMENT: REPORT FOR 1911-12.

Charitable Grants Department,
Hobart, 30th September, 1912.

SIR,

I HAVE the honour to submit herewith the annual report of the Charitable Grants Department for the year 1911-12.

Expenditure.

Return A shows the expenditure under Items 1 to 10 inclusive of Section XIII. of "The Appropriation Act, 1911-12." It will be seen that the net expenditure for the past year was £3160 7s. 6d.; a decrease of £523 3s. 9d. when compared with the expenditure for 1910-11.

The decrease is mainly accounted for by the introduction of invalid pensions, together with the prosperous season experienced in most of the country districts.

Blind Institute.

The sum of £97 4s. 1d. was expended in the maintenance of five blind persons who were learning a trade at the Hobart Institute for the Blind. The Education Department now defrays the cost of educating all deaf, dumb, and blind children.

In addition to the above amount a sum of £300 was paid to the Tasmanian Secretary for the Blind, on the £1 for £1 principle.

Outdoor Relief.

Return B shows the expenditure on outdoor relief and medical attendance on destitute persons in the various municipalities, and the expenditure per head of population.

In almost every district there is a marked decrease in expenditure, and when it is taken into consideration that the allowances now granted are on a more liberal scale than hitherto, it is conclusive evidence that the country districts are in a more prosperous condition than they were during the preceding 12 months.

In Hobart the expenditure shows an increase of £185 13s. 2d., but £57 6s. of this amount was

expended in assisting stranded immigrants *en route* for New South Wales. The sum expended was refunded by the New South Wales Government. One hundred and seven families were assisted with food and cash.

In Launceston 28 families were assisted in the payment of their rents. An effort is now being made to carry out the work of the Department in Launceston on the same lines as in Hobart—by the issue of rations in addition to the payment of rents. By this proposed new arrangement it is hoped to relieve the Benevolent Society of some of its responsibilities, in order that more attention can be given to casual cases, who no longer have the Home for Invalids at which to seek shelter and relief.

The services of the Government Medical Officer have been of great assistance to the poor of Hobart and suburbs, and he has been found ever ready to attend any case of distress in need of medical advice.

Grants to Medical Institutions.

Return C shows the total amounts contributed to the various charitable and medical institutions throughout the State. The Hobart and Launceston General Hospitals were unable to meet their liabilities, and supplementary grants of £950 and £140 respectively were granted. A supplementary grant of £141 5s. 9d. was also made to the Queenstown Hospital to assist it during the strike at Mount Lyell, and £50 was donated to the Ulverstone Hospital towards the cost of additions to their buildings.

Imperial and Commonwealth Claims.

The amount received from the Imperial Government for maintenance of Imperial patients in charitable institutions amounted to £34 1s. 9d., and the sum of £375 0s. 5d. was received from the Commonwealth Government for maintenance of old-age and invalid pensioners in the New Town Infirmary and Consumptive Home.

Remarks.

During the year I visited Launceston on two occasions, and had several interviews with the representatives of the Benevolent Society and other charitable organisations in the city. Arrangements were made for closing the Home for Invalids, and the few remaining inmates were transferred to the Infirmary at New Town on the 24th June.

The Launceston Benevolent Society has undertaken to provide for all future casual cases in that city.

Periodical visits have been made by the Inspecting Nurse to the homes of all persons in receipt of rations, and recipients of relief in the country have been constantly kept under review.

The increased scale of rations and the liberal cash allowances now granted have been greatly appreciated by those who were unfortunate enough to need assist-

ance. During Christmas week extra issues of meat puddings, cornflour, sago, cocoa, and tobacco were made to recipients of rations.

During the strike at Mount Lyell this Department issued orders for food to a number of widows and children.

In conclusion, I desire to thank the Commissioner of Police and his officers throughout the State for ready assistance given to matters connected with the administration of charities.

I have the honour to be,

Sir,

Your obedient servant,

H. E. PACKER,

Administrator of Charitable Grants.

A.

RETURN showing the Expenditure of the Charitable Grants Department for the Year ending 30th June, 1912, and the Receipts for the same Period.

Expenditure.	Amount.	Receipts.	Amount.
	£ s. d.		£ s. d.
Salaries and allowances	426 6 8	Repayments on account of outdoor relief.....	100 2 4
Outdoor relief, Hobart and suburbs	738 6 11	Repayments on account of maintenance of persons in country hospitals, &c.	20 14 0
Ditto, Launceston and suburbs.....	222 14 10	Repayments on account of transport and funeral expenses	37 13 0
Paupers in country districts and temporary provision for tramps	1230 4 1		
Maintenance of blind workers	97 4 1		
Country hospitals, Maintenance of persons in	47 18 0		
Examination of insane	103 17 6		
Transport and funeral expenses	340 14 11		
Postage, telephones, and telegrams.....	33 3 4		
Printing	15 16 9		
Miscellaneous expenses	18 11 11		
Treatment of advanced cases of consumption	43 18 8	Balance, being net cost to the State ...	3160 7 6
	£3318 16 10		£3318 17 10

B.

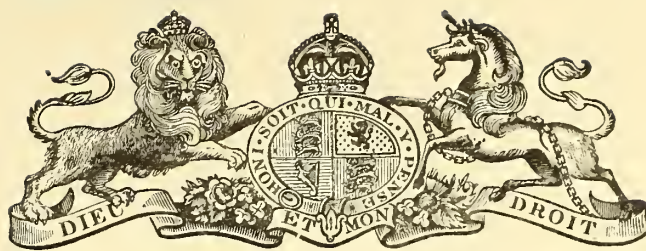
RETURN showing the Expenditure on Outdoor Relief, Medical Attendance on Paupers, and Temporary Provision for Tramps, in the various Municipalities during the Year ended 30th June, 1912, and the Expenditure per head of Population of Districts.

Districts.	Estimated Population.	Expenditure during Year.	Expenditure per head of Population.
		£ s. d.	s. d.
Beaconsfield	4026	36 4 10	0 1·88
Bothwell	1378	7 16 0	0 1·35
Brighton	1972	18 1 2	0 2·19
Prum	657	...	...
Campbell Town	1550	30 1 0	0 4·65
Circular Head	4334	15 2 5	0 0·83
Clarence	2522	9 15 10	0 0·93
Deloraine	5868	64 1 7	0 2·62
Devonport	4933	79 19 10	0 3·89
Emu Bay	4574	69 10 7	0 3·64
Esperance	3901	13 9 1	0 0·82
Evandale	1982	43 13 10	0 2·29
Fingal	3737	219 15 0	1 2·11
Flinders Island	626	...	...
George Town	1056	...	...
Glamorgan	722	...	...
Glenorchy	3704	...	...
Gornauaston	2039	...	...
Green Ponds	1140	21 15 0	0 4·57
Hamilton	2168	40 18 4	0 4·52
Huon	3676	23 16 10	0 1·55
Kentish	5656	17 12 8	0 0·74
King Island	778	...	...
Kingborough	1908	1 2 2	0 0·13
Latrobe	3561	31 6 4	0 2·11
Leven	5535	37 4 7	0 1·61
Lilydale	2834	...	...
Longford	4217	50 8 0	0 2·86
New Norfolk	6218	130 7 8	0 5·03
New Town	3483	...	...
Oatlands	3150	54 1 2	0 4·11
Penguin	2668	34 17 8	0 3·13
Port Cygnet	3543	11 19 9	0 0·81
Portland	1979	21 15 5	0 2·64
Queenborough	3704	...	...
Queenstown	3884	22 2 9	0 1·36
Richmond	1826	2 0 0	0 0·26
Ringarooma	4634	1 4 0	0 0·06
Ross	716	...	...
Scottsdale	2630	...	...
Sorell	2092	3 5 9	0 0·37
Spring Bay	763	...	...
St. Leonards	2789	...	...
Strahan	1025	6 11 6	0 1·53
Table Cape	4866	...	...
Tasman	1190	...	...
Waratah	2382	35 9 6	0 3·57
Westbury	4034	44 12 9	0 2·65
Zeelau	5811	30 1 1	0 1·24
	145,642	1230 4 1	0 2·03

RETURN showing the Amounts paid to the various Charitable and Medical Institutions throughout the State during the year ended 30th June, 1912.

	£	s.	d.
Benevolent Society, Hobart*.....	198	7	0
Benevolent Society, Launceston*	200	0	0
Blind Asylum, Hobart*	300	0	0
Braille Society.....	20	0	0
Home for Invalids, Launceston	459	5	0
Good Samaritan Fund, Zeehan	25	0	0
General Hospital, Hobart	5950	0	0
General Hospital, Launceston.....	6400	0	0
General Hospital, Hobart*	1600	0	0
General Hospital, Launceston*	1600	0	0
Hospital, Zeehan*	500	0	0
Hospital, Queenstown*	641	5	9
Hospital, Beaconsfield*	200	0	0
Hospital, Latrobe*	300	0	0
Hospital, Strahan*	100	0	0
Hospital, Mt. Bischoff, Waratah*	100	0	0
Hospital, Campbell Town*.....	100	0	0
Homœopathic Hospital, Hobart*.....	250	0	0
Homœopathic Hospital, Launceston*	200	0	0
Hospital, Tullah*	100	0	0
Hospital, Ulverstone*	150	0	0
Cottage Hospital, New Norfolk*	100	0	0
Alexandra Hospital, Hobart	100	0	0
Queen Victoria Hospital, Launceston	100	0	0
Sanatorium, New Town	150	0	0
Hospital, Latrobe.....	700	0	0
Infectious Diseases Hospital (Contributions to Municipalities)	251	13	8
	<u>£20,795</u>	<u>11</u>	<u>5</u>

* £1 for every £1 raised by subscriptions during the year up to the sum voted by Parliament.



1912.

PARLIAMENT OF TASMANIA.

NEW TOWN CHARITABLE INSTITUTION:

REPORT FOR 1911-12.

Presented to both Houses of Parliament by His Excellency's Command.

[Owing to the absence of the Superintendent of the New Town Infirmary on extended sick leave, a Report for 1911-12 was not prepared.]

JOHN VAIL,
GOVERNMENT PRINTER, TASMANIA.





1912.

PARLIAMENT OF TASMANIA.

LIFE ASSURANCE COMPANIES:

ABSTRACT OF RETURNS FOR YEARS 1903 TO 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£2 13s 6d.]

ABSTRACT of Returns deposited by Life Assurance Companies under the Act

	1903.			1904.			1905.			1906.		
	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.
1. Australian Mutual Provident Society, for years ending 31st December.												
Policies in force in Tasmania :												
Industrial Branch :												
Life Assurance .....	...	...		...	...		347	8311	0 0	778	17,801	0 0
Ordinary Branch :												
Life Assurance	7483	2,123,145	10 0	7584	2,147,206	0 0	7950	2,250,960	0 0	8185	2,310,643	10 0
Endowment	68	9150	0 0	69	9100	0 0	70	10,250	0 0	71	10,900	0 0
Annuity	59	*(3849	17 4)	59	*(3821	5 4)	64	*(3925	13 0)	64	*(4098	0 0)
		2,132,295	10 0		2,156,306	0 0		2,261,210	0 0		2,321,543	10 0
Assets in Tasmania :												
Mortgages .....	...	94,818	7 6	...	106,688	16 6	...	115,976	18 7	...	116,409	11 0
Tasmanian Government Securities .....	...	...		...	...		...	613	15 4	...	2290	16 5
Loans on Policies .....	...	190,836	6 0	...	196,038	11 11	...	196,478	5 7	...	188,056	19 9
Sundry Debtors .....	...	473	5 6	...	552	13 8	...	1507	2 6	...	653	14 11
Outstanding Premiums .....	...	8579	2 8	...	9494	4 5	...	9515	15 3	...	11,200	3 5
Ditto Interest .....	...	1211	14 0	...	1390	16 11	...	1387	9 9	...	1387	2 3
Freehold in Hobart, Launceston, and Devonport .....	...	20,965	0 0	...	20,965	0 0	...	20,965	0 0	...	24,844	0 0
Properties acquired by foreclosure .....	...	2504	11 0	...	1654	11 0	...	1300	0 0	...	...
Cash on Deposit. ....	...	8101	18 11	...	4511	3 7	...	4297	13 6	...	1718	1 1
In hand and on current account Agents' balances .....	...	...		...	...		...	...		...	...
Loans on Reversionary and Life Interests .....	...	...		...	...		...	612	6 0	...	661	1 9
Loans on the security of Municipal and other Rates .....	...	...		...	...		...	...		...	...
		327,490	5 7		341,295	18 0		352,654	6 6		347,221	10 7
2. Colonial Mutual Life Assurance Company, (Limited), for years ending 31st December.												
Policies in force in Tasmania :												
Industrial Branch—												
Life Assurance .....	...	...		...	...		...	...		...	...
Endowment .....	...	...		...	...		...	...		...	...
Ordinary Branch—												
Life Assurance	609	146,201	0 7	566	138,415	4 0	535	129,018	9 0	496	121,583	16 5
Endowment	38	4300	0 0	33	3800	0 0	29	3400	0 0	29	3500	0 0
Annuity	3	*(164	10 8)	3	*(164	10 8)	3	*(164	10 8)	3	*(164	10 8)
		150,501	0 7		142,215	4 0		132,418	9 0		125,083	16 5
Assets in Tasmania :												
Cash in hand, and on current Accounts .....	...	485	6 7	...	402	15 10	...	247	18 2	...	100	11 6
Office Property .....	...	119	2 4	...	107	8 10	...	92	5 0	...	77	5 0
Loans on the Company's Policies .....	...	5795	10 1	...	5901	3 1	...	5848	13 4	...	5799	14 0
House Property—(Freehold) .....	...	14,330	6 10	...	4,368	4 4	...	14,390	4 4	...	14,390	4 4
Agents' Balances .....	...	...		...	...		...	...		...	...
Outstanding Premiums .....	...	432	5 9	...	326	0 11	...	294	10 5	...	358	14 9
Ditto Interest and Rents .....	...	141	12 3	...	183	14 6	...	215	5 11	...	164	12 0
Amount advanced to Industrial Branch .....	...	...		...	...		...	...		...	...
Extension of Organisation Account (Industrial Branch) .....	...	...		...	...		...	...		...	...
		21,304	3 10		21,289	7 6		21,088	17 2		20,891	1 7
3. Mutual Life Association of Australasia, for years ending 31st December.												
Policies in force in Tasmania :												
Assurance	339	90,350	11 8	344	88,662	6 8	358	88,653	3 4	363	89,771	13 4
Endowment	22	2710	0 0	25	3510	0 0	23	2810	0 0	22	2750	0 0
Annuity	2	*(50	13 0)	2	*(50	13 0)	2	*(50	13 0)	2	*(50	13 0)
		93,060	11 8		92,172	6 8		91,463	3 4		92,521	13 4
Assets in Tasmania :												
Loans on Association Policies .....	...	1592	15 5	...	1510	15 8	...	1931	16 1	...	2057	2 10
Outstanding Interest .....	...	31	1 8	...	29	10 11	...	32	15 5	...	36	11 5
Cash on Current Account .....	...	319	3 10	...	208	19 3	...	161	0 11	...	470	1 4
		1943	0 11		1749	5 10		2125	12 5		2563	15 7
4. National Mutual Life Association of Australasia (Limited), for years ending 30th September.												
Policies in force in Tasmania :												
Life Assurance	1526	302,375	0 0	1607	319,795	0 0	1784	354,760	0 0	2194	434,701	0 0
Endowment	116	19,100	0 0	140	23,150	0 0	151	22,280	0 0	202	29,730	0 0
Annuity	2	*(144	16 0)	3	*(162	19 0)	5	*(221	9 2)	6	*(227	15 6)
		321,475	0 0		342,945	0 0		377,040	0 0		464,431	0 0

* Per annum.

8 Vict. No. 6, for the Years 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, and 1911.

1907.			1908.			1909.			1910.			1911.		
No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.
1463	37,464	0 0	1888	52,795	10 0	2208	62,991	10 0	2546	74,308	19 0	2808	83,430	5 0
8370	2,367,285	10 0	8596	2,439,555	0 0	8642	2,486,350	10 0	8699	2,537,806	10 0	8690	2,547,606	10 0
73	11,100	0 0	72	11,800	0 0	75	12,100	0 0	76	12,625	0 0	79	12,950	0 0
69	*(4268 13 4)		75	*(4605 4 4)		70	*(2893 16 4)		71	*(3006 12 0)		73	*(3012 13 8)	
	2,378,385	10 0		2,451,355	0 0		2,498,450	10 0		2,550,431	10 0		2,560,556	10 0
...	126,412	13 5	...	148,836	10 8	...	202,596	9 6	...	252,500	17 3	...	288,251	15 8
...	62,764	19 9	...	298,137	0 0	...	298,632	2 3	...	354,585	6 6	...	354,973	7 5
...	175,135	16 10	...	177,901	1 7	...	181,347	15 0	...	185,182	12 2	...	189,489	1 2
...	373	13 9	...	397	3 10	...	628	0 7	...	919	14 9	...	339	5 7
...	11,468	0 7	...	11,628	1 11	...	11,806	14 2	...	11,943	16 5	...	11,944	16 7
...	1444	15 5	...	1588	10 7	...	1822	16 6	...	3112	15 9	...	4070	10 1
...	24,700	0 0	...	27,200	0 0	...	27,200	0 0	...	27,000	0 0	...	31,391	8 0
...	
...	3272	6 1	...	2468	9 10	...	5569	2 10	...	3348	10 9	...	2310	14 9
...	
...	709	10 6	...	416	3 1	...	499	11 0	...	1500	2 5	...	1667	6 7
...	...		...	...		...	...		...	52,150	0 0	...	65,150	0 0
	406,281	16 4		668,573	1 6		730,102	11 10		892,243	16 0		949,588	5 10
...	...		...	...		...	...		...	...		1071	29,336	18 0
...	...		...	...		...	...		...	...		133	3106	3 0
...	...		...	...		...	...		...	...			32 443	1 0
455	110,985	11 5	412	101,507	11 9	387	93,232	14 0	402	94,823	11 0	565	114,796	7 6
25	3100	0 0	23	2800	0 0	20	2400	0 0	22	2550	0 0	30	3369	0 0
3	*(164 10 8)		3	*(120 1 8)		...	...		...	...		...	...
	114,085	11 5		104,307	11 9		95,632	14 0		97,373	11 0		118,165	7 6
...	764	14 0	...	626	13 9	...	1024	7 7	...	824	7 2	...	1129	5 5
...	64	10 0	...	58	1 0	...	52	5 0	...	49	13 0	...	226	13 0
...	4977	9 6	...	4779	4 10	...	4737	14 7	...	4308	11 2	...	4407	6 10
...	14,290	4 4	...	3073	19 3	...	3073	19 3	...	3073	19 3	...	3073	19 3
...	...		...	...		...	...		...	...		...	10	1 6
...	236	18 10	...	268	13 4	...	291	13 7	...	331	14 1	...	548	18 5
...	233	9 3	...	221	0 5	...	215	8 5	...	171	16 6	...	173	19 7
...	...		...	...		...	...		...	762	12 5	...	1918	6 10
...	...		...	...		...	...		...	...		...	1829	0 8
	20,567	5 11		9027	12 7		9395	8 5		9522	13 7		13,317	11 6
406	95,669	11 8	...	Amalgamated with Citizens' Life As- surance Company, and called The Mutual Life and Citizens Assurance Co. Limited.			...	...	...	...	...	...	...	...
21	2550	0 0	...				...	...	...	...	...	...	...	...
...
	98,219	11 8	...				...	...	...	...	...	...	...	...
...	2069	11 7	...				...	...	...	...	...	...	...	...
...	37	5 0	...				...	...	...	...	...	...	...	...
...	58	14 2	...				...	...	...	...	...	...	...	...
	2165	10 9	...				...	...	...	...	...	...	...	...
2588	532,248	10 0	2814	595,075	10 0	2968	657,715	10 0	3074	709,440	10 0	3209	740,830	10 0
200	29,930	0 0	200	29,780	0 0	211	30,930	0 0	226	34,683	0 0	282	48,075	10 0
7	*(278 9 6)		11	*(398 9 6)		17	*(584 8 10)		18	*(618 18 6)		20	*(654 19 2)	
	562,178	10 0		624,855	10 0		688,645	10 0		744,123	10 0		788,906	0 0

*Per annum.

	1903.			1904.			1905.			1906.		
	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.
Assets in Tasmania :												
Outstanding & accrued Interest	...	1077	0 8	...	1039	12 1	...	1167	16 2	...	1168	13 8
Mortgages	...	56,935	10 10	...	54,012	6 10	...	54,668	11 5	...	54,929	14 11
Loans on Policies within their Surrender Value	...	16,484	9 8	...	16,131	2 4	...	15,822	1 0	...	14,741	16 0
Loans on Policies with Personal Security	...	226	6 10	...	419	11 7	...	603	19 6	...	561	0 9
Deferred Instalments of Annual Premiums on Policies in force	...	1510	14 5	...	1598	9 9	...	2043	12 1	...	2425	7 3
Agents' Balances	...	97	11 10	...	155	13 7	...	249	9 10	...	298	9 2
Office Furniture and Fittings	...	214	5 7	...	240	5 2	...	224	4 11	...	246	8 10
Outstanding Premiums on Policies in force	...	814	8 9	...	1018	13 4	...	1084	14 0	...	1876	6 8
Cash on hand and on current Account	...	926	2 11	...	1770	11 2	...	1965	5 7	...	1215	11 2
On Deposit	...	15	0 0	...	...	...	...	...	...	...	...	...
Freehold Property	...	11,000	0 0	...	11,250	0 0	...	14,331	3 1	...	19,589	12 1
Reversionary Interests	...	...	...	...	...	...	...	...	...	...	...	...
		89,301	11 6		87,636	5 10		92,160	17 7		97,053	0 6
5. <i>Royal Insurance Company</i> , for years ending 31st December.												
Policies in force in Tasmania :												
Assurance	10	6989	0 0	11	8274	0 0	9	7134	0 0	9	7134	0 0
Endowment	...	...	...	...	...	...	...	...	...	...	...	...
		6989	0 0		8274	0 0		7134	0 0		7134	0 0
Assets in Tasmania		Nil.		...	Nil.		...	Nil.		...	Nil.	
6. <i>The Australian Widows' Fund Life Assurance Society (Limited)</i> , for years ending 31 Oct.												
Policies in force in Tasmania :												
Life Assurance	685	142,059	0 0	686	141,084	0 0	698	142,016	0 0	728	147,166	0 0
Endowment	88	12,725	0 0	86	12,025	0 0	82	11,600	0 0	82	11,750	0 0
Annuity	2	*(20 7 0)		3	*(38 8 0)		3	*(38 8 0)		3	*(38 8 0)	
		154,784	0 0		153,109	0 0		153,616	0 0		158,916	0 0
Assets in Tasmania :												
Agents' Balances	...	52	14 5	...	40	2 10	...	50	14 6	...	38	13 4
Cash in hand, on Deposit, and on current Account	...	896	12 1	...	828	4 1	...	461	7 7	...	391	1 0
Furniture and Fittings	...	198	7 3	...	211	10 6	...	212	3 7	...	178	15 9
Outstanding Premiums	...	634	5 6	...	939	13 2	...	893	12 3	...	736	6 1
Loans on Policies	...	8020	4 1	...	6904	7 9	...	5734	10 4	...	5912	7 1
Loans on Policies with Personal Security	...	56	7 6	...	...	...	...	...	...	...	...	...
Freehold Property	...	9363	12 8	...	9363	12 8	...	9363	12 8	...	9363	12 8
Outstanding and Accrued Interest	...	218	16 8	...	160	10 9	...	137	4 7	...	142	17 5
		19,441	0 2		18,448	1 9		16,853	5 6		16,763	13 4
7. <i>Citizens' Life Assurance Company (Limited)</i> , for years ending 31st December.												
Policies in force in Tasmania :												
Industrial Branch :												
Life Assurance	7819	160,138	3 11	7735	153,826	11 7	7720	151,410	0 5	7733	150,513	17 3
Endowment	224	5115	17 6	180	4025	5 0	149	3423	10 0	141	3193	7 0
		165,254	1 5		157,851	16 7		154,833	10 5		153,707	4 3
Ordinary Branch :												
Life Assurance	1028	143,588	0 0	1038	140,872	0 0	1113	150,192	14 0	1177	159,111	14 0
Endowment	240	17,239	5 0	232	17,361	0 0	220	16,054	10 0	201	14,674	0 0
Annuity	2	*(20 8 0)		3	*(59 17 0)		3	*(59 17 0)		3	*(59 17 0)	
Assets in Tasmania :												
Tasmanian Government Securities (Cash deposited with Government)	...	...	...	...	...	...	...	...	...	...	...	...
Agents' Balances	...	449	5 0	...	36	16 0	...	1	15 4	...	7	8 11
Outstanding Premiums	...	689	11 4	...	806	18 10	...	842	1 10	...	739	11 9
Ditto Interest	...	...	...	...	...	...	...	...	...	...	...	...
Cash in hand and on current Account	...	1157	2 4	...	647	16 2	...	1057	2 5	...	937	7 0
Office Furniture and Fittings	...	77	0 6	...	70	9 4	...	...	...	...	...	...
Loans on the Company's Policies	...	1565	4 2	...	1658	7 7	...	2104	9 2	...	2823	8 10
Sundry Debtors	...	...	...	...	...	...	...	13	7 9	...	...	...
		3938	3 4		3220	7 11		4018	16 6		4507	16 6

* Per annum.

1907.			1908.			1909.			1910.			1911.			
No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	
...	1452	2 6	...	2038	7 7	...	2276	0 11	...	2539	7 3	...	2789	15 4	
...	78,556	16 6	...	94,773	14 7	...	98,101	14 2	...	108,450	15 6	...	119,862	14 0	
...	14,780	19 2	...	15,136	13 8	...	17,023	12 5	...	18,117	14 0	...	18,441	16 6	
...	251	7 5	...	78	19 5	...	219	3 4	...	526	17 3	...	465	6 5	
...	2972	4 8	...	3371	5 4	...	3646	6 0	...	3994	19 2	...	4094	11 4	
...	265	12 11	...	650	6 10	...	231	0 10	...	8	7 11	...	12	5 9	
...	309	12 4	...	711	1 0	...	927	8 2	...	908	10 2	...	676	11 2	
...	2510	14 4	...	2895	19 5	...	3237	17 9	...	3645	1 2	...	3579	6 0	
...	557	5 3	...	4043	8 8	...	...	...	...	5507	2 2	...	8226	2 2
...	
...	29,226	4 11	...	32,256	16 9	...	36,653	8 2	...	36,653	8 2	...	36,653	8 2	
...	67	1 0	...	71	8 2	...	76	1 0	...	80	19 10	...	570	15 9	
130,950 1 0			156,028 1 5			162,392 12 9			180,423 2 7			195,372 12 7			
9	7134	0 0	7	5487	0 0	9	5931	0 0	9	6141	0 0	10	6259	0 0	
...	
...	7134	0 0	...	5487	0 0	...	5931	0 0	...	6141	0 0	...	6259	0 0	
...	Nil.	...	...	Nil.	...	...	Nil.	...	...	Nil.	...	...	Nil.	...
870	171,216	0 0	942	188,115	0 0	911	181,609	0 0	} Amalgamated with The Mutual Life and Citizens Assurance Co., Limited,						
95	13,170	0 0	94	13,045	0 0	84	11,570	0 0							
3	*(38 8 0)	...	3	*(38 8 0)	...	3	*(38 8 0)	...							
184,386 0 0			201,160 0 0			193,179 0 0									
...	137	6 8	...	115	15 2	...	60	10 9							
...	986	9 7	...	544	11 1	...	1920	0 7							
...	171	7 1	...	193	0 2	...	141	9 0							
...	853	18 4	...	1280	16 10	...	1284	12 8							
...	5211	13 2	...	4967	19 6	...	5627	0 2							
...							
...	9363	12 8	...	9363	12 8	...	9363	12 8							
...	128	15 3	...	152	16 1	...	135	5 1							
16,853 2 9			16,618 11 6			18,532 10 11									
7508	144,030	3 9	} Amalgamated with Mutual Life Association of Australasia, and called The Mutual Life and Citizens Assurance Co., Limited.												
133	2936	3 6													
146,966 7 3															
1249	168,309	14 0													
191	13,615	5 0													
3	*(59 17 0)	...													
181,924 19 0															
...													
...	33	18 10													
...	923	18 6													
...													
...	414	12 7													
...													
...	3010	15 10													
...	127	1 5													
4510 7 2															

* Per annum.

	1903.			1904.			1905.			1906.		
	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.
8. The Equitable Life Assurance Society of the United States, for years ending 31st December.												
Policies in force in Tasmania :												
Assurance	817	309,072	0 0	911	328,164	0 0	925	319,604	0 0	689	261,982	0 0
Endowment	7	1700	0 0	7	1600	0 0	4	1300	0 0	2	1100	0 0
Annuity	1	*(25 0 0)		1	*(25 0 0)		1	*(25 0 0)		...	...
		310,772	0 0		329,764	0 0		320,904	0 0		263,082	0 0
Assets in Tasmania :												
Cash on Deposit .....	...	...		...	5000	0 0	...	5000	0 0	...	...
Cash in hand and on current Account .....	...	5672	19 1	...	2535	16 4	...	1788	11 9	...	1838	10 6
Agents' Balances .....	...	...		...	...		...	...		...	...
Outstanding Premiums .....	...	...		...	...		...	...		...	...
Loans on the Company's Policies .....	...	1233	0 0	...	1925	10 0	...	3093	10 0	...	3736	10 0
		6905	19 1		9461	6 4		9882	1 9		5575	0 6
9. The Mutual Life Insurance Company of New York, for years ending 31st December.												
Policies in force in Tasmania :												
Assurance	552	163,703	3 0	677	175,470	13 0	715	174,211	10 0	580	145,374	8 0
Endowment	29	3100	0 0	27	2910	0 0	27	2825	0 0	27	2720	0 0
Annuity	6	*(131 14 3)		6	*(131 14 3)		6	*(131 14 3)		6	*(131 14 3)	
Assets in Tasmania :												
Tasmanian Government Securities (cash deposited with Government) .....	...	166,803	3 0	...	178,380	13 0	...	177,036	10 0	...	148,094	8 0
Loans on the Company's Policies .....	...	4681	10 0	...	4694	10 0	...	4708	0 0	...	4725	0 0
Outstanding Premiums .....	...	641	18 9	...	740	13 7	...	...		...	482	2 11
Ditto, Interest .....	...	249	6 3	...	277	7 6	...	359	13 6	...	433	14 5
Loans secured by pledge of Company's Policies .....	...	40	12 6	...	40	12 6	...	40	12 6	...	40	12 6
Deferred Premiums .....	...	100	5 8	...	635	7 8	...	946	1 8	...	1146	5 0
	...	...		...	...		...	671	7 7	...	...
		5713	13 2		6388	11 3		6725	15 3		6827	14 10
10. The Australasian Temperance and General Mutual Life Assurance Society, (Limited), for years ending 30 September.												
Policies in force in Tasmania :												
Industrial Branch—												
Assurance .....	...	...		...	...		...	...		30	4910	0 0
Endowment .....	...	...		...	...		...	...		81	7169	0 0
Ordinary Branch—											12,079	0 0
Assurance .....	...	...		...	...		...	...		...	...
Endowment .....	...	...		...	...		...	...		...	...
Assets in Tasmania :												
Loans on Policies with accrued Interest .....	...	...		...	...		...	...		...	11 18 8	
Outstanding Premiums .....	...	...		...	...		...	...		...	22 17 6	
Outstanding Interest .....	...	...		...	...		...	...		...	155 11 6	
Cash on Deposit .....	...	...		...	...		...	...		...	5000 0 0	
Ditto in hand and on current Account .....	...	...		...	...		...	...		...	37 18 3	
Office Furniture and Agents' Plant .....	...	...		...	...		...	...		...	30 0 0	
Government and other Securities .....	...	...		...	...		...	...		...	...
		...		...	...		...	...		...	5258 5 11	
11. The Mutual Life and Citizens' Assurance Company, Limited, for year ending 31st December.												
Policies in force in Tasmania :												
Industrial Branch—												
Life Assurance .....	...	...		...	...		...	...		...	...
Endowment .....	...	...		...	...		...	...		...	...
Ordinary Branch—												
Life Assurance .....	...	...		...	...		...	...		...	...
Endowment .....	...	...		...	...		...	...		...	...
Annuity .....	...	...		...	...		...	...		...	...
Assets in Tasmania :												
Loans on the Company's Policies .....	...	...		...	...		...	...		...	...
Agents' Balances .....	...	...		...	...		...	...		...	...
Outstanding Premiums .....	...	...		...	...		...	...		...	...
Cash in hand and on Current Account .....	...	...		...	...		...	...		...	...
Sundry Debtors .....	...	...		...	...		...	...		...	...
House Property .....	...	...		...	...		...	...		...	...
SYNOPSIS.												
Total number of Policies in force in Tasmania in above Offices	21,700	...		21,958	...		22,909	...		23,820	...	
Insuring .....	...	3,662,861	11 8	...	3,719,251	0 3	...	3,850,213	16 9	...	3,938,179	6 0
Total Assets in Tasmania .....	...	476,037	17 7	...	489,489	4 5	...	505,509	12 8	...	506,661	19 4

* Per annum.

1907.			1908.			1909.			1910.			1911.		
No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.	No.	£	s. d.
582	224,290	0 0	539	206,003	0 0	487	185,869	0 0	461	182,123	0 0	431	170,900	0 0
2	1100	0 0	2	1100	0 0	2	1100	0 0	2	1100	0 0	2	1100	0 0
...	
	225,390	0 0		207,103	0 0		186,969	0 0		183,223	0 0		172,000	0 0
...	
...	1697	0 5	...	1419	13 2	...	...		...	1260	7 3	...	1800	8 0
...	
...	3233	0 0	...	3871	0 0	...	3555	10 0	...	4322	0 0	...	5298	1 6
...	4930	0 5	...	5290	13 2	...	3555	10 0	...	5582	7 3	...	7098	9 6
444	111,600	6 0	394	98,560	15 0	369	94,011	7 0	342	89,925	8 0	336	89,388	8 0
27	1902	1 0	27	1902	1 0	26	1802	1 0	26	1802	1 0	26	1742	1 0
6	*(131 14 3)		6	*(131 14 3)		6	*(131 14 3)		6	*(131 14 3)		6	*(131 14 3)	
	113,502	7 0		100,462	16 0		95,813	8 0		91,727	9 0		91,130	9 0
...	4600	0 0	...	5000	0 0	...	5000	0 0	...	5000	0 0	...	5000	0 0
...	721	8 0	...	373	5 0	...	260	19 0	...	242	8 0	...	340	18 0
...	627	0 3	...	440	12 0	...	419	5 3	...	426	4 4	...	343	11 7
...	40	12 6	...	40	12 6	...	40	12 6	...	40	12 6	...	40	12 6
...	
...	
	5989	0 9		5854	9 6		5720	16 9		5709	4 10		5725	2 1
194	6047	0 0	259	7800	0 0	742	18,905	0 0	691	18,291	0 0	964	25,074	0 0
610	10,852	0 0	429	7534	0 0	462	8030	0 0	529	8604	0 0	511	7706	0 0
	16,899	0 0		15,334	0 0		26,935	0 0		26,895	0 0		32,780	0 0
...	...		85	11,038	0 0	176	22,624	0 0	291	35,538	0 0	312	38,024	0 0
...	...		273	21,737	0 0	597	48,660	0 0	756	63,792	0 0	810	68,143	0 0
				32,775	0 0		71,284	0 0		99,330	0 0		106,167	0 0
...	110	17 0	...	35	14 3	...	38	15 9	...	218	6 6	...	176	4 8
...	25	9 10	...	15	11 6	...	58	7 6	...	99	11 6	...	139	10 6
...	128	11 11	...	133	15 6	...	83	9 2	...	97	3 6	...	129	18 11
...	3500	4 9	...	3562	10 7	...	3660	1 1	...	3622	14 5	...	3720	6 2
...	25	0 0	...	20	0 0	...	15	0 0	...	8	18 5	...	5	0 0
...	1695	0 0	...	2517	10 0	...	3632	10 0	...	6224	10 0	...	9274	10 0
	5485	3 6		6285	1 10		7488	3 6		10,271	4 4		13,445	10 3
...	...		7166	136,281	0 5	7215	133,910	18 3	7291	132,528	3 0	7291	132,528	3 0
...	...		72	1456	1 0	63	1307	4 0	53	1062	15 0	53	1062	15 0
				137,737	1 5		135,218	2 3		133,590	18 0		133,590	18 0
...	...		1675	268,598	5 8	1688	273,003	5 8	2506	431,681	5 8	2506	431,681	5 8
...	...		213	17,095	10 0	194	15,776	16 9	251	25,521	18 10	251	25,521	18 10
...	...		3	*(59 17 0)		3	*(59 17 0)		8	*(141 2 4)		8	*(141 2 4)	
				285,693	15 8		288,780	2 5		457,203	4 6		457,203	4 6
...	...			5754	3 10	...	7068	6 7	...	13,342	16 4	...	14,105	4 8
...	...			12	4 5	...	2	0 7	...	61	6 2	...	36	14 11
...	...			1270	7 6	...	1238	19 10	...	1477	9 9	...	1295	14 9
...	...			1117	8 2	...	292	11 4	...	44	18 10	...	1075	0 7
...	...			123	13 0	...	130	11 5	...	65	0 3	...	78	1 1
...	...			...		...	...		...	6972	6 3	...	6974	14 3
				8277	16 11		8732	9 9		21,963	17 7		23,565	10 3
25,515	...		26,182	...		27,536	...		28,253	...		30,360	...	
...	4,066,535	16 4	...	4,219,066	4 10	...	4,349,829	16 8	...	4,464,348	1 6	...	4,582,631	15 0
...	597,732	8 7	...	875,955	8 5	...	945,920	3 11	...	1,125,726	6 2	...	1,208,113	2 0

* Per annum.





1912.

PARLIAMENT OF TASMANIA.

HOSPITAL FOR THE INSANE, NEW
NORFOLK:

REPORT FOR 1911.

Presented to both Houses of Parliament by His Excellency's Command.

[Estimated cost of printing (325)—£4 19s. 6d.]

HOSPITAL FOR THE INSANE, NEW NORFOLK: REPORT FOR 1911.

Hospital for the Insane, New Norfolk.
10th December, 1912.

SIR,

I HAVE the honour to forward my report for the year 1911, together with the usual returns appended

Admissions, Discharges, and Deaths.

On the 1st of January, 1911, there were 505 patients, viz., 255 males and 250 females; and on the 31st December there were 521 patients—264 males and 257 females. There were 75 admissions (viz., 40 males and 35 females) and 24 readmissions (16 males and 8 females) during the year. The length of time between the discharge and readmission varied from seven years to seven days. Of the 43 discharges (21 males and 22 females) 14 males and 15 females had recovered, while seven males and seven females were discharged in accordance with Section 22 of 22 Vict. No. 23, and to their friends' care. The percentage of recoveries on admissions, excluding idiots and imbeciles, was 30·85. It is to be regretted that cases of general paralysis are greatly on the increase. The number of deaths during the year was 40 (26 males and 14 females), whose period of residence varied from 54 years to five days. The percentage of deaths on numbers resident was 7·76.

Expenditure—Money Collected for Fees, Sales, &c., and Cost of Patients.

The amount expended for the year was £21,918 11s. 11d. The amount collected for fees during 1911 was £4628 16s. 2d., and, of this amount, £863 15s. 8d. was paid for patients at the Gentlemen's Cottage, and £2154 16s. 6d. for patients at the Ladies' Cottage. The sale of stock and sundries realised £436 17s. The gross cost of each patient was 16s. 3½d. per week, but, deducting the amount of money collected from every source, the net cost per patient was 12s. 6½d. The sum of £198 1s. 6d., expended in special repairs to buildings, is not included in this calculation.

Farm, Garden, and Dairy.

The farm, garden, and dairy have yielded large supplies for the Hospital. The farm produced 68

tens of hay, an excellent supply of green food for the cattle, and 388 dozen eggs. The garden and orchard have been as productive as usual, and a good supply of vegetables and fruit has been maintained. The return from the dairy was 90,592 pints of milk, valued at £754 15s. 4d.

Amusements.

The patients have been provided with various amusements, viz., fortnightly dances and games of various kinds. The patients' picnic was held as usual at the Plenty. The annual Christmas tree is always greatly appreciated.

Buildings.

A suitable recreation hall is very much needed, and would be a most desirable adjunct to this Hospital. More single rooms are absolutely necessary, both in the male and female department. The Nurses' Home, now in course of construction, will, when completed, greatly increase the accommodation in the female department, but will not add much to single rooms, so much required.

Miscellaneous.

The usual religious services have been held, and have been much appreciated by the patients. A large amount of work has been performed by the patients. The men have been employed in farming, gardening, woodcutting, roadmaking, work in connection with the wards, and in the kitchen and bakery: the women at needlework, in the laundry, and at domestic work generally.

Conclusion.

In conclusion, I desire to thank members of the Hospital staff for the great assistance they have rendered me.

I have, &c.,

W. H. MACFARLANE, M.B.,
Medical Superintendent.

The Hon. the Chief Secretary.

TABLE I.—Showing Number of Admissions, Readmissions, Discharges, Deaths, and Number Remaining within the Hospital on 31st December, for the years 1900–1911 inclusive:—

Year.	Admissions and Readmissions.			Discharges.										Deaths.			Remaining at Hospital on 31st December.					
	Males.	Females.	Total.	Recovered.			Relieved.			Unrelieved.			Total No. Discharged.									
				Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.							
1900.....	34	40	74	...	...	...	...	...	...	...	...	18	17	35	13	16	29	215	191	406
1901.....	39	28	67	...	...	...	...	...	...	...	...	7	16	23	13	10	23	234	192	426
1902.....	46	34	80	...	...	...	...	...	...	...	...	20	17	37	17	11	28	243	198	441
1903.....	37	42	79	...	...	...	...	...	...	...	...	20	16	36	18	15	33	242	208	450
1904.....	38	44	82	...	...	...	...	...	...	...	...	16	22	38	25	10	35	239	222	461
1905.....	39	31	70	...	...	...	...	...	...	...	...	15	11	26	21	9	30	242	233	475
1906.....	46	42	88	...	...	...	...	...	...	...	...	24	19	43	24	14	38	241	242	483
1907.....	50	45	95	7	6	13	1	1	2	26	21	47	12	16	28	252	248	500	
1908.....	47	36	83	17	10	27	4	5	9	5	5	10	26	20	46	18	21	39	255	245	500	
1909.....	35	36	71	12	8	20	1	10	11	1	1	2	14	19	33	15	17	32	261	245	506	
1910.....	36	35	71	10	11	21	9	4	13	2	3	5	21	18	39	21	12	33	255	250	505	
1911*.....	56	43	99	14	15	29	5	7	12	2	2	2	21	22	43	26	14	40	264	257	521	
Totals for 12 years, 1900-1911			503	456	959	71	58	129	26	32	58	11	10	21	228	218	446	253	165	388

* Number of individual cases treated during 1911, 604.

TABLE II.—Showing Number of Admissions, Readmissions, Discharges, Deaths; Number remaining at end of year 1911; Percentages of Recoveries and Relieved on Number Admitted, and Percentage of Deaths on the Average Number of Patients Resident.

Admissions and Readmissions.	Discharges.						Deaths.			Remaining at 31st December, 1911.			Average Daily No. Resident.			Percentage of Recoveries on Admissions.			Percentage of Deaths Relieved on the Average No. Resident.		
	Recovered.			Relieved.			Unimproved.			Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.												
Males.	56	43	99	14	15	29	5	7	12	2	...	2	26	14	40	264	257	521	23·21	34·88	29·29
Females.	...	...	...	...	...	...	...	...	...	261	254	515	...	...	...	8·92	16·28	12·12	9·96	5·51	7·76
Total.	56	43	99	14	15	29	5	7	12	2	...	2	26	14	40	264	257	521	9·96	5·51	7·76

TABLE III.—Showing Length of Residence of those Recovered or Died during 1911.

Length of Residence.	Recovered.			Died.		
	Males.	Females.	Total.	Males.	Females.	Total.
Under 1 month	1	...	1	4	2	6
1 month and under 3 months	7	4	11	2	...	2
3 months " 6 "	3	4	7	1	1	2
6 " " 9 " .....	...	4	4	3	2	5
9 " " 12 "	1	1	2	1	...	1
1 year and under 2 years	1	2	3	...	...	...
2 years " 3 " .....	...	...	...	1	...	1
3 " " 5 " .....	...	...	...	2	3	5
5 " " 7 "	1	...	1	2	...	2
7 " " 10 " .....	...	...	...	3	...	3
10 " " 12 " .....	...	...	...	...	...	...
12 " " 15 " .....	...	...	...	1	1	2
15 " " 20 " .....	...	...	...	3	1	4
20 " " 25 " .....	...	...	...	2	1	3
25 " " 30 " .....	...	...	...	...	1	1
30 " " 35 " .....	...	...	...	...	...	...
35 " " 40 " .....	...	...	...	...	1	1
40 " " 45 " .....	...	...	...	...	...	...
45 " " 50 " .....	...	...	...	...	1	1
50 years and over .....	...	...	...	1	...	1
	14	15	29	26	14	40

TABLE IV.—Showing Ages of Patients in Hospital for Insane, 1911.

Ages.		Admissions and Re-admissions.			Discharges.									Deaths.			Patients on Register 31st Dec., 1911.		
					Recovered.			Relieved.			Unrelieved.								
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Under 5 years .....		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5 years and under 10 years		1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	"	2	3	5	...	...	...	1	1	2	...	...	...	...	...	...	...	...
15	"	2	3	5	...	...	...	1	1	2	...	...	...	...	...	...	...	...
20	"	3	2	5	...	...	...	...	1	1	...	...	...	...	...	...	...	...
25	"	7	6	13	1	6	7	1	1	2	...	...	...	2	1	3	18	13
30	"	5	4	9	1	2	3	1	1	2	...	...	...	3	2	5	25	27
35	"	5	3	8	2	...	2	...	...	1	...	...	1	...	...	...	29	26
40	"	11	5	16	2	2	4	...	1	1	...	...	...	4	...	4	36	28
45	"	9	6	15	3	...	3	2	1	3	...	...	...	4	3	7	40	37
50	"	6	7	13	2	3	5	...	1	1	...	...	...	3	...	3	30	43
55	"	2	2	4	...	1	1	...	...	...	...	...	...	2	2	4	25	20
60	"	3	2	5	1	1	2	...	...	...	...	...	...	2	2	4	12	12
65	"	1	1	2	1	...	1	...	...	...	1	...	1	2	2	4	9	11
70	"	1	...	1	1	...	1	...	...	...	...	...	...	2	...	2	9	5
75	"	...	1	1	...	...	...	...	...	...	...	...	...	1	1	2	5	8
80	"	...	1	1	...	...	...	...	...	...	...	...	...	1	...	1	3	5
85	"	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	3	1
Totals		56	43	99	14	15	29	5	7	12	2	...	2	26	14	40	264	257	

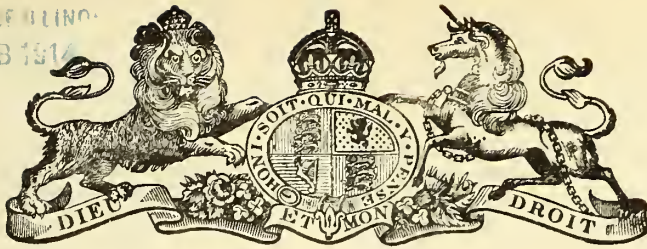
TABLE V.—Showing the Cause of Deaths during the Year 1911, together with Ages at Death.

Cause of Death.	20 and under 25.		25 and under 30.		30 and under 35.		35 and under 40.		40 and under 45.		45 and under 50.		50 and under 55.		55 and under 60.		60 and under 65.		65 and under 70.		70 and under 75.		75 and under 80.		80 and under 85.		Totals.	
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.
Cerebral and Spinal Diseases—																												
Apoplexy	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Epilepsy	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
General Paralysis of the Insane	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Paralysis	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Thoracic Diseases—																												
Exhaustion from Acute Mania (Heart Failure)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heart Disease	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heart Failure.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Phtisis	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pneumonia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
General Diseases—																												
General Debility	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Influenza	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Totals	2	2	2	2	3	3	3	3	4	4	4	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

TABLE VI.—Showing the Return from Institution for the Year 1911.

Eggs.	From Farm.					From Bakehouse.			From Cook.	
	Fruit.	Meat.	Milk.	Potatoes.	Vegetables.	Bread.	Buns.	Cake.	Jam.	
Doz. 388	lbs. 22,761	lbs. 551	pints. 90,592	lbs. 7213	lbs. 69,429	lbs. 214,099	No. 6000	lbs. 819	lbs. 7704	

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1912.

PARLIAMENT OF TASMANIA.

WESTERN AUSTRALIAN STATE STEAMSHIP SERVICE:

PARTICULARS FURNISHED BY THE HONOURABLE THE PREMIER OF WESTERN AUSTRALIA, AT THE REQUEST OF THE HONOURABLE THE PREMIER OF TASMANIA, FOR THE INFORMATION OF THE SELECT COMMITTEE OF THE HOUSE OF ASSEMBLY ON INTERSTATE SHIPPING.

Laid on the Table of the House, and ordered by the House to be printed, 19 December, 1912.

[Estimated cost of printing (325)—£2 3s. 6d.]

ANSWERS TO QUESTIONS CONTAINED IN THE LETTER OF THE HONOURABLE THE PREMIER OF TASMANIA, DATED 2ND OCTOBER, 1912.

Question No. 1.—The number, tonnage, and cost of the steamers acquired by the State of Western Australia?

Answer.—

	"Western Australia."	"Kwinana."	"Eucla."	"Una."
G.R.T.	2935	3295	564	178
N.R.T.	1638	2130	292	87

(See Addendum.)

Question No. 2.—The accommodation provided on board for passengers and for cargo respectively, and any details of cool storage arrangements?

Answer.—

	"Western Australia."	"Kwinana."	"Eucla."	"Una."
Saloon passengers ...	90	26	36	...
Steerage passengers	32	Nil	12	8
Cargo	1000 tons	4500	500	130
Cool storage	4700 c. ft.	Nil	Nil	...
Livestock accom- modation	400 cattle or 6000 sheep	800 cattle or 11,000 sheep	2500 sheep	...

(See Addendum.)

B48731

Question No. 3.—The length of the voyages at present undertaken by the State-owned vessels?

Answer.—The "Western Australia" is due to arrive from England on the 4th November, and will then make alternative trips to Port Darwin, 2200 miles (round trip 4400), and Derby, 1440 miles (round trip 2880).

The "Western Australia" has the mail contract with the Federal Government. The length of the Port Darwin trip, calling at all ports and time at terminal ports, will be 33 days, and the Derby trip 27 days.

The "Kwinana," during nine months of the year, makes trips to the various North-West ports—mainly to Wyndham. There is very little cargo from Fremantle to Wyndham, distance 1800 miles, but she comes back with a full load of cattle.

During the summer months, December to February, the "Kwinana" will be engaged on other trades.

For the coming summer she has been fully booked with cargo.

The "Eucla" makes a weekly trip from Albany to South Coast ports under mail contract. The terminal ports vary, but the average distance per trip is 849 miles.

Question No. 4.—The passenger fares and freight rates charged on State vessels, and the scales in force on privately owned vessels (if any) engaged in trading between the ports visited by the State-owned vessels? (These, of course, for purposes of comparison.)

Answer.—The passenger fares on the North-West Coast are the same as charged by other companies, except per "Kwinana," where a reduction of 20 per cent. is made.

The scale of freight on cattle and sheep have this year been the same as those of other companies, but next

year a considerable reduction in the stock rates is being made (about 20 per cent.).

For the "Eucla" the rates of freight and passages are fixed by the mail contract, and are the same as charged by the previous contractor. The contract rates have, however, been regarded as a maximum, and whenever it is shown that a reduction in freight is desirable in the interests of encouraging settlers, a reduction has immediately been made.

The "Una" runs to small North-West ports, mainly for the Public Works Department. She does not run on the regular trade; but at present she is bound on a voyage to Derby—round trip 3000 miles.

Question No. 5.—How is the service administered, ministerially and departmentally?

Answer.—The service is under the control of the Honourable the Colonial Secretary. A special department—the State Steamship Service—has been formed.

The manager and officers are mainly experienced men from the officers of shipping companies in Western Australia. The Department is freed so far as is practicable from the ordinary Government procedure, and is run absolutely on business lines.

A special Act detailing the powers of the Minister and of the Department has not yet been framed, and the relationship between the Minister and the manager is to all intents and purposes that of a board of directors and general manager respectively of a private shipping company.

One of the chief factors in the success of the undertaking is that the manager feels that he can act without fear of being called to book for having inadvertently broken regulations, and that it is left to him largely to use his discretion whether or not a matter is of sufficient importance to place before the Minister before acting.

Question No. 6.—How are crews engaged, and what are the rates of pay as compared with the scale obtaining of privately owned vessels?

Answer.—The crews are engaged in the same manner as the ordinary mercantile marine. Appointments of masters are always first referred to the Minister. All the awards affecting officers and seamen are observed.

Question No. 7.—Has the service been established long enough to give an indication of results, favourable or unfavourable? If success has been achieved, kindly indicate the direction in which a favourable comparison can be made with privately owned services.

Answer.—The first vessel commenced running on the 1st May, the second in the middle of July, and the third at the beginning of August. So far the undertaking has been well supported and profitable, and there is every indication of its continuance, as very heavy bookings have been made for the next 12 months.

The advantages over private enterprise may be summarised as follows:—

- (a) The Government undertakes the services with a view to developing the country.
- (b) Small pastoralists have found it impossible to dispose of their cattle and sheep, except by selling to the large firms. The Government entering into the shipping of the North-West trade has the effect of enabling the small man to auction his stock

at Fremantle, thereby reducing the cost of the cattle at Fremantle, whilst at the same time giving the small holder a much better net result.

- (c) The Northern jetties are to be placed under the control of the State Steamship Service, and it is anticipated that the result will be improved working facilities at the North-West jetties. As steamers call at so many ports there are naturally many claims from consignees. Time and again when a claim is made the shipping company says the wharfinger should pay, and the wharfinger says the shipping company should pay, and between the two the consignee can get no satisfaction. When the steamers and the jetties are controlled by the same department it can immediately be decided whether a just right to claim exists; and it will be a matter of book entry only whether the steamer or the jetty be debited.
- (d) At present there is no steamer on the North-West trade with proper cool storage accommodation (except one having a very small freezer), but the Government vessel will have a very large freezer.
As there are freezers at only two of the North-West ports, and fruit and other perishables would keep only a very short time in that hot climate, it has been decided to carry fruits and other perishables from Fremantle, and land half on the northward journey and half on the southward journey. This will greatly enlarge the North-West fruit market, and also be a boon to the North-West residents.
- (e) The price of fish has been very high, and owing to the lack of freezer accommodation it has been impossible to bring down the large available supplies from the North-West.
- (f) The Government carries its own cattle in its own steamers, and retails the meat to the consumers, and this competition has greatly reduced prices.

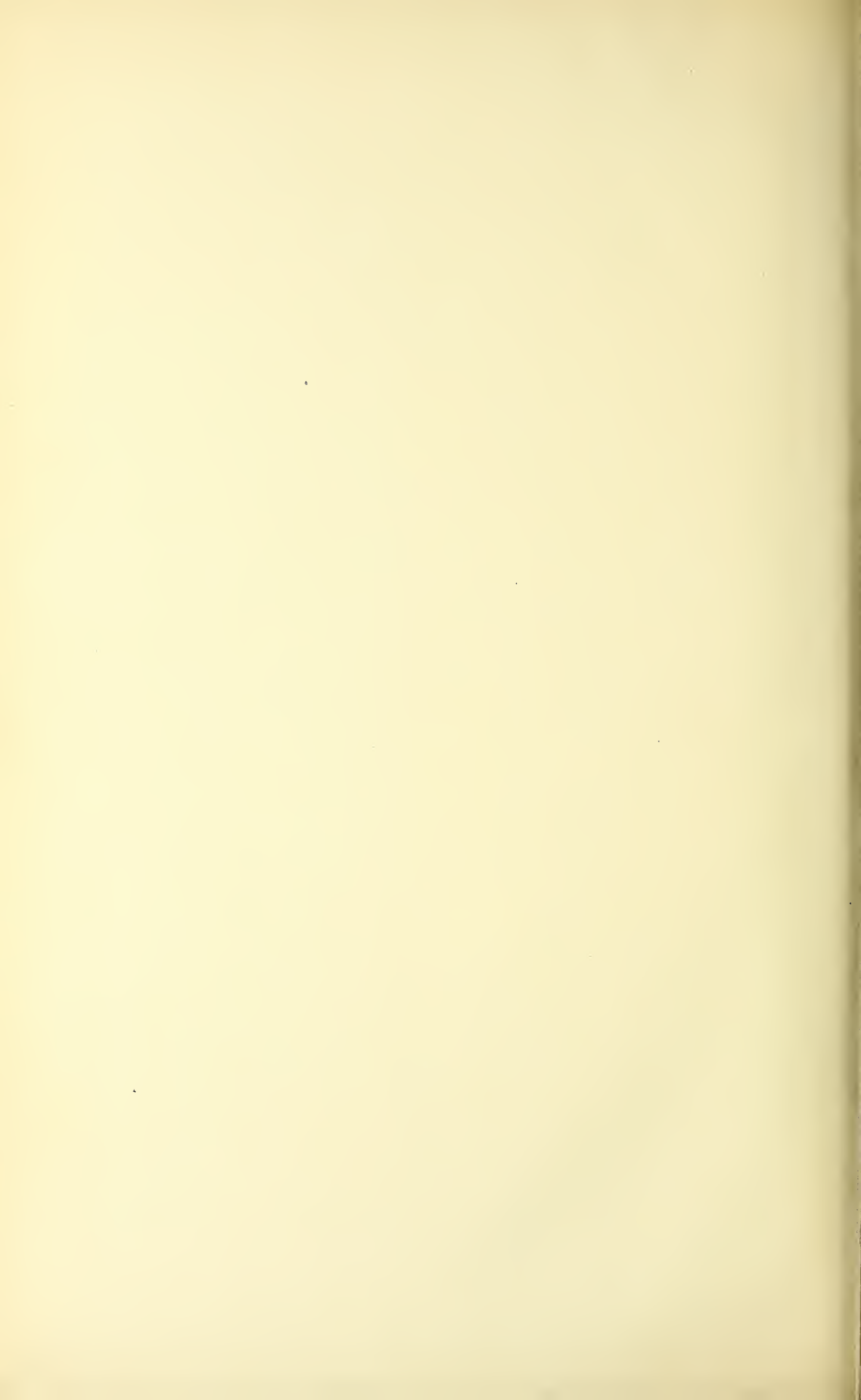
ADDENDUM.

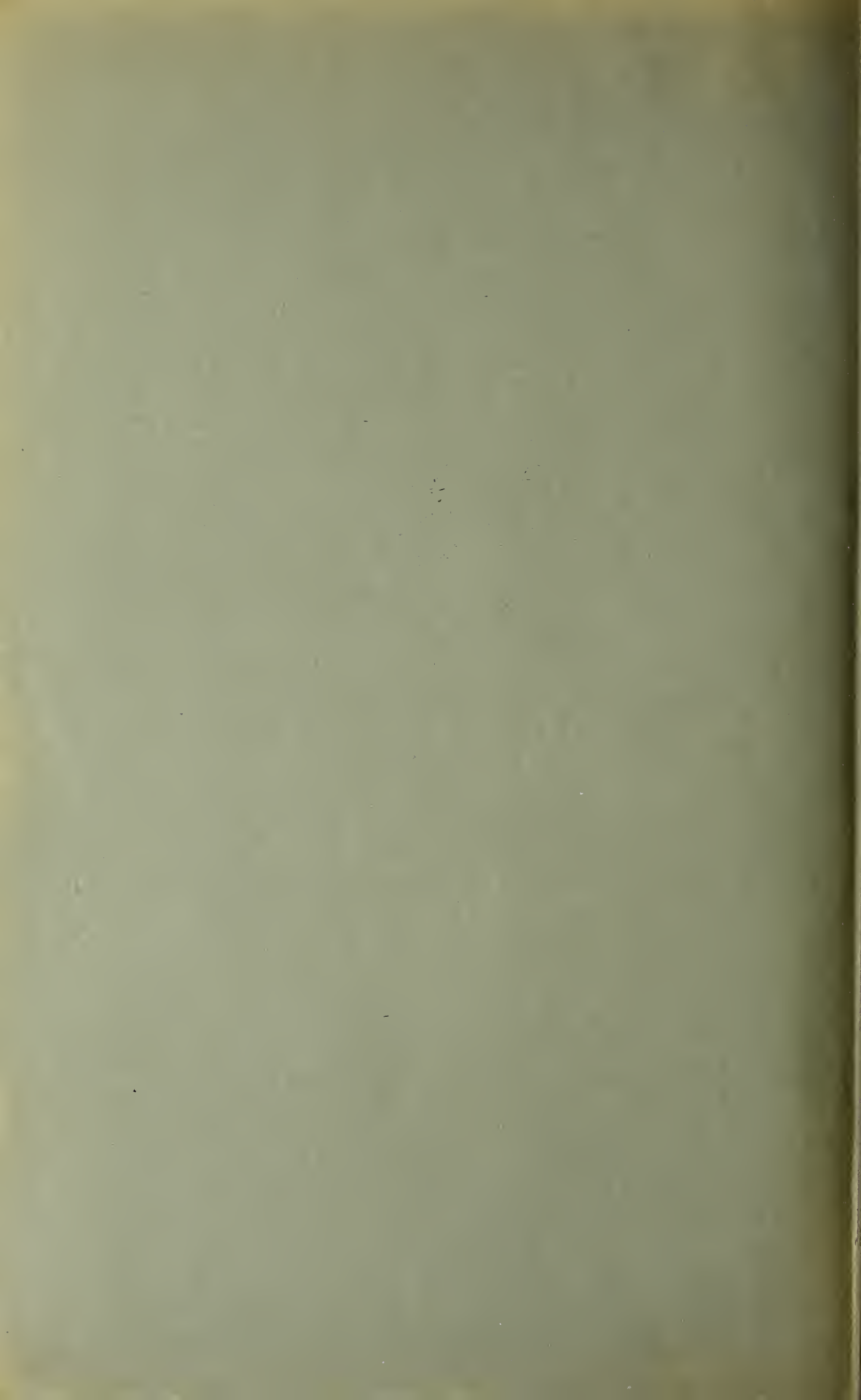
<i>Answer No. 2.—Cost of Vessels.—</i>	£
"Western Australia"	50,000
"Kwinana"	18,000
"Eucla"	12,000
"Una"	3000
	<hr/> £83,000

Answer No. 2.—Details of Cool Storage.—Both freezing and cool store cargo can be carried. At present the only other steamer that can give cool storage has a capacity of about 10 tons. Carrying a big freezer on the "Western Australia" will give a good market to producers and act as a boon to North-West residents.

As there are freezers at only two of the ten North-West ports, it is proposed to allow the shippers to land half their produce on the northward trip, and keep the remainder in cool storage for landing on the southward trip.







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